Final Environmental Impact Report
Volume III: Comments, Responses to Comments, and Revisions to the Draft EIR

Pebble Beach Company Project

State Clearinghouse No: 2011041028

Monterey County Planning Department

April 2012









FINAL ENVIRONMENTAL IMPACT REPORT
PEBBLE BEACH COMPANY PROJECT

VOLUME III: COMMENTS, RESPONSES TO COMMENTS, AND REVISIONS TO THE DRAFT EIR

STATE CLEARINGHOUSE NO: 2011041028

PREPARED BY:

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April 2012

County of Monterey. 2012. *Pebble Beach Company Project Final Environmental Impact Report Volume III: Comments, Responses to Comments, and Revisions to the Draft EIR*. April. Salinas, CA. Prepared by: ICF International, San Jose, CA.

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Acronyms and Abbreviations

This list of acronyms and abbreviations are for the entire Final Environmental Impact Report.

$\mu g/m^3$	micrograms per cubic meter
AFY	acre-feet per year
AMBAG	Association of Monterey Bay Area Governments
Antidegradation Policy	Statement of Policy with Respect to Maintaining High Quality Waters in California (SWRCB Resolution No. 68-16)
Applicant	Pebble Beach Company
APN	assessor parcel numbers
AQMP	air quality management plan
ARB	California Air Resources Board
ASBS	Area of Special Biological Significance
ASR	Aquifer Storage and Recovery
Assembly Bill 32	Assembly Bill 32, the California Global Warming Solutions Act of 2006
Basin Plan	Water Quality Control Plan for the Central Coast Region
BAU	business as usual
BLM	U.S. Bureau of Land Management
BMPs	best management practices
CAA	Clean Air Act
CAAA	1990 Clean Air Act amendments
CAAQS	California ambient air quality standards
CAFE	Corporate Average Fuel Economy
CAL FIRE	California Department of Forestry and Fire Protection
Cal-Am	California-American Water Company
California Coastal Act	California Coastal Act of 1976
Caltrans	California Department Transportation
CAR	Climate Action Reserve
Carl Moyer Program	Carl Moyer Memorial Air Quality Standards Attainment Program
CAWD	Carmel Area Wastewater District
CCAA	California Clean Air Act
CCC	California Coastal Commission
CCRWQCB	Central Coast Regional Water Quality Control Board
CDFG	California Department of Fish and Game
CDHS	California Department of Health Services
CDM	Clean Development Mechanism
CDMG	California Division of Mines and Geology
CDO	cease and desist order
CDP	Coastal Development Permit
CDF	California Department of Forestry (now called CAL FIRE)
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFR	Code of Federal Regulations

cf	cubic feet
cfs	cubic feet per second
CFS	calls for service
CGC	Coastal General Commercial
CGS	California Geological Survey
CH_4	Methane
CHOMP	Community Hospital of Monterey Peninsula
CHP	California Highway Patrol
CIP	Coastal Implementation Plan
CMP	corrugated metal pipe
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
Construction General Permit	NPDES General Permit for Construction Activities
County	Monterey County
CPCN	Certificate of Public Convenience and Necessity
CPUC	California Public Utilities Commission
CRHR	California Register of Historical Resources
CRLF	California red-legged frog
CUBC	California Uniform Building Code
CUSD	Carmel Unified School District
CVFP	Carmel Valley Filter Plant
CVSIM	Carmel Valley Simulation Model
CWA	Clean Water Act
CWA	Clean Water Act
cy	cubic yards
CZMA	Coastal Zone Management Act
dB	Decibel
dBA	A-Weighted Decibel
DEIR	draft environmental impact report
DMF	Del Monte Forest
DMFF	Del Monte Forest Foundation
DMF PDP	Del Monte Forest Preservation and Development Plan
DFG	California Department of Fish and Game
DPF	diesel particulate filter
DPM	diesel particulate matter
DSOD	California Division of Safety of Dams
du	dwelling unit
DUI	driving under the influence
EGRH	Emergency Guaranteed Ride Home program
EHB	Monterey County Health Department Environmental Health Bureau
EIR	environmental impact report
EO	Executive Order

EPA	U.S. Environmental Protection Agency
ESA	federal Endangered Species Act
ESHA	environmentally sensitive habitat area
ETS	Environmental & Turf Services
F	Farenheit
FEIR	final environmental impact report
FHSZ	Fire Hazard Severity Zone
FHWA	Federal Highway Administration
Fire Code	Chapter 18.10, Fire Code, Section K105.3, of the Monterey County Code of Ordinances
FTA	Federal Transit Administration
g/l	micrograms/ liter
GHG	greenhouse gas
GP	General Plan
gpd	gallons per day
gpm	gallons per minute
HCP	Habitat Conservation Plan
HFCs	hydrofluorocarbons
HHNHA	Huckleberry Hill Natural Habitat Area
HI	hazard index
HRA	health risk assessment
IC	Institutional Commercial
IPCC	Intergovernmental Panel on Climate Change
IPM	integrated pest management
ITP	incidental take permit
K-12	kindergarten through grade twelve school
KLI	Kinnetic Laboratories, Inc.
Lead Agency	Monterey County Planning Department
LCFS	low carbon fuel standard
LCP	Del Monte Forest Local Coastal Program
LCPA	Del Monte Forest Local Coastal Program Amendment
Ldn	Day-Night Level
LDR	Low Density Residential
L_{eq}	Equivalent Sound Level
LF	Linear Feet
L_{max}	Maximum Sound Level
L_{min}	Minimum Sound Level
LOS	level of service
LUP	Del Monte Forest Area Land Use Plan
L_V	vibration noise levels
L_{xx}	Percentile-Exceeded Sound Level
Master RMP	Master Resource Management Plan
MBTA	Migratory Bird Treaty Act
MBUAPCD	Monterey Bay Unified Air Pollution Control District
MCIHR	Monterey County Inventory of Historic Resources
MCWD	Marina Coast Water District

MCWRA	Monterey County Water Resources Agency
MDR	Medium Density Residential
MF/RO	microfiltration/reverse osmosis
mg/L	milligrams per liter
mgd	million gallons per day
MOU	memorandum of understanding
MPCC	Monterey Peninsula Country Club
mph	miles per hour
MPWMD	Monterey Peninsula Water Management District
MRWMD	Monterey Regional Waste Management District
MST	Monterey Salinas Transit Agency
MT	metric tons
N	nitrate as nitrogen
N_2O	nitrous oxide
NAAQS	national ambient air quality standards
NAHC	Native American Heritage Commission
NCCAB	North Central Coast Air Basin
NHPA	National Historic Preservation Act
NMFS	National Marine Fisheries Service
NO	nitric oxide
NO_2	nitrogen dioxide
NOAA	National Oceanic and Atmospheric Administration
NOFA	Notice of Funding Availability
NOI	notice of intent
NOP	notice of preparation
NPDES	National Pollutant Discharge Elimination System
NPPA	Native Plant Protection Act
NRCS	Natural Resources Conservation Service
NWP	Nationwide Permit
Ocean Plan	Water Quality Control Plan for Ocean Waters of California, Resolution No. 90-27
OF	Open Space Forest
OPR	Office of Planning and Research
OR	Open Space Recreational
OS	Open Space Shoreline
OSAC	Pebble Beach Open Space Advisory Committee
OSAC Plan	Del Monte Forest Open Space Management Plan
Pb	Lead
PBC	Pebble Beach Company
PBCSD	Pebble Beach Community Services District
PBWE	Pebble Beach Water Entitlement
PCO	Pest Control Operator
Pebble Beach Lot Program	1992 applications, amendments, and zoning changes to build out the remaining vacant land in the Pebble Beach area of Del Monte Forest
PFC	perfluorinated carbon
PG&E	Pacific Gas and Electric

PGA	Professional Golf Association
PGUSD	Pacific Grove Unified School District
PM	particulate matter
PM10	particulate matter 10 microns or less in diameter
PM2.5	particulate matter 2.5 microns or less in diameter
POM	Presidio of Monterey
Porter-Cologne Act	Porter-Cologne Water Quality Control Act
ppm	parts per million
PPV	peak particle velocity
proposed project	Pebble Beach Company
PSR	Project Study Report
PUD	Planned Unit Development
QAC	Qualified Applicator Certificate
RCP	reinforced concrete pipe
Regional Project	Monterey Regional Water Supply Project
RES	Renewable Energy Standard
RM	River Mile
RMA	Resource Management Agency
RMP	resource management plan
RMT	Resource Management Agency
ROG	reactive organic gasses
ROW	right-of of-way
RPMP	Monterey Presidio Real Property Master Plan
RPS	Renewable Portfolio Standard
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB 97	Senate Bill 97
SCWRCB	State Water Resources Control Board
SEL	Sound Exposure Level
sf	square feet
SF_6	sulfur hexafluoride
SO_2	sulfur dioxide
SR	State Route
SRTP	Short-Range Transit Plan
SSRMP	site-specific resource management plan
STIP	State Transportation Improvement Program
SVP	Society of Vertebrate Paleontology
SWANCC	Solid Waste Agency of Northern Cook County
SWPPP	stormwater pollution prevention plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TAMC	Transportation Agency for Monterey County
TDS	total dissolved solids
the applicant	Pebble Beach Company
the Board	California State Geology and Mining Board

The Inn	The Inn at Spanish Bay
The Lodge	The Lodge at Pebble Beach
USACE	U.S. Army Corps of Engineers
USC	U.S. Government Code
USFWS	U.S. Fish and Wildlife Service
USGS	US Geological Survey
v/c	volume-to-capacity
VdB	vibration decibels
VOC	volatile organic compounds
vph	vehicles per hour
VSC	Visitor-Serving Commercial
WDRs	Waste Discharge Requirements
WEG	Wind Erodibility Group
WQC	water quality criteria
WRCB	State Water Resources Control Board
WSA	water supply assessment

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Chapter 1
Introduction

Chapter 1
Introduction

This document contains comments submitted by agencies, organizations and individuals concerning the November 2011 Draft Environmental Impact Report (DEIR) for the Pebble Beach Company Project (the proposed project), responses to those comments, and appropriate revisions to the DEIR. Monterey County Planning Department is the CEQA lead agency for this project.

The DEIR was made available to the public and regulatory agencies for review and comment during a 56-day comment period between November 14, 2011 and January 9, 2012.

The Guidelines implementing the California Environmental Quality Act (CEQA) require that written responses be prepared for all written comments received on a DEIR during the public review period. Per CEQA Guidelines Section 15132, the Final EIR shall consist of:

1. The Draft EIR or a revision of that draft.
2. Comments and recommendations received on the Draft EIR either verbatim or in a summary.
3. A list of persons, organizations, and public agencies commenting on the Draft EIR.
4. The response of the Lead Agency to significant environmental points raised in the review and consultation process.
5. Any other information added by the Lead Agency.

This Final EIR has been prepared in compliance with these Guidelines, as well as with applicable procedures of Monterey County, and includes the following.

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- Chapter 4. Other CEQA-Required Sections
- Chapter 5. Alternatives
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Volume III: Comments, Responses to Comments, and Revisions to the Draft EIR (This Document)

- Chapter 1. Introduction
- Chapter 2. Comments Received on the Draft EIR
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Chapter 2

Comments Received on the Draft EIR

Chapter 2
Comments Received on the Draft EIR

This chapter includes the letter of receipt from the State Clearinghouse; a list of the agencies, organizations and individuals who commented on the draft EIR (Table 2-1); and the actual comment letters submitted. The comment letters have been numbered as shown in Table 2-1 and include letters, emails, and relevant portions of the transcript from the December 14, 2011, Planning Commission meeting. The individual comments within each letter have been numbered in the right margins. There is a response for each comment in Chapter 3, Responses to Comments. The location of the responses for each letter is indicated in Table 2-1.

Table 2-1. List of Commenters and Location of Responses

Letter #	Commenter	Location of Responses in Chapter 3 (Page #)
Federal Agencies		
1	United States Fish and Wildlife Service (USFWS)	3-2
State Agencies		
2	California Coastal Commission (CCC)	3-4
3	California Department of Transportation (Caltrans)	3-12
Local Agencies		
4	City of Monterey (Monterey)	3-15
5	Monterey Bay Unified Air Pollution Control District (MBUAPCD)	3-16
6	Monterey Peninsula Water Management District (MPWMD-1)	3-24
7	Monterey Peninsula Water Management District (MPWMD-2)	3-25
8	Pebble Beach Community Service District (PBCSD)	3-28
9	Transportation Agency of Monterey County (TAMC)	3-30
Organizations		
10	California Native Plant Society (CNPS)	3-41
11	LandWatch Monterey County (LandWatch)	3-45
12	League of Women Voters (LWV-1)	3-58
13	Monterey Pine Forest Watch (MPFW-1)	3-59
14	Monterey Pine Forest Watch (MPFW-2)	3-64
15	Skyline Forest Homeowners Association (Skyline)	3-66
16	The Open Monterey Project (TOMP)	3-73
Individuals		
17	Robert Hale (Hale)	3-92
18	Donald Scifres (Scifres)	3-102
19	Pebble Beach Company (Stilwell)	3-122
Comments Received After the Public Review Period		
20	Helping Our Peninsula's Environment (HOPE)	3-142
21	League of Women Voters (LWV-2)	3-149
22	Mark Blum (Blum-1)	3-150
23	Mark Blum (Blum-2)	3-153

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#1
USFWS

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ventura Fish and Wildlife Office
2493 Portola Road, Suite B
Ventura, California 93003

IN REPLY REFER TO:
08EVEN00-2012-CPA-0032

January 9, 2012

Mr. Joseph Sidor, Associate Planner
Monterey County Resource Management Agency
168 West Alisal Street
Salinas, California 93901

Subject: Draft Environmental Impact Report for the Pebble Beach Company Project; State Clearinghouse No. 2011041028

Dear Mr. Sidor:

This letter provides the U.S. Fish and Wildlife Service's (Service) comments on the subject Draft Environmental Impact Report prepared for the Pebble Beach Company Project (DEIR). We provide our comments as a responsible agency pursuant to Article 20, §15381, of the California Environmental Quality Act (CEQA). It is our understanding that comments on this draft document are due to the County by 5 pm on January 9, 2012.

The Service's responsibilities include administering the Endangered Species Act of 1973, as amended (Act), including sections 7, 9, and 10. Section 9 of the Act prohibits the taking of any federally listed endangered or threatened species. Section 3(18) of the Act defines "take" to mean "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct." Harm is further defined by the Service to include significant habitat modification or degradation that results in death or injury to listed species by significantly impairing essential behavioral patterns, including breeding, feeding, or sheltering. Harass is defined by the Service as intentional or negligent actions that create the likelihood of injury to a listed species by annoying it to such an extent as to significantly disrupt normal behavioral patterns which include, but are not limited to, breeding, feeding, or sheltering. The Act provides for civil and criminal penalties for the unlawful taking of listed species. Exemptions to the prohibitions against take may be obtained through coordination with the Service in two ways. If a project is to be funded, authorized, or carried out by a Federal agency, and may affect a listed species, the Federal agency must consult with the Service pursuant to section 7(a)(2) of the Act. If a proposed project does not involve a Federal agency but may result in the take of a listed animal species, the project proponent should apply to the Service for an incidental take permit pursuant to section 10(a)(1)(B) of the Act. 1-01

As it is not our primary responsibility to comment on documents prepared pursuant to the CEQA, our comments on this DEIR do not constitute a full review of project impacts. Rather,

they focus on those sections that address the federally listed species under our role as a responsible agency, particularly as they relate to compliance with the Act and its implementing regulations.

The DEIR addresses the proposed development and preservation of Pebble Beach Company (PBC) properties located in the Del Monte Forest, Monterey County, California. The proposed project would include renovation and expansion of visitor-serving uses at The Lodge at Pebble Beach, The Inn at Spanish Bay, Spyglass Hill, and the Pebble Beach Equestrian Center; creation of 90 to 100 single-family residential lots; preservation and conservation of approximately 635 acres as open space; relocation of existing trails and construction of new trail segments; construction and installation of roadways and drainage improvements at four intersections; and reconstruction of the main entrance to the Pebble Beach area. **1-01 cont'd**

Impact BIO-D6 discusses indirect impacts to the federally endangered Hickman's potentilla (*Potentilla hickmanii*). We recommend the final environmental impact report (FEIR) include provisions to protect the Indian Village population of Hickman's potentilla by establishing educational signage and mechanisms to prevent trespass onto the property from the adjacent PBC development in efforts to protect the species. **1-02**

Impact BIO-E1discusses impacts to the federally threatened California red-legged frog (*Rana draytonii*). Mitigation Measure BIO-E1 states that if California red-legged frogs are identified during preconstruction surveys, individuals will be captured and relocated to nearby suitable habitat. Capture is considered take under the ESA and can only be authorized with consultation with the Service as described above. **1-03**

Conservation Areas

We recommend that all resource management plans for conservation areas be prepared and reviewed by all resource agencies prior to approval of the FEIR. Establishment of the management plans will aid the agencies in determining the conservation benefits of each area and the proposed project as a whole. We recommend that during preparation of the FEIR, the County of Monterey (County) and PBC enter discussions with CALFIRE to determine any requirements that may negatively impact the conservation value or reduce the size of each conservation area. **1-04**

Migratory Birds

The Service is concerned about potential impacts to migratory birds in the proposed project area. We have conservation responsibilities and management authority for migratory birds under the Migratory Bird Treaty Act (MBTA) of 1918, as amended (16 U.S.C. 703 *et. seq.*). Any land clearing or other surface disturbance associated with proposed actions should be timed to avoid potential destruction of bird nests or young of birds that breed in the area, as such destruction may be in violation of the MBTA. Under the MBTA, nests with eggs or young of migratory birds may not be damaged, nor may migratory birds be killed. If this seasonal restriction is not possible, we recommend that a qualified biologist survey the area for nests or evidence of nesting (e.g., mated pairs, territorial defense, carrying of nesting material, transporting food) prior to the **1-05**

commencement of land clearing activities. If nests or other evidence of nesting are observed, a protective buffer, as established in coordination with the Service, should be delineated and the entire area avoided preventing destruction or disturbance to nests until they are no longer active.

1-05 cont'd

We appreciate the opportunity to provide comments on the DEIR for the Pebble Beach Company Project and look forward to the receipt of the Final Environmental Impact Report. If you have any questions regarding the contents of this letter, please contact Christopher Diel at (805) 644-1766, extension 305.

Sincerely,

Diane K. Noda
Field Supervisor

cc: Brandon Sanderson, CDFG

#2
CCC

STATE OF CALIFORNIA – NATURAL RESOURCES AGENCY EDMUND G. BROWN, JR., Governor

CALIFORNIA COASTAL COMMISSION

CENTRAL COAST DISTRICT OFFICE
725 FRONT STREET, SUITE 300
SANTA CRUZ, CA 95060
PHONE: (831) 427-4863
FAX: (831) 427-4877

January 9, 2012

Joseph Sidor
Associate Planner
Monterey County Resource Management Agency - Planning Department
168 W. Alisal Street 2nd Floor
Salinas, CA 93901

Subject: **Pebble Beach Company Project Draft Environmental Impact Report (SCH # 2011041028)**

Dear Mr. Sidor:

Thank you for sending the above-referenced Draft Environmental Impact Report (DEIR) to our office for review. We appreciate the information developed and presented in the DEIR thus far, and the level of complexity and difficulty associated with an evaluation of a project and Local Coastal Program (LCP) amendment of this magnitude. As you know, it is important that LCP and coastal development permit (CDP) decisions in this matter be well-supported with clear and comprehensive evidence and analysis, and the CEQA process plays a critical role in this regard. In general, we believe that the DEIR provides detailed factual information that the Coastal Commission can rely on for its review and analysis of the proposed project and LCP amendment. The following comments address additional information and clarification needs as they relate to such review and analysis. 2-01

Biological Resources

Many of the impact analyses in the Biological Resources section rely on Mitigation Measure BIO-A1 to lessen impacts to a less-than-significant level. This mitigation measure requires preparation of a Master Resource Management Plan (RMP) for each preservation area associated with the project. Although the RMP can certainly serve as mitigation for project impacts for CEQA purposes, our understanding of the vision for this master RMP was that it be a more holistic, living document that would cover management in perpetuity of all the Applicant's protected habitat areas in Del Monte Forest, including those covered by the Open Space Advisory Committee (OSAC) Plan in the existing Land Use Plan (LUP) (such as the Huckleberry Hill Natural Habitat Area, Crocker Grove, etc.). Ideally, the updated plan would also cover other Del Monte Forest preservation areas as well. The proposed LUP amendment (p. 37) describes it thus: "Such plan shall, as feasible, also incorporate prior forest and resource management requirements (and updated requirements, as appropriate in light of changes in resource conditions or understandings) associated with other Del Monte Forest properties that the Pebble Beach Company either previously deeded or previously dedicated easements to the Del Monte Forest Foundation as a means of providing a unified and updated plan for long term management of all such areas in perpetuity." Thus, we'd suggest that the RMP framework be revised to account for this more comprehensive expectation. In addition, the Draft Master RMP 2-02

(Appendix C of the DEIR) should include a description of coastal development permit (CDP) requirements associated with it, such as for restoration work, prescribed burns, and tree removal, as necessary. It may be that a master CDP is appropriate for the RMP, or a master CDP for each preservation area or for each development type, or some combination of approaches. **2-02 cont'd**

Impact BIO-A1 provides detailed descriptions of the direct impacts to environmentally sensitive habitat area (ESHA), but the discussions of indirect impacts for some ESHAs are not clear. For example, the DEIR states that the project would result in 41 acres of direct impacts to Monterey pine forest in the form of direct removal for development, and 44 acres of indirect impacts to Monterey pine forest. The impact discussion provides a general description of what those indirect impacts would be (disturbance of the root zone and soil compaction from adjacent grading and trenching, changes in soil and hydrologic conditions from increased irrigation and run-off, etc.), but does not describe or show where these indirect impacts would occur. Although it is assumed that the indirect impact areas are all along the forested edges of development areas, it is unclear how the acreage was quantified and where exactly the impacts would occur. Please clarify. Also, the subsequent impact (BIO-B1) includes a table of Monterey pine forest impacts, with 41 acres of direct impact and 44 acres of indirect impact, but then concludes that 47 acres would be indirectly affected. Again, please clarify. **2-03** **2-04**

A clarification is also needed for Impact BIO-C1. The impact statement says that project development would result in potential disturbance of up to 0.06 acre of wetlands/drainages, but then the impact discussion concludes that direct impacts on 0.06 acre of wetlands would occur as a result of the project. This may be a wording oversight, but please clarify. **2-05**

The criteria for determining significance states that a project impact would be significant if the project would result in any direct or indirect disturbance of habitats designated as ESHA as defined by the Coastal Act which results in disruption of protected resources and habitat values. The impact analyses for various ESHAs then conclude that all the impacts can be mitigated to a less-than-significant level with mitigation. However, under the DEIR's significance criteria, direct removal of ESHA is unmitigatable. The conclusion under Impact BIO-A1 that the project's ESHA impacts are less than significant because the Coastal Commission can invoke the conflict resolution parameters of the Coastal Act to address ESHA impacts misrepresents the DEIR significance criteria, and seems off-point in a CEQA context. Conflict resolution is an available tool to the Commission under the Coastal Act, but that is different conc ept than identifying impacts and mitigations under CEQA. Impacts and mitigations in the DEIR need to be in a CEQA context. **2-06**

Land Use

The DEIR does not include discussion or analysis of any of the LCP changes not directly associated with the Pebble Beach Company (PBC) project. Although it is true that local governments do not need to develop CEQA documents for proposed LCP amendments, it is also true that local governments often use the CEQA process to develop the types of information that the Commission will need to be able to evaluate proposed LCP amendments for consistency with **2-07**

the Coastal Act. The County intends in this case for the CEQA document to form the basis for the LCP amendment submittal. As such, the DEIR should be framed to account for all LCP amendment components as well. **2-07 cont'd**

We have the following additional comments on the Land Use section of the DEIR:

- Under the description of existing residential designations in the LCP, the text states that golf courses can be allowed as a conditional use in the Low Density Residential and Medium Density Residential land use designations in Del Monte Forest per the current LCP. The proposed LCP amendment deletes golf courses as an allowed use in these areas, but the DEIR does not state this, nor does it include the changes to Sections 20.12.050 and 20.14.050 (where this will be accomplished) in Appendix D along with the proposed changes to the LUP and CIP. Please include the proposed changes to Sections 20.12.050 and 20.14.050 and clarify that the LCP amendment will delete golf courses as an allowed use in these areas. **2-08**

- Under the description of existing commercial designations in the LUP, the text states for Institutional Commercial that "the area of the PBC Corporation Yard immediately south of the proposed employee housing is also designated institutional." No employee housing is proposed at this location. Please clarify in the text. **2-09**

- Under the descriptions of the proposed residential development sites, the text describes the proposed changes to land use and zoning designations, including removal of the resource constraint overlay (B-8). The DEIR fails to identify the proposed B-6 (no future subdivision) overlay that would be imposed on all the areas proposed for residential development after the areas are subdivided. Please include this in the description. **2-10**

- Under Impact LU-B1, the two land use plans or regulations that are applicable to the proposed project are the Del Monte Forest LCP and the Coastal Act, not the Coastal Act Area. Please also clarify that the proposed project is inconsistent with not only biological resources and forest resources policies but also environmentally sensitive habitat area policies. In addition, the LCP amendment provides a plan for a majority of PBC's remaining development potential in the Del Monte Forest, not for a majority of remaining development potential in the Del Monte Forest generally. Finally, the list of Coastal Act policies for which consistency is measured against for this impact analysis is incomplete. For example, the public access policy that is evaluated is only one of the Coastal Act public access policies, and there are others that would be considered just as much if not more critical for the LCP amendment evaluation, namely Section 30210 which requires maximum public access and recreational opportunities. As stated above, please include a complete evaluation of all applicable Coastal Act policies for the entire LCP amendment, not just the PBC Concept Plan portion. **2-11** **2-12**

Alternatives

We appreciate the evaluation of alternatives that can reduce the project's impacts on Monterey pine forest and Yadon's piperia, since the Coastal Commission will need to see a similar **2-13**

evaluation of such alternatives for the LCP amendment submittal. However, the clustered development options (Alternatives 1A, 1B, and 1C) include 18 inclusionary housing units in addition to the proposed 90 market-rate units. In our staff level agreement with the Applicant, only 90 total (market-rate or otherwise) (or 100 total if a hotel is not built at Area M) new residential units were agreed upon, based on a careful evaluation by our staff of potential impacts and consistency with the Coastal Act. As such, these alternatives do not meet the project objective to "provide a reduced-intensity buildout plan compared to prior proposals for Del Monte Forest that can obtain Coastal Commission staff concurrence..." In addition, to support our own Commission's evaluation of the project and LCP amendment, including in terms of reduced impact alternatives, it would be helpful to see an alternative that eliminates all of the project's ESHA impacts and that is based purely on resource and constraint identification and avoidance. In other words, although Alternatives 2A, 2B, and 2C evaluate elimination of development in certain ESHA areas, the DEIR should include evaluation of an alternative that eliminates development in all ESHA (i.e., Areas J, K, L, F2, and I2) and limits development to non-ESHA areas only.

2-13 cont'd

2-14

In closing, we believe that the proposed project and LCP amendment are important vehicles for resolving longstanding coastal planning and development issues in the Del Monte Forest, and recognize that the DEIR information will be critical to their evaluation. We hope that these comments help the County to develop the best possible fact set for review and evaluation of the proposed LCP amendment and PBC project. We appreciate the ongoing coordination between the County and our staff on the project and LCP amendment, and look forward to continued coordination and agreement. As we have stated previously on earlier iterations of the project, it is important that the County and the Coastal Commission maximize the extent to which we are working from a common knowledge base, including biologic expertise, concerning the basic facts and science underlying the various resources at issue, and we are pleased to see that we have reached common ground on these issues. We continue to be available to the County and PBC as the project moves forward.

2-15

Sincerely,

Katie Butler

Katie Butler
Coastal Planner

cc: State Clearinghouse
Applicant

#3

Caltrans

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY EDMUND G. BROWN Jr., Gov

DEPARTMENT OF TRANSPORTATION
50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3101
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TDD (805) 549-3259
http://www.dot.ca.gov/dist05

Flex your power!
Be energy efficient!

January 9, 2012

MON-68-4.26/Var.
SCH# 2011041028

Joe Sidor
Monterey County Planning Department
168 West Alisal Street, 2nd Floor
Salinas, CA 93901

Dear Mr. Sidor:

COMMENTS TO PEBBLE BEACH COMPANY 2011 DRAFT EIR

The California Department of Transportation (Caltrans), District 5, Development Review, has reviewed the above referenced project and offers the following comments in response to your summary of impacts.

1. In previous correspondence for this project, Caltrans expressed concern that the growth and additional trips related to the development should be mitigated prior to occupancy. One of the main concerns with additional trips on the Holman Highway is the resulting increased delay for medical-emergency traffic heading west. As stated in our last letter, "Caltrans is not inclined to approve any project design/permit that will result in increased delay for Highway 68 Westbound ambulance traffic to the Community Hospital for Monterey County." That said, we feel continued coordination between the respective agencies on how best to accomplish this goal is important. **3-01**

2. During the past several months there have been discussions on potential Interchange design ideas that can accommodate the existing demand as well as new growth at Highway 1/68/Pebble Beach entrance. No one alternative has stood out as superior at this point. That said, while we are not supportive of a double-roundabout feature (Alternative 5), we feel there is merit in having continued study of a single roundabout design included in the range of alternatives. **3-02**

3. Caltrans believes an important design feature of any alternative must include more opportunity for storage of vehicles entering the Pebble Beach property off the State facilities. As a CEQA Responsible Agency for this project, we will continue to pursue this critical element as a feature in all future design discussions. **3-03**

4. Caltrans is currently revising the Transportation Concept Report for the entire Highway 68 from Salinas to Pacific Grove. The segment in this area (Post Mile L4.26 to 0.0 in Pacific Grove) is a two-lane conventional Highway, mostly urbanized, and with multiple signal controls. The ultimate concept for this segment of the route is being proposed as full relinquishment to the City of Monterey and Pacific Grove. Caltrans will continue to pursue this option with both Cities thereby allowing local design decisions of roadway enhancements. **3-04**

If you have any questions, or need further clarification on items discussed above, please don't hesitate to call me at (805) 542-4751.

Sincerely,

JOHN J. OLEJNIK
Associate Transportation Planner
District 5 Development Review Coordinator
john.olejnik@dot.ca.gov

cc: Mark McCumsey (D5)
Mike Zeller (TAMC)
Dave Rasmussen (D5)
Frank Boyle (D5)

#4

Monterey

January 5, 2012

Joseph Sidor, Assoc. Planner
Monterey Co. Resource Management Ag.
168 W. Alisal Street 2nd Floor
Salinas, CA 93901

Via Email: CEQAcomments@co.monterey.ca.us

Mayor:
CHUCK DELLA SALA

Councilmembers:
LIBBY DOWNEY
JEFF HAFERMAN
NANCY SELFRIDGE
FRANK SOLLECITO

City Manager:
FRED MEURER

Subject: Comments Regarding Draft Environmental Impact Report for the Pebble Beach Company Project (SCH# 2011041028)

Dear Mr. Sidor,

Thank you for the opportunity to comment on the above referenced environmental document for the Pebble Beach Company Project. The City of Monterey supports the Pebble Beach Company Project Alternative involving construction of a roundabout at the Highway 1/Holman Highway 68/17-Mile Drive intersection. This alternative is consistent with the City's mission to improve mobility and to ensure that such improvements address multiple modes of transportation that are safe, efficient and effective. **4-01**

The City of Monterey agrees with the DEIR Alternatives Analysis conclusion that the Alternative 5 roundabout would mitigate the project's traffic impacts. The footprint of the roundabout is similar to that of the five-legged signalized intersection and therefore biological, archaeological, and geological impacts would be similar and no additional studies would be necessary. The roundabout alternative also requires a lower retaining wall for the new Hwy 68 eastbound lane than the signalized intersection design, which reduces the grading and visual impacts. Finally, the roundabout alternative improves operation conditions such as vehicle queues at the SR1/SR68/17-Mile Drive Interchange, which reduces air quality impacts caused by vehicles queuing and idling at a signalized intersection. **4-02**

The City notes one correction regarding the future Holman Highway 68 Widening Project and the Professional Center driveway. The City does not support the installation of a signal at this location. The Community Hospital of the Monterey Peninsula (CHOMP) is required to allow a U-Turn for east-bound traffic exiting the Professional Center. This requirement is a mitigation measure to the recent CHOMP expansion project. Please eliminate all references to this signal at the Hwy 68/Professional Center driveway throughout the DEIR. **4-03**

We look forward to continuing the cooperative effort by all stakeholders to improve the capacity of Holman Highway 68 to serve regional traffic. Please give me a call at 831-646-3760 if you would like to discuss any of these issues with me or the City's traffic engineering staff.

Sincerely,

Fred Meurer
City Manager

MBUAPCD
Monterey Bay Unified Air Pollution Control District
Serving Monterey, San Benito, and Santa Cruz Counties

24580 Silver Cloud Court
Monterey, CA 93940
PHONE: (831) 647-9411 • FAX: (831) 647-8501

#5
MBUAPCD

January 9, 2012

Joseph Sidor
Monterey County Resource Management Agency - Planning Department
168 W. Alisal Street 2nd Floor
Salinas, CA 93901

Submitted Electronically to:
CEQAcomments@co.monterey.ca.us

Original sent First Class Mail

SUBJECT: Draft Environmental Impact Report for the Pebble Beach Company Project (PLN100138)

Dear Mr. Sidor:

Thank you for providing the Monterey Bay Unified Air Pollution Control District (Air District) the opportunity to comment on the above-referenced document. The comments contained in this letter are intended as guidance for the Lead Agency and should be incorporated into the final document, as appropriate. Overall, the Air District is concerned that the project's construction health risk impacts were underestimated and that the significant impact from greenhouse gas (GHG) emissions identified in the document are not sufficiently mitigated. **5-01**

In addition, the Air District requests documentation to support emission calculations and consistency in the assumptions used to evaluate air quality, health risk, and greenhouse gas (GHG) emissions impacts. The document or appendices did not include CalEEMod output files which made it impossible for the Air District to review and confirm the emission estimates reported. It also appears that a different set of assumptions was used to estimate criteria pollutant emissions, evaluate construction health risks, and estimate GHG emissions. This is of particular concern for the screening-level health risk assessment because less conservative assumptions were used to evaluate risk than were used to evaluate criteria pollutant impacts. A screening-level health risk assessment should be based on conservative assumptions. If there was a reason for using different sets of assumptions, this should have been clearly described in the document. **5-02**

The following sections provide specific comments on the above-reference document.

Impact Analysis
The following comments address the Air Districts concerns related to the air quality and climate change impact analyses and Appendix E.

Comments on Section 3.2 Air Quality

Table 3.2-6. Operational Emissions on Page 3.2-18 and Table 3.2-7 Unmitigated Construction PM10 Emissions and Mitigated Construction PM10 Emissions.
The operation and construction emissions reported in the tables are not supported with information in Appendix E such as, emission calculations, output reports from CalEEMod, or output from the Sacramento Roadway Construction model for the intersections. Therefore, the Air District is unable to confirm that the emissions were estimated correctly. **5-03**

Sensitive Receptors on Page 3.2-22 and Table 3.2-10 on Page 3.2-24.
The text states that "…a screening-level (worst-case) analysis of potential health risks" was evaluated for construction activities. However, based on the information provided in Table E-8 in Appendix E, the analysis was based on less conservative construction equipment assumptions when compared to the construction equipment data contained in Table E-2. Therefore, the results of the screening analysis may not represent a worst-case analysis. The Air District is concerned that areas identified in Table 3.2-10 with a mitigated cancer risk of 8 in one million may be greater than the threshold of 10 in one million if more conservative assumptions had been used for the analysis. **5-04**

Cumulative Impacts and Mitigation Measures on Page 3.2-28
The text states that operational emissions were based on daily trip generation data from Fehr and Peers 2011. However, the Air District cannot confirm what trip rates the operational emissions were based on because the CalEEMod output files were not included with the document. Therefore, there is no documentation of what trip rates were used to generate the operational emissions. The Air District is concerned that without being able to confirm what traffic assumptions were used for the analysis, the ROG or NOx emissions from operation may be underestimated. **5-05**

Comments on Section 3.4 Climate Change

Approach to Developing Significance Criteria on Page 3.4-14.
Please confirm what year the analysis considers as the "Business-as-Usual" (BAU) conditions for evaluating significance. The footnote #4 on page 3.4-14 refers to the year 2008; however, the Monterey County GHG inventory used 2005 as BAU condition. **5-06**

Table 3.4-7 Unmitigated Operational GHG Emissions (metric tons/year) Pages 3.4-18 through 3.4-20.
Please explain why the GHG emissions in Table 3.4-7 do not match the emissions presented in Table 3.2-6. The GHG emissions are underestimated compared to the criteria pollutant emissions for area and mobile sources. For example, the area and mobile source emissions presented in Table 3.4-7 for Option 1 are lower than the mobile source emissions presented in Table 3.2-6 for Option 1. If Table 3.4-7 represents operational emissions without design features or measures to reduce GHGs, then the mobile source emissions presented in Table 3.4-7 should at least be equal to, if not higher than, the emissions presented in Table 3.2-6. **5-07**

Table 3.4-7 Unmitigated Operational GHG Emissions (metric tons/year) Pages 3.4-18 through 3.4-20 and Table 3.12-7 on Page 3.12-26.
Please confirm the water use for the project estimated using CalEEMod matches the estimates from Table 3.12-7. It appears water use based on the CalEEMod defaults may underestimate water demand compared to the values presented in Table 3.12-7. Additional water use would result in more electricity and higher GHG emissions than have been reported. **5-08**

Table 3.4-9 Total Project Emissions Over Baseline on Page 3.4-21.
The annual operational emissions for Option 1 and Option 2 presented in Table 3.4-9 do not match the values in Table 3.4-7. Please review and explain why the values in both tables are not consistent. **5-09**

GHG Reduction Plan Measures listed at bottom of Page 3.4-24.
Please provide documentation to support the GHG reductions for the measures listed as being included in the GHG Reduction Plan. The reductions shown for the state measures represent statewide GHG reductions and overestimate the potential local GHG reductions that could be achieved with the project. For example, the energy emissions reductions are overestimated. Pacific Gas and Electric Company (PG&E) is the electricity provider in the project area. If the BAU condition is represented by the year 2008 (or 2005), PG&E had already achieved a renewable portfolio standard value of approximately 15%. Please explain how the Renewable Portfolio Standard measure, assuming this means 33% by 2020, will achieve reducing energy emissions by 23.9% compared to the BAU condition of 15%. Based on the underestimate of GHG reductions, the applicant must include additional measures in the GHG Reduction Plan to reduce GHG emission to less than significant. **5-10**

Comments on Appendix E Air Quality and Climate Change, Information for Analysis

Appendix E.
For future reference, the CalEEMod output tables should be included in the appendix in order for the Air District to review the emissions reported. The emissions reported in Table 3.2-6 and Table 3.4-7 could not be confirmed in CalEEMod using the information provided in Appendix E. If the CalEEMod default values were changed, an explanation to support changing the default values should also be included in the appendix. **5-11**

Construction in Appendix E on Page E-2.
The text states that mitigated construction emissions were estimated assuming incorporation of DPFs capable of 25% reduction. However, this measure is not listed in Mitigation Measure AQ-C2. Please clarify what construction mitigation measures will be implemented. **5-12**

Table E-5 Operational Assumptions in Appendix E
The project element sizes in Table E-5 must match with the information in Chapter 3 Project Description. It appears different sizes for some project elements were used to estimate emissions compared to what is summarized in the project description. For example on page 2-12 it states, "The existing ballroom on the first floor would be expanded… to create an additional 4,155 sf…" and "… the existing meeting facilities… additional 4,660 sf of meeting space." However, Table E-5 shows the ballroom was modeled as 3,960 sf and the meeting **5-13**

facilities were modeled as 3,960 sf. Therefore, the emissions may be underestimated if smaller facility sizes were evaluated in CalEEMod than are planned for the project. **5-13 cont'd**

Table E-8 Health Risk Assessment Assumptions in Appendix E

Please provide a more detailed description of how the screening health risk assessment was conducted. The basic assumptions used for off-road equipment; amount, horsepower, load factor, and hours per day, should be consistent between the criteria pollutant emission calculations and the health risk assessment. Based on the following comments, it appears the emissions used for the health risk assessment were underestimated compared to the methodology used to estimate criteria pollutant emissions. **5-14**

a. The health risk assessment methodology states it is based on off-road equipment emission factors from URBEMIS2007. However, the load factors shown in Table E-8 are lower than the load factors presented in Table E-2 (the load factors in Table E-2 are similar to the default load factors in URBEMIS2007). Please provide justification for using lower load factors as these will result in lower emission rates which will underestimate the health risk. **5-15**

b. The methodology also states that "…associated health risks was conducted for the Pebble Beach Links Driving Range Relocation to Collins Field." Please explain why the equipment listed for the grading and paving phases in Table E-8 do not match the equipment listed for the same project element and phase in Table E-2. In particular, the health risk assessment appears to have assumed fewer hours per day of equipment operation than presented in Table E-2. For example, most of the equipment in Table E-2 is listed to operate 8 hours per day while Table E-8 has most equipment operating less than 8 hours per day. The emissions used for the health risk assessment are underestimated if fewer equipment types and fewer hours per day were used. **5-16**

c. Please confirm whether the emission rates presented in Table E-8 are for the unmitigated or mitigated case. It appears the emission rates include mitigation measure AQ-D1. The PM emission rates (g/hr) presented in Table E-8 are lower than what can be calculated using off-road equipment emission factors from URBEMIS2007 as stated in the methodology. The PM emission factor in URBEMIS2007 for a rubber tired dozer in the year 2015 is 0.125 g/bhp hr (Appendix I to the URBEMIS2007 User's Guide). This equates to an emission rate of 16.4 g/hr and was calculated based on values in Table E-8 (0.125 g PM/bhp hr x 357 hp x 0.3685 load factor = 16.4 g/hr). An 85% reduction of the URBEMIS2007 emission factor for a rubber tired dozer would equate to nearly the same emission rate presented in Table E-8 (85% reduction of 16.4 g/hr = 2.46 g/hr and Table E-8 shows 2.83 g/hr). Therefore, it appears the emission rates include mitigation measure AQ-D1, installation of DPFs capable of achieving an 85% reduction in PM10 exhaust emissions. **5-17**

Mitigation Measures

The Air District's 2008 CEQA Guidelines discusses how the site design of a project can influence the impact on air quality. One type of site design feature the Air District encourages the applicant to consider is excluding wood-burning fireplaces. Wood-burning fireplaces can negatively impact air quality by generating fine particulate matter and creating an odor nuisance for neighbors. Therefore, the Air District recommends that the applicant requires installation of pellet stoves or fireplace inserts that operate with natural gas in **5-18**

locations where fireplaces may be planned, such as, residences, hotel rooms, or meetings rooms. 5-18 cont'd

The Air District supports the transportation mitigation measures that relieve congestion or promote alternative transportation uses as these measures will also contribute to benefiting air quality and GHG emissions. In particular, the Air District supports the development of an alternative transportation plan as listed under Mitigation Measure TRA-G1. A main source of criteria pollutant and GHG emissions associated with the project will result from transportation. Reducing the number of vehicle trips will benefit reducing both criteria pollutant emissions and GHG emissions. 5-19

Finally, the Air District recommends that the applicant commit to implementing the GHG Reduction Plan under Mitigation Measure CC-A2-A. The measures under consideration for reducing GHG emissions complement the recommended site design measures listed in the Air District's 2008 CEQA Guidelines. Implementing these measures would benefit both air quality and climate change by reducing emissions. If this mitigation measure is selected, please forward a copy of the GHG Reduction Plan to the Air District upon completion. 5-20

General Comments

The following are editorial comments for clarification in the document.

Table 3.2-6 on Page 3.2-18

Please confirm the units for the criteria pollutant emissions, the table title says "lbs/day" but the table header says "lb/year". 5-21

Significance Criteria on Page 3.4-15 and Mitigation Measure CC-A2-A on Page 3.4-22.

Please review and confirm the percentage reduction from business as usual (BAU) used to evaluate the project. It is not clear whether a 24% reduction from BAU or a 26% reduction from BAU is considered the reduction needed for the project. The text on page 3.4-15 states, "…represents a reduction in GHG emissions equal to 24% below 2020 BAU conditions…", however, Mitigation Measure CC-A2-A states "Reduce annual greenhouse gas emission by 26% relative to business as usual...". 5-22

Mitigation Measure AQ-D1 on Page 3.2-25.

A DPF capable of achieving an 85% reduction in PM10 emissions is considered "Level 3" not "Tier 3", please change text to state "Level 3" in both places in the mitigation measure. 5-23

Table E-5 Operational Assumptions in Appendix E

Please confirm that the table head name "Trip Rate" is incorrect and should be called "Unit Amount" to correspond to the value used in CalEEMod. The values in the "Trip Rate" column do not match with the values in Table 3.11-20 Project Trip Generation. A table showing what trip rates were used to estimate operational mobile source emissions must be included in the appendix. 5-24

Thank you for the opportunity to provide comments. Please contact me at (831) 647-9418 ext. 226 or bnunes@mbuapcd.org if you have questions regarding these comments. Also, please provide the Air District with written responses to all comments contained herein prior to the

certifying the Final Environmental Impact Report (per Public Resources Code Section 21092.5).

Best regards,

Robert Nunes
Air Quality Planner

Cc: Amy Clymo, MBUAPCD Air Quality Planner
David Craft, MBUAPCD Air Quality Engineer

#6
MPWMD-1

MONTEREY PENINSULA WATER MANAGEMENT DISTRICT

RECEIVED
DEC 19 2011
MONTEREY COUNTY
PLANNING DEPARTMENT

December 14, 2011

Mike Novo,
Director of Planning
Monterey County Resource Management Agency
168 W. Alisal Street, 2nd Floor
Salinas, CA 93901

Re: Pebble Beach Company Water Entitlement

Dear Mr. Novo:

This letter responds to a request by Pebble Beach Company ("PBC") for the Monterey Peninsula Water Management District's ("MPWMD") to clarify the status of the Water Entitlement granted to PBC by MPWMD pursuant to Ordinance No. 39, as amended by Ordinance No. 109, and various agreements related to the Carmel Area Wastewater District – Pebble Beach Community Services District Wastewater Reclamation Project (the "Reclamation Project").

MPWMD granted a Water Entitlement of 365 acre feet per year ("AF") to PBC pursuant to the Wastewater Reclamation Project Fiscal Sponsorship Agreement between MPWMD and PBC dated as of October 3, 1989. This Water Entitlement is evidenced by Water Use Permits issued by MPWMD to PBC in accordance with Ordinance No. 39 and the Fiscal Sponsorship Agreement.

MPWMD Ordinance No. 109 authorized PBC to sell up to 175 AF of its Water Entitlement to other landowners in Del Monte Forest for residential use, to assist in funding the improvements to the Reclamation Project with the intent of eliminating the use of supplemental potable water for irrigation of the golf courses and open spaces. Phase I of the Reclamation Project was completed in 1994, and the Phase II improvements were completed in 2009. The Reclamation Project is now supplying 100% of the water used for irrigation of the Del Monte Forest golf courses and other open spaces that are receiving recycled water, and saving, on average, approximately 1,000 acre feet per year of potable water.

6-01

The referenced agreements related to the Reclamation Project provide that MPWMD has a legal obligation to supply water pursuant to the Water Entitlement. MPWMD holds regulatory powers to require California American Water Company ("Cal-Am") to provide water service to the holders of the Water Entitlement through the Cal-Am system. However, if Cal-Am is unable to supply such water,

MPWMD is committed to finding other sources of water from which to supply the holders of the Water Entitlement.

The Cease and Desist order ("CDO") issued by the State Water Resources Control Board ("SWRCB") provides in its decision that Cal-Am may serve the holders of the Water Entitlement from withdrawals from the Carmel River irrespective of its water rights until December 31, 2016. After that date, unless the CDO is amended, Cal-Am is required to serve the Water Entitlement (and all other Cal-Am customers) only through legal water sources available to it (or to MPWMD). The CDO exempts the Water Entitlement from its moratorium on new connnections.

6-01 cont'd

The effect of MPWMD ordinances and agreements, as well as the CDO, is therefore as follows:

1) Holders of the Water Entitlement have the right to connect to the Cal-Am system even if no alternative water supply has been developed by Cal-Am.

2) Once connected, Water Entitlement users have the right to be served on the same basis as any other Cal-Am customer. That means that Water Entitlement users may be served by Cal-Am from its then legal sources in the same manner and extent as any other Cal-Am customers. 3) MPWMD continues to pursue development of alternative sources of water which, among other things, can satisfy the Water Entitlement.

6-02

The MPWMD is pleased to confirm its position related to PBC's Water Entitlement rights. I'm happy to respond to any questions or attend any future meetings to address this matter further.

Sincerely yours,

Monterey Peninsula Water Management District

By: David J. Stoldt, General Manager

cc: M. Stilwell, Pebble Beach Company

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#7

MPWMD-2

MONTEREY PENINSULA WATER MANAGEMENT DISTRICT

January 9, 2012

Mr. Joseph Sidor, Associate Planner
Monterey County Resource Management Agency
Planning Department
168 W. Alisal Street., 2nd Floor
Salinas, California 93901

Subject: Pebble Beach Company Project (PLN100138)

Dear Mr. Sidor:

The Monterey Peninsula Water Management District (District or MPWMD) appreciates the opportunity to comment on the Pebble Beach Company Project Draft EIR (DEIR). The project is described as the build-out of the remaining undeveloped Pebble Beach Company (PBC) properties in the Del Monte Forest Local Coastal Plan (LCP) area, including the renovation and expansion of visitor serving uses at The Lodge at Pebble Beach, The Inn at Spanish Bay, Spyglass Hill, and the Pebble Beach Equestrian Center; and the creation of 90-100 single-family residential lots. MPWMD's comments are as follows: 7-01

General Comments

1. MPWMD is referenced frequently in the DEIR, but is not included in the list of acronyms and abbreviations. 7-02

2. Water Permits from MPWMD will be required for each New Connection, modification to an existing Connection and each Expansion of Use. Prior to issuance of a building permit, a final review of the demand projection will take place and all development will be subject to water efficiency standards and other rules in effect at the time the Water Permit is considered. Water Permits will be issued for the project only if sufficient water from the Pebble Beach Company Entitlement is available. 7-03

Environmental Setting

ES Comment 1: Page ES-14, line 7: California American Water has not been ordered to cease extracting all water from the Carmel River, only the amount which exceeds its legal right. This comment applies to similar statements found in the Water Supply and Demand section of the DEIR. 7-04

Water Supply and Demand

WSD Comment 1: MPWMD acknowledges and recognizes an entitlement to a total of 365 acre-feet of potable Cal-Am water that is held by the Pebble Beach Company for financing the CAWD/PBCSD Recycled Water Project. This water can be used for any purpose if that use 7-05

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831-658-5601 • Fax 831-644-9558 • www.mpwmd.dst.ca.us • www.montereywaterinfo.org

conforms to current County and MPWMD regulations. Permits for use of the Pebble Beach Company Water Entitlement are governed by District Rule 23.5 of the MPWMD Rules and Regulations. **7-05 cont'd**

WSD Comment 2: SB 610 and SB 221 Applicability, page 3.12-16, lines 9-10: The use of a factor of 0.42 acre-feet per year (AFY) that was used to review the need for a Water Supply Assessment is referenced as a factor used by MPWMD. MPWMD seeks clarification regarding the source of this factor. The factor may have been derived from average actual consumption by residential users within the County during a previous year. Current Cal-Am data (Water Year 2010-2011) shows the average water use of a residential customer in Pebble Beach to be 0.2612 AFY per connection. Actual water use varies depending on the location and size of the SFD and its landscaping. **7-06**

WSD Comment 3: History of Pebble Beach Company's Water Entitlement, page 3.12-17, lines 15-16: The SWRCB Order prohibits Cal-Am from diverting water above its legal right from the Carmel River after December 31, 2016, to supply the applicant's water entitlement. **7-07**

WSD Comment 4: History of Pebble Beach Company's Water Entitlement, page 312.18, lines 33-39: Information about the current status of Pebble Beach Entitlements can be found in the MPWMD monthly board packet. The packet is available on the MPWMD website at www.mpwmd.net. **7-08**

Thank you for the opportunity to review and respond to the Pebble Beach Company Project Draft EIR. We trust that our comments will be considered in the approvals for the Project. If you have any questions or would like to discuss our comments, please contact me at 658-5630.

Sincerely,

Stephanie Pintar
Water Demand Manager

cc: Henrietta Stern

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#8
PBCSD

Mike Niccum, General Manager/Secretary

PEBBLE BEACH COMMUNITY SERVICES DISTRICT

3101 FOREST LAKE ROAD • PEBBLE BEACH, CALIFORNIA 93953 • (831) 373-1274 • FAX (831) 373-2357

January 9, 2012

Mr. Joseph Sidor
Monterey County Planning Department
168 West Alisal Street, 2nd Floor
Salinas, CA 93901

Re: PBCSD Draft EIR Comments
Pebble Beach Company Project
PLN100138, SCH# 2011041028

Dear Mr. Sidor,

District staff comments are attached on the Draft Environmental Impact Report (DEIR) for the Pebble Beach Company Project.

Thank you for the opportunity to review the DEIR. Please contact Fire Prevention Chief, Robin Hamelin, Associate Engineer, Christina Baca, or me if you have questions or require more information or clarification of any of the recommendations in the attached response.

8-01

Sincerely,

Mike Niccum
General Manager

Attachment: District Recommendations

C Rick Hutchinson, Fire Chief
Robin Hamelin, Battalion Chief
Christina Baca, Associate Engineer
Mark Stilwell, Pebble Beach Company

BOARD OF DIRECTORS

Jeffrey B. Froke, Ph.D. • Gary D. Hornbuckle, Ph.D. • Leo M. Laska • Richard D. Verbanec • Gerald F. Verhasselt

PBCSD COMMENTS (1/9/12) ON DRAFT EIR FOR

PEBBLE BEACH COMPANY PROJECT

PLN100138, SCH#2011041028

Chapter 3.10 Public Services

1. Page 3.10-6 Fire Protection: Change Line 28 to: One (2011) Emergency One fire engine with a Class A triple combination pump that produces 1,500 gallons per minute (gpm).
2. Page 3.10-6 Fire Protection: Change Line 30 to: One (2004) American LaFrance Truck with a 75' aerial ladder and pump that produces 2,000 gpm.
3. Page 3.10-6 Fire Protection Change Line 31 to: One (2000) Emergency One Fire Engine with a pump that produces 1,500 gpm.

8-02

4. Page 3.10-12 Police and Fire Protection Change Line 27 to: In addition, PBCSD has an automatic aid agreement with Cypress Fire Protection District and the cities of Pacific Grove and Monterey that improves . . .

8-03

5. Page 3.10-13 Emergency Access The section starting at line 31 on page 613 of the DEIR states that the fire department (Hamelin) feels the housing development in the Corporation Yard would not block fire department access to Haul Road or Fire Roads 2 and 4 based on preliminary plans. The PBCSD Fire Department requires that notation be made in the DEIR that fire department access to Fire Roads 2 and 4 and Haul Road will not be blocked by development in the Corporation Yard.

8-04

6. Several sections of the DEIR identify locations where trails will be created on Fire Roads or Fire Road/Fuel breaks. The PBCSD Fire Department requires language in the DEIR that makes it clear that such trails will not cause the closing of any Fire Roads or Fire Road/Fuel breaks.

8-05

7. The Draft Environmental Impact Report references the review and rewriting of sections of the Land Use Plan which will include creating the Del Monte Forest Master Resource Management Plan (MRMP). Following completion of the MRMP, localized Research Management Plans (RMP) will be created for various parts of the Del Monte Forest. The PBCSD Fire Department must be a part of the review team creating or rewriting the MRMP and the RMPs.

8-06

#9

TAMC

TAMC
TRANSPORTATION AGENCY
FOR MONTEREY COUNTY

Regional Transportation Planning Agency • Congestion Management Planning
Local Transportation Commission • Monterey County Service Authority for Freeways & Expressways

January 9, 2012

Joseph Sidor, Associate Planner
Monterey County Resource Management Agency - Planning Department
168 W. Alisal Street 2nd Floor
Salinas, California 93901

SUBJECT: Comments on the Draft Environmental Impact Report for the Pebble Beach Company Project

Dear Mr. Sidor:

The Transportation Agency for Monterey County is the Regional Transportation Planning and Congestion Management Agency for Monterey County. Agency staff has reviewed the draft Environmental Impact Report for the Pebble Beach Company Project.

The proposed project would allow the renovation and expansion of visitor-serving uses at The Lodge at Pebble Beach, The Inn at Spanish Bay, Spyglass Hill, and the Pebble Beach Equestrian Center; creation of 90 to 100 single-family residential lots; preservation and conservation of approximately 635 acres as primarily forested open space; the relocation of existing trails and construction of new trail segments; construction of internal roadway, circulation, and drainage improvements at four intersections; and the reconfiguration of the main gate to the Pebble Beach area at the Highway 1/Highway 68/17-Mile Drive intersection.

The Transportation Agency appreciates the County, City of Monterey and the applicant's coordination on this proposal early in the environmental review process to discuss a possible roundabout alternative on Highway 68, and encourages continued coordination with our agency as well as Caltrans and other stakeholders as the development proposal progresses.

9-01

The Transportation Agency offers the following comments:

Regional Roads & Highways

1. Our agency appreciates the County's intent to collect Regional Development Impact Fees as mitigation for cumulative impacts for this development proposal. However, there are some issues with the manner in which the regional impact

9-02

fees are being utilized by this development as mitigation for both project-specific and cumulative impacts.

Mitigation measures TRA-C2 and TRA-C4 call for the payment of the Regional Development Impact Fee as mitigation for project-specific impacts. The regional fee, as designed, is adequate mitigation only for cumulative impacts. By definition, a project-specific impact entails a level of significance in excess of a cumulative impact. Since the regional fee funds are spread across 17 regionally-significant transportation projects to satisfy a development's cumulative impacts throughout the county, not solely for direct impacts within the vicinity of the development, payment of regional fees would be less than what would be expected for adequate mitigation of project-specific impacts. An example of this would be that a portion of the regional fees paid by this development would go towards mitigating cumulative impacts to Highway 156 from tourist traffic visiting Pebble Beach, resulting in a shortfall for mitigating direct impacts on Highway 68. Additional project-specific impacts would still need to be addressed through another mechanism, such as direct fair share payments towards the planned improvements at the impacted facilities.

9-02 cont'd

As with our agency's comments on the environmental document for the Corral de Tierra Neighborhood Shopping Center, the Transportation Agency defers to the County to finalize decisions related to adequate mitigations for project-specific transportation impacts. However it is recommended that these mitigation measures should be revised to identify alternative project-specific mitigations.

2. The Transportation Agency supports the construction of a roundabout at the interchange of Highways 1 and 68 that is being considered by the City of Monterey. Our agency strongly encourages that this alternative be considered and is available to help facilitate stakeholder meetings to pursue this option either as mitigation for this development or as a stand-alone project.

9-03

Bicycle, Pedestrian, & Transit Facilities

3. The Transportation Agency supports accommodation of alternative forms of transportation (rail, bus transit. bicycle and pedestrian transportation), both through the design of transportation facilities, and through the design and orientation of land uses. The Transportation Agency supports that one of the goals is to create a bike and pedestrian-friendly development, with design features including wide sidewalks, bicycle parking, and safe pedestrian access to the development site.

9-04

To accomplish these goals the development planning should place a premium on safe and accessible pedestrian access to the site from intersections and crosswalks, sidewalks, and bicycle facilities. The project site should also be designed with sidewalks that connect to external facilities, provide access to transit stops, and do not include the use of cul-de-sacs without a cut-through for

pedestrian travel. New roadways should be designed to accommodate bicycles with adequate pavement for bike travel. **9-04 cont'd**

4. As noted in the environmental document, the proposed development will result in higher traffic volumes on 17-mile Drive, which will have a detrimental effect on bicycle and pedestrian facilities. With the proposed mitigation measure to improve signage and striping to clearly identify bicycle facilities, our agency recommends that the improved striping and signage continue along 17-mile Drive connecting with the Hatton Canyon Trail in Carmel. The development should also provide a fair share contribution towards the class 2 bike lanes that are planned for the area at Ocean View, from Asilomar Boulevard to 17-mile Drive. More information about these projects can be found in the Transportation Agency's Bicycle and Pedestrian Master Plan. **9-05**

5. For pedestrians, consideration should also be given to the inclusion of intelligent crosswalks, which provide flashing notification lights when a pedestrian enters the crosswalk to increase visibility and alert drivers of their presence. In addition, our agency recommends the use of mid-crosswalk islands as a safe refuge for pedestrians that do not completely cross before the traffic signal changes. **9-06**

6. Our agency also supports and recommends that bicycle parking should be provided near the entrances of each building. To support this goal, our agency offers a Bicycle Protection Program that supplies grant funding for the purchase of bicycle storage facilities – our agency encourages the County and the applicant to apply to this program. **9-07**

7. As part of Mitigation Measure TRA-G1, which will require the applicant to prepare and implement an alternative transportation plan that emphasizes trip reduction measures, a clear enforcement mechanism should be included and reviewed by the County prior to the issuance of building permits. **9-08**

SB 375 & Greenhouse Gas Emissions

8. Senate Bill 375 requires the Metropolitan Planning Organization to develop a Sustainable Communities Strategies as a comprehensive approach to addressing greenhouse gas emissions at a regional level by linking land use and transportation planning decisions. Our agency encourages the City's coordination with the Association of Monterey Bay Area Governments in the development of the region's Sustainable Communities Strategy and for developments within the specific plan area to be consistent with the plan once it is completed. **9-09**

9. Our agency supports the use of light-colored pavement for pedestrian areas to cut down on the heat island effect. In addition, the development should explore the use of gray granite pavement for parking areas and roadways, which has the **9-10**

benefit over traditional blacktop of increasing nighttime visibility and is permeable to aid in the control of on-site water run-off. 9-10 cont'd

10. Where appropriate, light-emitting diode (LED) lighting should be used for external lighting to reduce the site's electricity consumption. 9-11

11. Consideration should be given to including preferred parking spaces for carpools, alternative fuel vehicles and electric vehicle charging stations. The Monterey Bay Electric Vehicle Alliance has received grants for charging stations to be installed throughout the county. This provides the opportunity for new developments to plan to include charging stations at potentially reduced costs. 9-12

Thank you for the opportunity to review this document. If you have any questions, please contact Michael Zeller of my staff at 831-775-0903.

Sincerely,

Debra L. Hale
Executive Director

CC: Paul Greenway, County of Monterey Public Works
Richard Steadman, Monterey Bay Unified Air Pollution Control District
Brandy Rider, California Department of Transportation (Caltrans) District 5
Carl Sedoryk, Monterey-Salinas Transit

#10

CNPS

California Native Plant Society

Monterey Bay Chapter

2 Via Milpitas
Caarmel Valley, CA 93924
Jan. 8, 2012

Mr. Joseph Sidor
Monterey County Planning Dept.
168 West Alisal Street, 2nd Floor
Salinas, CA 93901

Gentlepeople

The Monterey Bay Chapter of the California Native Plant Society would like to submit the following comments on the DEIR for the Pebble Beach Co. expansion plan. A number of our members have attended the meetings held in the past year, have walked most of the sites of the proposed projects in Del Monte Forest, and also participated on Dec. 14 in a field trip to the primary areas of environmentally sensitive habitat that would be affected by the construction. While we recognize that this plan has fewer impacts than the previous plan that was denied by the Coastal Commission, we do have the following concerns. **10-01**

Our overriding concern is the preservation of native Monterey Pine habitat, which is recognized as an Environmentally Sensitive Habitat Area (ESHA) and given special protection under the California Coastal Act. It is particularly precious where it supports high quality rare and endangered plant and animal species. In the past we have been able to defend ESHA from inappropriate development because of the strong policies in the Coastal Act. We are worried that approval of the Land Use Plan Amendment separately, as proposed in the schedule, could undermine this crucial policy by essentially creating "sacrifice areas" that would establish a precedent that could be applied to other ESHA sites. In a "best outcome" setting, development would be confined to degraded areas, while the pristine areas would be protected. However, we recognize that an effort has been made to create trade-offs that preserve large areas (20 acres or more) of high quality habitat in exchange for converting smaller areas of lesser habitat to permanent development. It is important to make it clear that this is a unique situation that is resulting in extensive permanently protected and maintained preserves. **10-02**

We continue to have specific issues in certain areas, for example our principal concern involves Areas K and L near the Indian Village rare plant preserve. There is a high-quality forest above and around the preserve supporting extensive stands of the endangered Yadon's Piperia that not only is an outstanding example of ESHA, but also is situated so that the topography affords some protection to the preserve below; but once the area is developed, that buffer may be substantially weakened. Changes in the hydrology could have an adverse impact on the endangered Hickman's Potentilla and encourage invasive nonnatives, while residential proximity creates a long list of potential impacts. We would recommend Option B to move the lots from K and L to F-2 and I-2, or one of the other options adjusting lot lines to protect Yadon's Piperia. We urge that at the very least the two lots that most closely affect the preserve be eliminated or relocated as recommended in one of the other alternatives. In that case, the remainder of the lots in subdivision L would need to have a definite building envelope, fences, and clear deed restrictions to preserve the habitat outside the envelope. This requires funding for inspections and enforcement. Unfortunately such agreements in the past have not worked in many cases where valuable drought-tolerant native habitat has been replaced by high-water use exotic landscaping. Nevertheless, wherever feasible, lot lines should be adjusted as suggested in the plan to protect Yadon's Piperia. **10-03**

This brings up an area of special concern: the over-arching importance of maintaining and enhancing preserved areas. Those of us who are concerned about this issue have (or should have) learned from past developments that careful management is essential to keep invasive non-native plant species from colonizing these preserved areas, which can also be damaged by human carelessness, disease, natural disasters, etc. Funding for management plans, maintenance, inspections, education of employees, enforcement, operation of the native plant greenhouses and other related activities needs to have high priority. We would ask and expect that a Resource Management Team or whatever group is established to oversee these matters include independent native plant experts. In the past there have been serious problems on following through on conditions of approval, most notably at Spanish Bay. We feel it is important to avoid that outcome this time. **10-04**

One of the most galling examples of inadequate management in the past has been the repeated mowing of Yadon's Piperia along road edges in the forest, presumably for fire safety, but totally unnecessary and destructive. When we called these events to the attention of management, we were told it was done in error and would be corrected by better employee training. When it happened again, there were more apologies and similar promises; but it is very disheartening to those of us who try to assure that landowners make good faith efforts to follow the rules protecting our endangered natural resources. **10-05**

Finally, we remain very concerned at the over-all loss of Monterey Pine habitat, particularly that containing rare, threatened or endangered plants. We recall that additional mitigations at the Old Capital and Aguajito sites (both owned by PBCo. and located outside the Coastal Zone) were proposed during discussions of the previous plan. We realize that the Coastal Commission staff is only involved in the Coastal Zone planning and was primarily interested in protecting ESHA, but we urge that additional mitigations for the loss of open space and Monterey Pine habitat be considered in those areas, particularly the undevelopable slopes adjoining Jacks Peak Park. **10-06**

We also wish to support the comments by Robert Hale, Secretary of our chapter, who has led many field trips in Del Monte Forest and has been able to study the documents in considerable detail. **10-07**

Sincerely yours,

Mary Ann Matthews

Mary Ann Matthews
Conservation Chair

LandWatch
monterey county

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Email: LandWatch@mclw.org
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#11
LandWatch

January 9, 2012

Monterey County Planning Department
168 West Alisal Street, 2nd Floor
Salinas, CA 93901
CEQAComments@co.monterey.ca.us

Dear Staff:

LandWatch Monterey County has reviewed the project which is for build-out of the remaining undeveloped Pebble Beach Company (PBC) properties in the Del Monte Forest Local Coastal Plan (LCP) area. The project includes the following major activities:

- Expanding meeting facilities by 13,815 sq. ft.
- Adding 195 guest units.
- Constructing a two-level 224-space parking facility and 285-space parking lot.
- Collins Field-Equestrian Center: relocating driving range to Collins Field, constructing golf academy, demolishing existing equestrian center and constructing a new center.
- Adding 28,797 sq. ft. of commercial space.
- Creating 98 residential lots.
- Road improvements at SR1/SR68/17; Congress Road/17 Mile Drive; Congress Road/Lopez Rd; Lopez Road/Sunridge Rd and Portola Rd/Stevenson Drive.
- Trail and infrastructure improvements.
- Preserving 635 acres of dedication and conservation areas.
- Removing about 5,500 Monterey Pines, 952 Coast Live Oak and 35 other tree types for a total of 6,500 to 6,700 trees.
- Over 125 amendments or deletions to the Del Monte Forest LCP.

In addition to the proposed project, changes to the Poppy Hills Golf course are proposed including removal of 533 trees under a separate application.

11-01

Our comments follow:

1. The DEIR should address why the proposed project is being processed separately from the Poppy Hills Golf course project. Since the combined projects would require removal of over 7,000 trees and generate significant greenhouse gas emissions, they should be processed together. At a minimum, the cumulative impacts of both projects must be addressed, and the revised environmental documents for both projects should be re-circulated.

11-02

2. Air Quality

A. P. 3.2-17 and 3.2-28. The methodology for determining project consistency with the 2008 AQMP was changed in September 2011. See the MBUAPCD website for the revised Consistency Procedure 4.0. Under the new procedure, project dwelling units are added to base year units and approved and unconstructed dwelling units for unincorporated Monterey County. This number is then compared to the number of units forecast by AMBAG at the year of build-out. Please identify the approved and unconstructed projects in your response. **11-03**

B. Table 3.2-6, p. 3.2-19. The title identifies emissions as lbs/day, yet the table itself indicates lbs/year. This inconsistency should be clarified. **11-04**

C. P. 3.2-25. The DEIR finds the impact of diesel exhaust emissions on sensitive receptor would be significant for construction at all project development sites, except Area M Spyglass Hill and the Residential Lot Subdivision at the Corporation Yard, where the impact would be less than significant. The proposed mitigation measure (AQ-D1) would require the applicant to ensure that construction contractor(s) retrofit and install diesel particulate filters (DPFs) capable of achieving an 85% reduction in PM10 exhaust emissions (Tier 3) on all off-road construction equipment and diesel oxidation catalysts and Tier 3 DPFs on all on-road soil hauling. The DEIR finds this measure would reduce impacts to less than significant. Data should be provided that substantiate this finding. **11-05**

3. Biological Resources

A. The DEIR recommends numerous mitigation measures to address impacts on biological resources. We support these recommendations and urge that they be included as project conditions. **11-06**

4. Traffic

A. P. 3.11-11.The proposed project would amend the LUP to delete Policy 113 which follows in part:

> The Resource Constraint Area designation shall be removed only when water and sewer capacity sufficient to serve such development becomes available and that highway capacity and circulation solutions have been agreed upon and adopted. Until such time that resource problems are solved, there shall be no development other than existing lots of record.

The DEIR addresses traffic circulation problems existing at the time the LUP was adopted and finds these problems have been addressed. This finding is intended to support deletion of Policy 113. However, the DEIR finds that the proposed project would add substantial traffic to intersections in Del Monte Forest and the immediate vicinity; decrease acceptable levels of service to unacceptable levels or worsen existing unacceptable levels of service; and have both project level and cumulative significant and unavoidable impacts. P. 3.11-2 The DEIR also finds the project would add traffic to regional highway sections that are projected to operate at unacceptable levels of service and would add traffic to a highway ramp projected to operate at an unacceptable level of service. These impacts are found to be unavoidable and significant at the project level and cumulatively. Based on **11-07**

findings in the DEIR, deletion of Policy 113 is not supported, and in fact, its deletion would have significant unavoidable impacts. **11-07 cont'd**

B. The DEIR identifies significant and unavoidable project level and cumulative impacts on regional roadways. While the DEIR states the applicant will contribute its fair share of regional impact fees, impacts are found to be significant and unavoidable until such time as proposed mitigation measures are implemented. Further, the DEIR identifies proposed regional transportation projects that do not have funding in the foreseeable future and finds the project's contribution to regional fees will not mitigate significant impacts. **11-08**

We note that previous EIRs prepared for the County have made different findings, notably that regional traffic impacts would be mitigated with payment of regional impact fees. The analysis for this project is consistent with CEQA requirements regarding mitigation measures, and we support this updated approach for analyzing regional traffic impacts and mitigation.

5. Water Supply

A. P. 3-2.2. The DEIR finds that water is available for the project through 2016; after that time, additional water would be needed from new sources. It finds that a significant and unavoidable impact on water supplies if the Regional Project is not built by then. It also finds that regional water supply infrastructure and operations would have secondary environmental impacts. Mitigation measures are not identified for these impacts.

As noted above, Policy 113 which addresses traffic, water and sewer capacities would be deleted. According to the DEIR, the proposed substitute LCP Amendment prescribes that development in the Del Monte Forest can only be approved if it is first clearly demonstrated that the development will be served by an adequate, long-term public water supply, and where such development incorporates all necessary measures to assure no net increase in water demand from Cal-Am sources where extraction is leading to resource degradation. The only exception would be the remaining portion of the applicant's water entitlement consistent with the SWRCB Cease and Desist Order. The specific LCP amendment language is not provided in the DEIR. However, the DEIR states: **11-09**

> New text describes that concept plan development can use water from the Pebble Beach Water Entitlement and that adequate water is available to meet expected demand. P. 2-36.

As noted above, there is not a long-term water supply available to serve the project. The inconsistency between this finding and the statement on P. 2-36 should be addressed.

6. Climate Change

A. The DEIR attempts to use the County's GHG emission reduction policy (OS-10.11) described in the 2010 Monterey County General Plan to address the project's impact on climate change. The DEIR states:

> On the county level, the County has identified its 2020 target to be to reduce GHG emissions by 15% below 2005 levels by 2020. The County 2005 emissions of approximately1.71million MT CO2e are projected to increase to1.91 million MT CO_2e by 2020, which is an increase of approximately 11%. Using the draft inventory data, the county's target would correspond to 1.5 million MT CO_2e, which is approximately 24% below 2020 BAU conditions. *Typos not added.* P. 3.4-14

11-10

The source of the 2005 and 2020 emission inventory is not provided in either the DEIR or the Air Quality and Climate Change Appendix. The 2009 AMBAG Update shows the 2005 GHG emission inventory at 1.3 million MT CO_2e (excludes pass-through traffic). AMBAG has not prepared an updated 2020 forecasts. (Telecom 12/15/11, Chris Sentieri, AMBAG). The DEIR should use up-to-date data and revise its analysis accordingly.

B. For purposes of the DEIR, project level GHG emissions are considered significant if they are more than 76% of unmitigated emissions level. If project level emissions are reduced by more than 24%, they would not be significant. P. 3.4-15.

If project levels emissions are accounted for in the 2020 emission forecast for Monterey County, this approach would be consistent with the adopted County policy. However, the DEIR does not address consistency between project level emissions and the 2020 forecast of 1.91million MT CO_2e.

11-11

The DEIR finds the project would emit between 4,056 to 5,468 MT CO_2e in excess of baseline and that with mitigation, emissions would be reduced by more than 24% and would have less than a significant impact. If these emissions are in excess of the 2020 Monterey County forecast, they would have an unavoidable and significant cumulative impact on climate change.

C. Instead of using the method described above, guidelines adopted by the BAAQMD should be used to address climate change. While MBUAPCD has not approved GHG thresholds of significance, it has draft guidelines under preparation. These guidelines are similar to those adopted by the BAAQMD. The DEIR states:

11-12

> The State CEQA Guidelines do not define the amount of GHG emissions that would constitute a significant impact on the environment. Instead, they leave the determination of the significance of GHG emissions up to the lead agency and authorize the lead agency to consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts,

provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence (State CEQA Guidelines 15064.4[a], 15064.7[c]). P. 3.4-14

Since neither the County of Monterey nor MBUAPCD have established thresholds of significance nor has the County identified an approach pursuant to these CEQA Guidelines, we believe the methodology adopted by the BAAQMD should be used to estimate the impact of GHG emissions on climate change.

11-12 cont'd

D. The adopted BAAQMD threshold of significant for land use projects is

4.6 metric tons CO_2e/year/service pop

Using this threshold, the project may have a significant and unavoidable cumulative impact on climate change.

11-13

E. Emissions from disposal of the 6,000 plus trees are averaged over a 100 year period. Since development would occur at a much more rapid rate, the use of a 100 year average should be justified (Table 3.4-8). Also, the emission estimate is based on the assumption that the trees will be chipped (p. 3.4-23). Since there is no condition requiring chipping and since burning is the other disposal method, the estimate of emissions from disposal should be revised to reflect both burning and chipping.

11-14

F. The DEIR includes a mitigation measure to validate the greenhouse gas emission offset value of preserving 598 acres of Monterey pine forest. P. 3.4-27. It states that the existing LCP designates most of these areas for development. The DEIR further states, "For project to qualify[for the Climate Action Reserve], it must be demonstrated that the project has a feasible and realistic potential for development and loss of the forested lands that would occur in the long run without the proposed preservation."

Policy 113 as described above would limit development on these acres into the foreseeable future.

11-15

G. Also, the methodology for evaluating impacts on climate change from the Pebble Beach Company project and the Poppy Hills Golf course project are inconsistent. This discrepancy should be addressed.

11-16

7. <u>Alternatives Analysis</u>

A. The DEIR indicates that residential development has the greatest impacts on biological resources. Up to 4,605 Monterey Pines would be removed by residential lot subdivisions. P. 3.4-20.

Three Clustered Development and three Reduced Development Alternatives are evaluated. All alternatives are identified as meeting most of the project objectives. Table 5-1.

11-17

All three Clustered Development Alternatives (1A-1C) would include 90 residential units and 18 units of inclusionary housing. All would reduce impacts to the Monterey Pine Forest and Yadon's piperia over the proposed project. Alternative 1C is identified as reducing Monterey Pine Forest acres by 3.49 and Yadon's piperia by 3.3 acres. P. 5-13. However, these data conflict with data inTable 5-6 which show a total of 9.00 fewer acres of Yadon's piperia affected for a total of 12.49 acres. **11-18**

Three Reduced Development Alternatives (2A-2C) would include fewer residential and inclusionary housing units. Alternative 2A would reduce impacts on Monterey Pine Forest by 8 acres and Yadon's piperia by 4 acres; Alternative 2B would reduce impacts by 14 acres and 4 acres, respectively; Alternatives would reduce impacts by 24 acres and 7 acres respectively. **11-19**

Alternative 2C is identified as the Environmentally Superior Alternative . P. 5-35. However, the text states, "…the environmentally superior "action" alternative is Alternative 2C (**Clustered Development Alternative C**)…". (emphasis added). The Clustered Development Alternative is 1C. Is the referenced alternative 1C or 2C? **11-20**

B. Reducing the number of trees to be removed would affect estimates of GHG emissions. The impact on GHG emissions should be quanitified for each of the residential alternatives. **11-21**

C. The DEIR finds that a roundabout at the SR 68/SR 1/17-Mile Drive Interchange would not address significant impacts. PP. 5-6 and 5-26. Given the potential of significant cumulative impacts on climate change as addressed above, a roundabout at that interchange would reduce GHG emissions as well as ozone precursor emissions. **11-22**

D. Existing comparative studies of signalized intersections versus roundabout intersections indicate substantial reductions in vehicle emissions especially during the A.M. and P.M. peak hours when heavy traffic occurs.[1] The basis for the vehicle emissions reduction is that roundabouts allow continuous vehicle flow and no, or very little, vehicle stops. Studies show that modern roundabouts have less delay, queing and stopping than standard signalized intersections. In one comparative analysis between the two types of intersections, as reported in *Impact of Modern Roundabout on Vehicular Emissions,*[2] the conclusions are as follows: **11-23**

- There was a (21 percent to 42 percent) decrease in the Carbon Monoxide (CO) emissions (Kg/hr) for the AM and PM periods after the installation of a modern roundabout.
- There was a (16 percent to 59 percent) decrease in the Carbon Dioxide (CO2) emissions (Kg/hr) for the AM and PM periods after the installation of modern roundabout.

[1] When vehicles are idle in a queue they emit about 7 times as much carbon monoxide (CO) as vehicles traveling at 10 mph. Source: refer to footnote #2.

[2] http://www.ctre.iastate.edu/pubs/midcon2003/MandavilliRoundabouts.pdf; https://www.dot.ny.gov/main/roundabouts/files/Emissions_Reduction.pdf

- There was a (20 percent to 48 percent) decrease in the Oxides of Nitrogen (NOx) emissions (Kg/hr) for the AM and PM periods after the installation of modern roundabout.
- There was a (18 percent to 65 percent) decrease in the Hydrocarbons (HC) emissions (Kg/hr) for the AM and PM periods after the installation of modern roundabout.
- Reduction in delays, queues and proportion of vehicle stopped at the intersection in the case of roundabouts suggest that roundabouts enhanced the operational performance of the intersections and account for the reduction in vehicular emissions.
- Since all the locations had a range of different traffic conditions, it is reasonable to suggest that a modern roundabout may be the best intersection alternative to reduce vehicular emissions for several other locations in Kansas with similar ranges of traffic volumes.

11-23 cont'd

E. The DEIR reports that the LOS improves with roundabouts for the 2015 and 2030 conditions as compared to the signalized intersections. PP 5-32; Table 5-4

F. The DEIR reports substantially less vehicle queues with the roundabout for 2015 and 2030 conditions as compared to signalized intersections. PP 5-33; Table 5-5

11-24

G. In addition to the superiority of roundabouts in reducing greenhouse gas emissions there are other significant advantages to roundabouts. Roundabouts have resulted in a 90 percent reduction in fatal and incapacitating accidents, regardless of the lack of familiarity by drivers with this type of intersection design. As compared to signalized intersections, injury accidents are reduced by 76 percent and overall intersection accidents are reduced by 35 percent because there are substantially fewer collision points in the design of a roundabout.

The deaths in Monterey County that are the result of vehicle collisions at standard, all-way stop-controls such as signalized intersections can be eliminated by constructing roundabouts.

Roundabouts perform more favorably when compared to conventional intersections in terms of improved safety, increased capacity, reduced overall delay, and improved aesthetics. This is because they have specific design and traffic control features including yield control for entering traffic, channelized approaches, and appropriate curvature to ensure safe travel speeds. They are self regulating as to speed and access to the intersection by the drivers. Roundabouts are also more cost effective in that they preclude the cost of signalization and maintenance of signals, and they reduce society's overall insurance costs through fewer accidents and fewer deaths and incapacitating injuries.

11-25

Thank you for the opportunity to review the document.

Sincerely,

Amy L. White
Executive Director

Lawrence, Laura x5148

#12
LWV-1

From: Beverly Bean [beverlygb@gmail.com]
Sent: Saturday, January 07, 2012 4:56 PM
To: ceqacomments
Subject: MND FOR POPPY HOLDINGS INC. AND DEIR FOR THE PEBBLE BEACH COMPANY PROPERTIES IN THE DEL MONTE FOREST LCP

January 7, 2012

Monterey County Planning Department

168 West Alisal Street, 2nd Floor

Salinas, CA 93901

CEQAComments@co.monterey.ca.us

SUBJECT: MND FOR POPPY HOLDINGS INC. AND DEIR FOR THE PEBBLE BEACH COMPANY PROPERTIES IN THE DEL MONTE FOREST LCP

Dear Staff:

The League of Women Voters of the Monterey Peninsula has reviewed the environmental documents for the Pebble Beach Company (PBC) project which includes over 125 amendments to the Del Monte Forest LCP and the Poppy Hills Golf course project. While the Pebble Beach Company is the applicant for both projects, they are being processes separately with two different environmental documents. **12-01**

By chopping up the project into pieces, the totality of environmental impacts of the two projects is not evaluated. For example, the PBC project would remove up to 6,700 Monterey Pine trees. The Poppy Hills Golf course project would remove 533 trees. Both projects include significant emissions during the construction phase with potential health impacts from diesel exhaust emissions. In terms of climate change, the PBC project would emit up to 5,469 MT CO_2e while the Poppy Hills project would emit 2,227 tons of CO_2 over the life of the project. While the second project's impact may not be significant, when considered with the first, the total may be significant and require a larger amount of mitigation. **12-02**

In addition to piecemealing the proposed projects in the Del Monte Forest, the two environmental documents use different methodologies for addressing impacts on climate change. Finally, neither environmental document includes the impacts of both projects in any of the cumulative impact analyses. 12-03 12-04

We request that the projects be considered together and that one environmental impact report be prepared for all of the activities currently proposed by the Pebble Beach Company. The revised document should be re-circulated for public review and comment. 12-05

Thank you for the opportunity to review the documents.

Sincerely,

Beverly Bean

President

#13

MPFW-1

Post-it® Fax Note 7671	Date 1.9.2012	# of pages ▶ 3
To Joe Sidor	From Nedeff	
Co./Dept. Planning Dept	Co. Mnt. Pine Watch	
Phone # 755-5262	Phone # 659-4252	
Fax # 757-9516	Fax # 659-4230	

Hard copy in snail mail.

Monterey Pine Forest Watch
P. O. Box 505
Carmel, California 93921

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JAN 09 2012
MONTEREY COUNTY
PLANNING DEPARTMENT

January 6, 2012

Monterey County Resource Management Agency
Planning Department
168 West Alisal Street, 2nd Floor
Salinas, CA 93901

SUBJECT: Draft EIR, Pebble Beach Company Project
PLN 100138
SCH # 2011041028

To Whom It May Concern:

The Monterey Pine Forest Watch submits the following comments on the Draft Environmental Impact Report for the Pebble Beach Company build-out project in Del Monte Forest.

1. Area M, Spyglass Hill: Both Option 1 (Visitor Serving), or Option 2 (Residential Lot Subdivision) are depicted on project maps adjacent to extensive and biologically significant dune ecosystems. We are concerned about the protection of the ecologically sensitive dune and Monterey Pine Forest edge habitat immediately adjacent to the proposed development area. Prior to any construction activity, we recommend that permanent barrier fencing be placed to protect the dune/forest ecotone and that pedestrian boardwalks be installed to direct walkers through the fragile habitat. Interpretive panels with information about the sensitive dune plants, birds and wildlife would be helpful to educate and enlist the cooperation of visitors to remain on designated pathways. **13-01**

2. Area L, Indian Village: The subdivision proposed adjacent to the Indian Village may have significant negative environmental impacts on the wet meadow habitat supporting the federally endangered Hickman's cinquefoil (*Potentilla hickmanii*), an extremely rare plant known from only two very small areas along California's Central Coast. The hydrology of the wet meadow ecosystem that hosts the rare cinquefoil may be jeopardized by the residential land use proposed in the surrounding "watershed" area of the wet meadow habitat. Any change in subsurface groundwater flow, or surface runoff may alter the unique environmental conditions the rare cinquefoil requires to remain viable. We recommend that all lots in this particular subdivision area be eliminated in favor of a protected buffer of Monterey Pine Forest habitat surrounding the Indian Village site. **13-02** **13-03**

3. Corporation Yard: We have concerns about the proposed development of residential lots in the existing Corporation Yard. This potential subdivision would essentially create a development zone surrounded by protected lands of the SFB Morse Reserve and Huckleberry Hill Natural Area. We suggest that the "inholding" of potential development be removed from the list of proposed residential development sites and that this open area be restored to Monterey Pine Forest habitat to buffer and expand the adjacent biologically significant open space. **13-03 cont'd**

4. QUESTION: The Draft Environmental Impact Report pertains only to Pebble Beach Company holdings in Del Monte Forest. Are the same sort of environmental protections and protocols that are proposed for the Pebble Beach Company project also going to be applicable to non-Company holdings, like Poppy Hills and the Monterey Peninsula Country Club, in the future? **13-04**

5. General Habitat Recommendations from our November 8, 2011 correspondence:

A. A long-term, comprehensive eradication program addressing non-native, undesirable plants should be implemented and monitored as a condition of project approval. **13-05**

B. Preservation and enhancement of special habitat areas, including Maritime Chaparral, Coastal Prairie, Dunes, Wetlands and Monterey Pine Forest, should be a long-term maintenance commitment noted as a condition of project approval. **13-06**

C. Preservation and enhancement of the many special status plants and wildlife species found within the project area should be a long-term commitment noted as a condition of project approval. **13-07**

D. The preservation of unique ecological staircase habitats noted by consultants from Jones and Stokes in their 1994 reports should be considered when locating construction sites. **13-08**

E. Forest edges and ecotone areas should be preserved, for example at the margin of coastal dune and pocket meadow habitats, because they provide the requisite space required for Monterey Pine Forest habitats to expand and contract in response to changing environmental conditions. **13-09**

F. We recommend that baseline biological surveys be conducted of all preservation sites, as well as special status plants and animals so that potential project impacts and environmental changes can be adequately monitored. **13-10**

G. We support the suggested 4:1 planting mitigation ratio for previous Pebble Beach Company projects forwarded by the California Department of Fish and Game for significant plant species, including Monterey pine and coast live oak trees, removed as a result of project implementation. Replacement trees should be propagated from local seed sources and monitored for survival. **13-11**

H. Permanent conservation of the Pebble Beach Company holdings in the Aguajito area adjacent to Jacks Peak Park should be considered as a component of the mitigation package implemented for the final Del Monte Forest build-out plan. 13-12

Thank you for the opportunity to provide comments on this significant development proposal.

Sincerely,

Nikki Nedeff

Nicole Nedeff
Secretary

Certified

#14

MPFW-2

RECEIVED
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MONTEREY COUNTY
PLANNING DEPARTMENT

APPLICANT SUBMITTAL

PLANNING COMMISSION MEETING

December 14, 2011

169 West Alisal

Salinas, California

CHAIR: Paul Getzelman

VICE-CHAIR: Amy Roberts

SECRETARY: Mike Novo

COUNTY COUNSEL: Wendy Strimling

COMMISSIONERS:

Paul C. Getzelman

Cosme Padilla

Jay Brown

Aurelio Salazar, Junior

Amy Roberts

Jose Mendez

Luther Hert

Martha Diehl

Don Rochester

Keith Vandevere

so upsetting to one council member that they put on agenda an item to close the Carmel/Pebble Beach gate.

So we did have interest in what Pebble Beach was doing.

This project is a master plan, and we will know over the next decade or two where Pebble Beach is going with what they want to do. It's going to be right there in writing. We'll hopefully pass it.

That is so important to the surrounding communities and the residents of Pebble Beach to know exactly what their company's planning to do and where they're going with their plans.

So I support this totally and hope that you move expeditiously on it.

Thank you for your time.

CHAIR GETZELMAN: Thank you, Mr. White.

MS. JOYCE STEVENS: Good morning, Commissioner.

I'm Joyce Stevens, and I'm representing the Monterey Pine Forest Walk. And this is a rerun for me, because I also spoke at the November hearing. But here we go.

14-01

The Monterey Pine Forest Walk is very appreciative of the years of negotiation from 2007 to 2009 between the California Coastal Commission under the leadership of Peter Douglas, great guy, and the executives

of the Pebble Beach Company.

This careful compromise resulted in major improvements to a very complicated project. In fact, this project began decades ago. I first heard about it in the 1970s when the proposal was for thousands of units, no preserved areas, and, naturally, a golf course.

Now, after incremental deletions, we have a much better project with 240 hotel rooms, 90 housing units, 635 acres of preserved land, and, best of all, no golf course. These deletions removed major ESHA and other environmental problems.

We do however, have some generic concerns that would further enhance the project.

One, an eradication program of non-native invasive plants should be undertaken on a long-term basis.

Two, preservation of special natural plant communities, including Maritime Chaparral, Coastal Prairie, Dunes and wetlands should be a permanent part of a maintenance commitment.

Three, there are many special status plants and special status wildlife species that require serious permanent protection.

Four, the unique ecological staircase described by Jones and Stokes in their 1994 report should be taken into consideration when locating construction sites.

14-01 cont'd

14-02

14-03

14-04

14-05

Five, because of forest edges, such as at dune boundaries -- they allow the Monterey Pine Forest to expand and contract naturally -- they should be kept in a natural state. 14-06

Six, baseline studies and regular monitoring for all special habitats and species are recommended with follow-up restoration as required. 14-07

Seven, residential development planned for the Corporation Yard should, preferably, not encroach on the Monterey Pine Forest. 14-08

Additional mitigation habitat could be found in Pebble Beach Company's Jacks Peak property. 14-09

And we do recommend the acceptance of this LCP Amendment. 14-10

Thank you very much.

CHAIR GETZELMAN: Thank you, very much. Miss Stevens.

Miss Stevens, you have that all written out. Would you like to submit that for the record?

MS. JOYCE STEVENS: Well, if you --

CHAIR GETZELMAN: It's up to you.

MS. JOYCE STEVENS: Sure.

CHAIR GETZELMAN: If you'd like to.

Thank you very much.

MR. BRETT SILVESTRI: Good morning, Mr. Chair,

STATE OF CALIFORNIA)
) ss.
COUNTY OF MONTEREY)

The foregoing proceedings were held before me, LISA A. YORK MEESKE, a Certified Shorthand Reporter for the State of California.

Said proceedings were taken at the time and place previously stated.

The proceedings were taken by me in shorthand at the time and place therein named and thereafter, under my direction, transcribed into longhand.

IN WITNESS WHEREOF, I have hereunto set my hand this 3rd of January, 2012.

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#15

Skyline

SKYLINE FOREST NEIGHBORHOOD ASSOCIATION

3 January 2012

Mr. Joseph Sidor, Associate Planner
Monterey County Resources Management Agency
Planning Dept
168 W. Alisal St. 2nd Floor
Salinas, CA 93901

Re: Comments on Draft EIR - Pebble Beach Company Project (DMFP), file # PLN100138

Dear Mr. Sidor;

The Monterey Skyline Forest Neighborhood Association strongly supports the Round-a-Bout Alternative in the Highway 68 (Holman Highway) Widening Project and is opposed to a proposal requiring additional traffic lanes and increased signalization at the Highway 1/Highway 68 intersection. Accordingly, we have the following traffic-related comments on the Pebble Beach Company Del Monte Forest Project (DMFP) draft EIR (DEIR): **15-01**

1. On page 2-15, Pebble Beach proposes to mitigate traffic impacts by way of phase 1-B Roadway Improvements as a sub-set of TAMC and AMBAG plans for a Highway 68 Widening Project. The DEIR further alludes to a CALTRANS PSR completed in 2000 as the basis for the Widening Project. It is our position, however, that the year 2000 PSR is now out of date. In particular, it predated currently available design criteria for round-a-bouts, which will likely result in a major revision of the Widening Project design. The City of Monterey, as lead agency for the Widening Project, currently supports the safety, environmental, and cost advantages of incorporating a round-a-bout at the SR 1/SR 68 intersection. **15-02**

2. We believe the adoption of Alternative 5 (Round-a-Bout) would allow the transportation network to mitigate many of the traffic impacts of the DMFP, as well as from existing congestion, without a second eastbound lane on SR 68, without a third lane on the SR 1 off-ramp, without a second right turn lane from SR 68 southbound, utilizing smaller retaining walls, and with far less air quality and environmental impacts - not to mention substantially improving traffic safety. **15-03**

3. Fehr & Peers notes in Appendix E that the DMFP will have unmitigated traffic impacts on the SR 68/Skyline Forest Drive intersection. It contends that the LOS F problem can only be resolved with a traffic signal at the intersection (Auto Mitigation 1). We believe that the impact can be mitigated with the construction of the Round-a-Bout Alternative. Our conclusion is based on our previous **15-04**

letter in which we disagreed with the Nov 2003 Skyline Traffic Study conclusion that a mere 20% of the traffic passing through the neighborhood is heading to another destination. Our observations conclude the percentage to be 50% or better during the morning and afternoon rush hours. **15-04 cont'd**

4. We further disagree that the intersection problem is due to left turning traffic from Skyline Forest Drive onto SR 68. Our observation is that the left turn from SR 68 (largely bypass traffic) onto Skyline Forest Drive is the cause of the problem. As left-turning traffic queues up on SR 68 during rush hour, it prevents drivers out of Skyline (largely local traffic) from turning left (east) into the refuge lane. The best solution to that problem is to keep eastbound traffic moving on SR 68 so drivers have less incentive to bypass through the neighborhoods. That will only happen with a round-a-bout at the SR 1/ SR 68 intersection. **15-05**

5. Fehr & Peers also notes that the impacts on the Carmel Hill Professional Center will be unmitigated. We do not accept that conclusion. As noted in the Skyline Forest letter to CALTRANS dated Dec 6, 2006, the impacts can be mitigated if CHOMP & Pebble Beach would provide an at-grade crossing of Scenic Rd between CHOMP and its Professional Park. This would eliminate the need for left turns into or out of the Professional Park as well as the U-turns at the CHOMP entrance. Neither would be required since eastbound access from Highway 68 to the Professional Park, as well as eastbound egress, would be via the Scenic Rd. crossing and the CHOMP /SR 68 intersection. A second alternative is to limit out-bound traffic to right turn only onto Holman Highway, followed by a u-turn at CHOMP for drivers heading toward Highway 1. Accordingly, we are opposed to the installation of a traffic signal at the Holman Highway/Professional Center intersection. **15-06**

6. We have also noted that the current signal at CHOMP remains red to both directions of SR 68 traffic when congestion causes eastbound cars exiting CHOMP to stop over the detector loops. This unnecessarily halts traffic on SR 68 in both directions backing cars into the SR 1/SR 68 intersection as well as into the Skyline/SR 68 intersection. This problem can best be addressed by the Round-a-Bout Alternative which can keep vehicles moving thereby preventing them from stopping over the loops. **15-07**

7. The section of the DEIR discussing Alternative 5 (pg 5-25), is inadequate in several ways.

   -First, it attempts to compare the Round-a-Bout Alternative, including bike route facilities, with a widening project (including Phase 1-B) that does not. This is comparing apples & oranges! A Phase 1 of the Round-a-Bout Alternative, without bike facilities, should be used in the comparative analysis. **15-08**

   -Second, the DEIR does the same thing when it compares the DMFP Phase 1B project with a full build out of the Widening Project inclusive of Alternative 5 (pg 5-26) - more apples and oranges! **15-09**

- Third, The discussion makes extensive use of the phrase "slightly less" and "similar" in comparing benefits of the Round-a-Bout Alternative with the DFMP project with no evidence to back up those rosy assertions. The Climate Change impact (pg 5-29) is just the most obvious example. The DEIR attempts to equate the well recognized air quality advantages of a round-a-bout with stop & go traffic at a signalized intersection by contending the DFMP will obtain the same results by some combination of "..design features, replanting/or offset purchases.. or .. greenhouse gas emission offset of preserving Monterey Pine forest…"

-Fourth, similar rosy assertions in the Air Quality; Aesthetics; Geology, Seismology, and Soils; Land Use and Recreation; Noise and Vibration; and Transportation and Circulation sections are equally suspect.

15-10

8. Tables 5-4 and 5-5 of the DEIR and the associated discussion clearly indicate the advantages of Alternative 5 over the current Widening Project plan and related Phase 1B. Although we understand that it is not the responsibility of the PBC to design or fully fund the complete Widening Project, PBC has a responsibility under Phase 1B to mitigate the DMFP impacts on the Skyline Forest Neighborhoods (TRA-C1) as well as the SR 68 highway ramp (TRA-C3). We believe both can be adequately addressed by construction of the round-a-bout at SR 1/ SR 68.

15-11

9. As noted in the DEIR, CALTRANS may need to approve a design exception to accomplish these mitigations, and TAMC will need to support a final design incorporating the round-a-bout. We are confident that all parties involved can work together to accomplish that objective. If so, the Skyline Forest Neighborhood should have no further objections to the Pebble Beach Del Monte Forest Project.

15-12

Sincerely.

James M. Cullem P.E.
Chairman
Skyline Traffic & Safety Committee

Cc: Skyline Forest Neighborhood Association Board
Rich Deal, P.E., City of Monterey Traffic Engineer

#16

TOMP

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January 9, 2012

Via Email and Facsimile
Mike Novo, Planning Director
Joseph Sidor, Associate Planner
Monterey County Resource Management Agency
Planning Department
168 W. Alisal Street, 2nd Floor
Salinas, CA 93901

Re: Pebble Beach Company Project (PLN100138)
Comments on the Draft Environmental Impact Report

Dear Mr. Novo and Mr. Sidor:

This Office represents The Open Monterey Project, which makes the following comments on the Draft EIR for the Pebble Beach Company (PBC) project.

The Notice of Preparation and Project Description

The Notice of Preparation and Project Description are deficient because they did not mention the inclusionary housing that is required to be built under County ordinance. The inclusionary housing will be another 15 or 20 residential units that will be built as part of this project and that will have environmental impacts. **16-01**

Water

The DEIR water analysis fails to adequately investigate, disclose or consider the impacts of water use by the mandatory inclusionary housing, or how to mitigate those impacts. Whether that mandatory housing is built onsite or offsite, it is a part of this PBC project and must be evaluated now, as part of the PBC project environmental review. The failure of the DEIR to include this information renders if deficient under CEQA. The information should be included and the DEIR should be recirculated. **16-02**

It appears that when the water demand by the mandatory affordable housing is properly evaluated and included, the total project water demand will exceed any available supply, including the so-called PBC entitlement. **16-03**

To the extent that PBC proposes to satisfy its inclusionary housing requirement through developing offsite housing or through paying an in lieu fee for the County to develop offsite housing or through any other proposal that includes any housing outside of the Forest, there is no water available for that non-Forest housing. According to the County ordinance and County staff, any offsite housing would have to be in the Coastal **16-04**

area or at least on the Monterey Peninsula. No water is available for such housing, due to the overdrafting of the Carmel River and the Seaside basin, and the SWRCB Order 95-10 and Cease and Desist Order, and the Seaside Basin adjudication. The DEIR failed to evaluate these important issues. **16-04 cont'd**

Under the Approved PBC Water Entitlement, "Benefitted" Properties are All within Del Monte Forest

The issue of which properties would benefit from the PBC entitlement has been highly controversial and heavily debated by the public before the public agencies. MPWMD rules prohibit use of the PBC entitlement outside the Del Monte Forest. This EIR anticipates modification of those MPWMD rules to allow use of the entitlement outside the Forest, including for the purpose of meeting the project's inclusionary housing requirement under County ordinance. Because that modification is foreseeable, and it is a part of this project, the environmental review of that proposed modification should have been included in this Draft EIR. This Draft EIR does not contain the significant information as to the impacts of using the entitlement outside the Forest. The information should be included and the Draft EIR should be recirculated.

To the extent that PBC proposes to use any of its entitlement outside the Forest, that proposal triggers a new EIR under MPWMD Rule 28-B.1. (See Sixth District Court of Appeal decision in *Save Our Carmel River v. Monterey Peninsula Water Management District* (2006) 141 Cal.App.4th 677.) **16-05**

MPWMD Rule 28-B.1 states in key part as follows:

> Due to the District's ongoing concern about the viability of the available water supply and the possibility that water transfers may result in additional water usage, water transfers shall be approved by the Board of Directors, subject to the other provisions of this Rule, if the transfer will not have an adverse impact on the water supply. In exercising its discretion, the Board of Directors shall consider the impacts of the application under consideration, as well as the cumulative impacts of other transfers, on the water supply.

Under the rule, the transfer may occur only "if the transfer will not have an adverse impact on the water supply." The DEIR concludes that the PBC project as a whole will have potentially significant and unavoidable impacts on water. The transfer of PBC entitlement water for use outside the Forest would exacerbate those impacts.

To the extent that PBC proposes to use any of its entitlement outside the Forest, that use is prohibited by MPWMD adopted ordinances and rules, including the ordinances that approved or modified the PBC entitlement. Any such proposal would require revision of the MPWMD rules, which is a known and foreseeable result of the proposal. Any such revision of MPWMD rules or ordinances would require environmental review. Therefore, such environmental review must be performed now, as part of this EIR, in order to avoid piecemealing.

16-05 cont'd

MPWMD Rules Require 15% Reduction in Any PBC Entitlement Transferred for Use Outside the Forest

Pursuant to MPWMD Rule 25.5, only 85 percent of the water use capacity is actually transferred in a water credit transfer. Therefore, any water credit is subject to a 15 percent reduction and reservation by the MPWMD. The actual amount transferred would have to account for this mandated reduction. The DEIR does not address this issue, which is a foreseeable part of the proposed use of water outside the Forest.

16-06

County Settlement Agreement with Leeper/Save Our Peninsula Committee Mandates EIR for Use of PBC Entitlement Outside the Forest

To the extent that PBC proposes to use any of its entitlement outside the Forest, that proposal triggers an EIR under the 2002 settlement agreement between Ed Leeper and Save Our Peninsula Committee and the County of Monterey.

That settlement agreement states in key part as follows.

> **2. No County Approvals Based on Water Credit Transfers.**
>
> **a. Prohibition of Transfers.** Existing County policy prohibits the transfer of water credits in connections with County development approvals. Further, County agrees that no water requirement, proof of water supply, or other condition or criteria of approval for any land use approval within that part of the County that is subject to the jurisdiction of the Monterey Peninsula Water Management District may include or be premised in whole or in any part upon a water supply that results from or is based in any part on any water saving mechanism as defined below without County first requiring the preparation and certification of a legally adequate Environmental Impact Report ("EIR"). Such an EIR must analyze potential environmental impacts

16-07

of the use of the water saving mechanism, including all cumulative impacts and all growth-inducing impacts.

. . . .

For purposes of this Agreement, "water saving mechanism" is broadly construed to include proposals to transfer, move, or transport any water credit, water factor, water use, historic water use, water, capacity, or water entitlement, and which proposes to be based in part upon any claimed water reduction, retrofit, offset, relinquishment, sale or lease of water savings. . . .

b. Environmental Impact Report. The EIR referenced above shall be a stand alone EIR, and not part of any other specific project approval EIR. The EIR shall include potential impacts from water saving mechanisms. The EIR shall include such matters as cumulative and growth inducing impacts relating thereto, the impacts of State Water Resources Control Board Order 95-10, the need to provide water to the Carmel aquifer, and the legal basis for each of the water saving mechanisms.

16-07 cont'd

SWRCB: Order 95-10 and the Cease and Desist Order

Although the use of the PBC entitlement may not be subject to Order 95-10 requirements, the use of water under the PBC entitlement is subject to the Cease and Desist Order (CDO). Given those restrictions, the DEIR fails to adequately evaluate the direct, indirect, and cumulative impacts of water use, or to adequately mitigate for those impacts, or to consider alternatives.

16-08

As of now, the litigation over the CDO is still not resolved. This ongoing uncertainty should be disclosed and discussed.

The DEIR Fails to Adequately Disclose or Analyze the Impacts of the PBC Proposal to Use its Water Credits, Valued at $250,000 per Acre Foot, as part of its Affordable Housing In Lieu Fees, instead of Providing On-site Housing

To the extent that PBC proposes to use water credits as part of its in-lieu fee for inclusionary housing, that proposal should be evaluated in the EIR. The proposal does not satisfy the intent, goals, or language of the County inclusionary housing ordinance.

16-09

The actual amount of proposed and potential reduction for the in-lieu fee should be quantified and analyzed in the EIR. The proposed and potential remaining fees and water should be evaluated, because it is probable and foreseeable that the water could

not be used outside the Forest, or could produce far less affordable housing than required or anticipated by the County ordinance. **16-09 cont'd**

According to its letter to the County, PBC values its water credits at $250,000 per acre foot. Is that the value that the County will place on the water credit? If not, what value will be placed, and by whom, and by what method? These are policy decisions that have potential environmental impacts and that implicate the EIR analysis of project consistency with County ordinances. They should be evaluated in the EIR. The determinations may affect how much housing can be built, and where, and when, which affect compliance with the County ordinance and the policies applicable within the Coastal Zone and within the large portions of the Del Monte Forest that are not located in the Coastal Zone. **16-10**

PBC characterizes its entitlements as "rights to water service." (PBC letter to Marti Noel and Joseph Sidor, County of Monterey, April 18, 2011, attachment, p. 5.) Does the EIR preparer agree with this characterization? How the entitlement is characterized may have an impact on the analysis of water demand, water supply, and water rights. **16-11**

Water Demand

The DEIR is inadequate in its analysis of water demand of inclusionary /affordable housing that must be built to comply with the County ordinance. It is also deficient in its discussion of whether there is sufficient water in entitlement, even if the MPWMD rules are changed to allow entitlement water to be used outside the Forest. **16-12**

All the DEIR water demand estimates are questionable, because they use average use of all houses in the Forest. In fact, the actual use of newer houses – those built in the last ten years – are much higher than average, and much higher than the figures used in the DEIR. The MPWMD allocates water to new development in Pebble Beach based on fixture unit methodology of that particular development, not on the basis of an average use such as the DEIR analysis suggests. The per-house MPWMD allocation is higher than the DEIR water demand analysis suggests, especially when the MPWMD makes an allowance for exterior landscaping irrigation. This means that the DEIR analysis of water demand impacts and water supply impacts is deficient. **16-13**

The project proposes to transfer a water entitlement from the Forest for use outside of the Forest for affordable housing. The DEIR fails to disclose and discuss the fact that MPWMD studies do not show a reduction in actual water use, even after accounting for 15% paper reduction. To the contrary, transferring water seems to lead to a higher water use at the destination site than originally estimated. (See discussion in *SOCR v. MPWMD* (2006) 141 Cal.App.4th 677, 685-686, 705 and MPWMD records.) **16-14**

There are no conditions or parameters that would limit or "cap" the actual direct water demand to what is suggested in Table 3.12-7, "Direct Water Demand of Proposed Project." Without that cap, the actual future water use could be unlimited. If the actual water demand for any one feature of the project goes over the amount estimated for that feature, what mitigations are proposed? **16-15**

The County's water use estimates in EIRs are woefully inaccurate, as shown in documents in the County's possession, the MPWMD's possession and as briefed in various cases in Monterey Superior Court. In this case, what investigative research was done to prepare Appendix H? What actual documents were reviewed by the EIR preparer in order to determine actual water use of homes constructed in the Forest in the last ten years, or the last twenty years? **16-16**

This EIR should consider mitigations requiring prompt public access to all actual water use records by each property that uses any PBC water entitlement, in order to allow for accountability of the water use estimates in the EIR. **16-17**

There is no analysis of the water demand presented by the affordable housing that would foreseeably be built as part of or as a result of this project. All such demand should be included in the water demand calculations. This will be new information, which means that the DEIR should be recirculated. **16-18**

Table H.2-1C-3, "Project Changes in Cal-Am Withdrawals from the Carmel River," is missing at least two key figures, which have the error "REF!" instead of a figure. **16-19**

Neither the DEIR nor its appendices reveal the size of each of the proposed lots, or the estimated size of the development for each lot. This information is relevant because it would provide an indication of how much water each of the lots would use. The information should be provided in the recirculated DEIR. **16-20**

The water demand analysis is hidden away in Appendix H. To make matters worse, the key table, Table H.2-2B, "Potable Water Use of Proposed Project Average Year" is in font of approximately this size: Table H.2-2B. 'Potable Water Use of Proposed Project Average Year'. All of the information in the table is in a font of the same tiny proportions, which makes it essentially impossible for the public or decisionmakers to read. The EIR fails as an informational document. **16-21**

The water demand analysis is based on an unreliable source called "WWD 2011." That document is unreliable. The WWD 2011 assumptions of 1.0 and 0.8 for future lots are unsupported. **16-22**

The WWD 2011 table is different from the Table H.2.2B that purports to rely on the WWD 2011 table. The WWD 2011 table uses an undefined and ambiguous symbol 1.0 AF per lot that is +/- 1.0 acre, and that it used 0.5 AF per lot that is +/- 0.5 acre. That is different from the DEIR Table H.2-2B that uses 1.0 AF per lot that is ">=1.0 acre," and uses 0.5 AF per lot that is ">= 0.5 acres." Each of the symbols should be explained. "Greater than" one acre is not the same as "more or less" one acre. **16-23**

As proposed, there is no limit to the amount of water that any proposed lot could use. Lots that are each estimated to use 0.5 AF or 1.0 AF could in reality use 2.0 or 3.0 AF each , or an unlimited amount, with impunity. That would cause unanalyzed and unmitigated significant impacts, bot direct and cumulative. The DEIR failed to investigate or mitigate these foreseeable impacts. **16-24**

Table H.2-2C "Other Entitlement Demand"

The use of the Del Monte Forest (DMF) average water demand for future single family dwelling (SFD) development is not reasonable because new SFD development has a much higher average use than existing SFD use in DMF, which includes older homes. This comment applies to the table entries for both "existing vacant lots" and "area X and Y." **16-25**

Also, SFD development does not necessarily include caretaker homes, granny units, and guest houses, or the water demand associated with those uses. **16-26**

The table's "Sources" cite three documents, but there is no citation within the table to any of the sources. The public is left to guess which information in the table came from which source. That is not adequate under CEQA. **16-27**

The table's "Sources" cites "1) DMF residential development calculations - ICF." Those calculations are nowhere to be found in the DEIR. The public has no way of knowing what "calculations" those are, and based on what data. The information should be released and included in a recirculated DEIR. It would be too late, and would not comply with CEQA, if the County produces the information in the Final EIR, because that would avoid public scrutiny and comment on the information. These water demand claims are significant information under CEQA. **16-28**

The table's "Sources" cites to "2) DMF Average from 1997 EIR for PBC Lot Program." That EIR cannot be relied upon. The EIR was not certified, and the data was not reliable when it was included in the EIR. **16-29**

The Table's "notes" are cut off in its discussion of remaining entitlement. The information is missing, so the public is unable to comment on it. **16-30**

The Table's statement that 117 AF have been sold to DMF Benefitted properties is inconsistent with the statements elsewhere that 130 AF have been sold (e.g., p. 3.12.7). Which figure is correct? The different figures change the analysis, potentially significantly. All information in the EIR should be internally consistent. **16-31**

DEIR Lacks Adequate Analysis of Problems with Developing Affordable Housing Outside of the Forest

Whether developed by PBC, the County, or someone else, there are many significant challenges facing the development of affordable housing to comply with the County's ordinance. There simply may not be available land in the Monterey Peninsula or the Coastal zone to comply with the ordinance. If the housing cannot be constructed, the project would not comply with the ordinance, and this inconsistency with the adopted ordinance should be discussed in the EIR. **16-32**

No Inclusionary Housing Exists In the Del Monte Forest Land Use Plan or Carmel Area Land Use Plan

No inclusionary housing has been developed under the County ordinance in the area covered by the Del Monte Forest Land Use Plan. No inclusionary housing has been developed under the County ordinance in the area covered by Carmel Area Land Use Plan, or the Big Sur Area Land Use Plan. This information was revealed by County staff in response to repeated questions during the County review of the failed Villas de Carmelo subdivision proposal in mid 2011. **16-33**

The PBC proposal is to avoid any onsite inclusionary housing as part of this project. That proposal seems to be inconsistent with the LCP, the County ordinance, the County goals and policies applicable to the project, and good planning. The PBC project is foreseeably the last large project in the Coastal Zone in the Del Monte Forest and Carmel Area plan areas. Failing to place inclusionary housing in the Forest would mean that all such placement would evaporate in the foreseeable future. These issues have not been adequately analyzed in the DEIR. **16-34**

Inclusionary Housing Within the Forest

At least one project alternative should evaluate on-site inclusionary housing within the Forest, because the County ordinance states that on-site inclusionary housing is strongly preferred, and because onsite inclusionary housing is good public policy. **16-35**

Another project alternative should include placing at least half of the required inclusionary housing in the Forest. **16-36**

DEIR Discussion of Entitlement is Not Accurate

At page 3.12-7, the DEIR claims as follows:

> Ordinance 109 allowed Pebble Beach Company to sell up to 175 AF of the Company's remaining unused water entitlement to interested Del Monte Forest residential property owners, with the proceeds from such sales to be used to pay for Phase II. Since 2004, Pebble Beach Company has sold approximately 130 AF of its remaining 355 AF water entitlement to Del Monte Forest residents, of which such residents connected are using approximately 30 AF. Therefore there is approximately 225 AF of unused water entitlement for Pebble Beach Company and residents have 100 AF of unused water entitlement, for a total remaining unused water entitlement of 325 AF.

That claim, and the use of the term "unused water entitlement," are misleading. If 130 AF has been sold to residents, then that amount is "used," and PBC has only 225 AF left. The EIR discussion improperly merges the entitlement possessed by DMF residents with the entitlement possessed by PBC. As a result, the EIR discussion is confusing and misleading. PBC cannot use the entitlement that PBC sold to residents. 16-37

MPWMD's "MONTHLY ENTITLEMENT REPORT" (EXHIBIT 19-B to the December 2011 MPWMD Board meeting packet) states that as of the Month of November 2011, CAWD/PBCSD Recycled Water Project Entitlements included 237.437 AF for the Pebble Beach Co. It is misleading for the DEIR to suggest that 325 AF entitlement is available for this project, when it is not.

This is important because the DEIR repeats the purported claim of 325 AF in a misleading way. As one example, on page 3.12-31, in the DEIR section entitled "Ability to Supply Water for Project," the first sentence is "As described above under "Environmental Setting," there is a remaining unused water entitlement of 325 AFY." That statement is misleading because PBC's remaining entitlement is much less than 325 AF.

There is no water use shown in the DEIR charts for property in the project that is called open space. Is there a prohibition on water use for property designated as "open space"? Please explain, with citation to references. If property called "open space" can be developed with any water use, such as for a park, or landscaping, or any other use that involves water, then the DEIR is flawed because it has not included that water use in the water demand estimates. The DEIR should place a mitigation that precludes any potable water use on the property called open space. 16-38

"Collins Residence"

The DEIR discussion of the Collins residence is very confusing. It is referenced in the EIR as a credit for 1.0 AF, but there is no proof of the actual water demand. The DEIR's guess of 1.0 is merely a guess. That information is very easy to determine and obtain, and the EIR preparer should get the accurate information and reveal it. The information may change the analysis. **16-39**

Regional Project

To the extent that the Regional Desalination Project is relied upon, that reliance is not reasonable. In December 2011, the Monterey Superior Court ordered the Marina Coast Water District to prepare a new EIR for the Regional Project. That information was not considered in the DEIR for the PBC project. **16-40**

Landscaping

The DEIR discussion of landscaping and irrigation demand is deficient. The water demand for the revegetation and planting efforts as a result of the project should be investigated, quantified, and included in the recirculated DEIR. The water demand for exterior landscaping of all proposed project uses should be investigated, quantified, and included in the recirculated DEIR. In short, all water uses that will arise as a result of the PBC project should be investigated, quantified, and included in the recirculated DEIR. **16-41**

Thank you for the opportunity to comment on the Draft EIR. Please place this Office on the distribution list for this project for all public hearings, updates, and notices under Public Resources Code section 21092.2.

Very truly yours,

LAW OFFICES OF MICHAEL W. STAMP

Molly Erickson

#17

Hale

Robert Hale
813 Cypress Street
Monterey, CA 93940
9 January 2012

Joseph Sidor
Monterey County RMA Planning Department
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RE: Comments on DRAFT EIR for Pebble Beach Company Project, PLN100138

I have the following comments regarding the DEIR for the Pebble Beach Company Project, presently under consideration. This proposal is definitely an improvement over previous development plans over the last two decades. There are still a few areas of the proposed development that concern me that in that they impact directly or indirectly important habitat for endangered plant species. Portions of Area K harbor a high density piperia habitat and Area L encroaches upon the extraordinarily rare Potentilla hickmanii. In my view the project can be improved by consideration of the following comments: 17-01

1) Alternatives to the Project - Removal of several lots will provide for a securer preservation of the most important endangered plant habitat. Some lots in Area K, L and perhaps J are the areas that I am most concerned about impacts on endangered species habitat. Of the Alternatives listed, ALT 1B comes closest to my preference, but it is not necessary to eliminate all the lots. The lots in important habitat should be preserved and lots fit into more disturbed habitat. I also see no need to require inclusionary housing at the Corporation Yard. That can continue to be residential housing. Comments on Alternatives follow: 17-02

a) ALT 1A, 2A - Not preferred. Area J is a more fragmented area and with the exception of Lot 1 the impacts on dense piperia habitat is minimal.
b) ALT 1B, 2B - Closer - But not all of K, L need be preserved which would minimize the number of lots to be fit in elsewhere. See my preferred next comment item.
c) ALT 1C, 2C - This puts more housing into Area L and unnecessarily tries to protect every occurrence of piperia in the project. A noble goal, but only the denser more separate occurrences need to be protected in the context of preservation of the larger habitats and populations

2) My Preferred Alternative - Remove from Area K lots 2-4 and 8. Remove from Area L lots 6-10 and Area J – reconfigure Lot 1 so that the north slope is placed in preservation. This will leave 9 units that could be relocated in the more disturbed Area F-2 or the Corporation Yard. No inclusionary housing needed in Pebble Beach. See comments 6-8 below for more discussion. 17-03

3) Area B - Employee Parking Lot Impact on Area B preservation area.

What will be the impact of lighting and the view of the Parking Lot from the western portion of the Preservation area? This impact could be significant if not designed properly. Please include similar language contained in mitigation requirements for the Corporation Yard development that require lights be shielded, directed away from and not visible in the Preservation area B. 17-04

Visibility of the lot could be reduced by constructing parking lot to be sunken below the elevation of the preservation area. There is currently a built up fire road that drops off into the parking lot. Perhaps a small barrier could be built. 17-05

The impact of construction disturbance spreading non-native plants into the preservation area is potentially significant. The fire road boundary is already quite overgrown with non-native invasive plants. Mitigation should be to require control of invasive nonnative plants at the edge of the preservation area. 17-06

4) Mitigation BIO-A1 establishes the need to implement resource management plans for maintaining and the biological resources. They are grouped by areas of contiguous habitat, for example are PQR. The DEIR does not recognize that there are existing open space areas managed by DMFF that border on two plan preservation areas at Seal Rock Creek and Area B,C. It is important to include these in the management plans as they are ecologically connected as a intact Monterey pine forest and non-native plants may easily spread into the Preservation areas. Include the following in:

a) Area B, C - The open space areas adjacent to Area B are currently dedicated open space resource areas and need to be managed together with Preservation area B. Better yet would be to coordinate with the Regional Park District for management of Rip Van Winkle park, too. Current invasive plants include – English Ivy, Genista (broom), holly, veldt grass (Ehrharta erecta) amongst others. Excessive off trail use by dogs and people is also degrading portions of the area. 17-07

b) Lower Seal Rock Creek - The open space forest to the north of Indian Village Picnic site extending from the Dunes to Stevenson Drive is contiguous and makes up the majority of forest that Area L is part of, and should be managed in the Lower Seal Rock SSRMP.

5) Mitigation BIO-A1 requiring site specific management plans does not include the resource of native grasslands. Native Grassland habitat protection in SSRMPs is needed to be addressed in the DEIR as a biological resource to be protected. Please include this resource to be managed in the SSRMPs. Coastal prairie and other native grasslands are an increasingly rare habitat type in California and Pebble beach contains several dominant grasslands under pine forest that range from dry to wet conditions. Sensitive plant species such as pine rose and endangered yadon's piperia often grow in grassland habitat. They can be easily degraded by non-native grasses both annual and perennial (veldt grass). Protection and enhancement of open meadows such as the Spruance meadow and Indian village meadow as well as the native grass understory of the Monterey pine forest is critical to the health of these habitat resources. 17-08

6) Impact BIO-D1 concerns the removal or indirect impacts on approximately 8000 piperia plants on about 8 acres of habitat. The impact of the loss of critical habitat areas for the piperia is not considered in this DEIR, but is important for the survival of the endangered species. The proposed project will severely impact two areas of high density habitat that is not contiguous to other populations proposed for preservation. Smaller, isolated and less dense populations may not be as important, though the DEIR does state that an isolated population of 274 plants in Area B is important for critical habitat. In particular, development in Area K severely, directly and indirectly, impacts an area of several acres of habitat with over 5300 plants that is a separate from other populations. Therefore development of Area K is a significant impact that can not be mitigated as it is high density, disjunct population important for critical habitat in the recovery plan for Yadon's piperia . Area J also contains higher density piperia habitat. To preserve this important critical habitat reconfigure the project:

a) RECONFIGURATION of Area K – Delete Lots 2, 3, 4, and place them in the preservation parcels. . This is the largest block of high quality (free from invasive weeds) piperia habitat and plants in Area K. Lot 8 also has a dense population and should be removed also due to it's proximity to a wetland. The other populations are in somewhat degraded condition from genista and more fragmented. Please analyze this as an alternative to the proposed project.

b) RECONFIGURATION of Area J - Lot 1 will directly and indirectly affect an area of piperia habitat that extends westward into a preservation parcel. Deletion of Lot 1 and adding this acreage to the preservation parcel will preserve a significant block of habitat for piperia. At least the northern half of the Lot 1 should be added to the adjacent preservation area

17-09

7) Mitigation BIO-D4, Regarding Impact of Area L development on nearby Potentilla hickmanii in Indian Village.

The impact identifies lots 6-10 and the road to them as having a significant impact on the drainage uphill from the Indian village habitat for the Potentilla. This plant occurs in only two populations in the world and deserves the highest level of protection. The Impact is not able conclude that effects on drainage can be ascertained and requires a certification prior to subdivision. Due to the rarity of the plant this mitigation leaves too much chance for adverse impacts and the impact is not mitigatable. Avoidance of development adjacent needs to be considered. Reconfigure to at least remove Lots 9 and 10 and place in the preservation parcel, as these seemed to be the lots located most directly up gradient from the meadow population. Removal of lots 6-10 and the access road to them would provide the highest level of protection.

17-10

8) Impact of Area L development on a large block of contiguous ESHA pine forest. The DEIR fails to identify that the 18 acre Area L is part of a much larger pine forest that stretches from the sand dunes at Bird Rock eastward to a golf course and

17-11

Stevenson Road. This appears to be a block of 80 to 100 acres that has a minimal passive open space recreational area at Indian Village surrounded by the larger preserved open forest space. Why is this substantial intact acreage of ESHA not being considered as an ESHA that is not suitable for development?. It meets all the requirements for important Monterey Pine ESHA. How were areas of ESHA selected that are allowed to be developed? What criteria did this larger lower Seal Rock EHSA forest that area L is contained within allow it to be designated developable? This would be another reason to minimize the impact on ESHA by allowing at the most development on lots 1-6. 17-11 cont'd

9) Mitigation Measure BIO-B3 - which details additional elements for the HHNHA such as specifying closing and revegetating all informal social trails. There are some social trails that provide for a suitable extension to the designated fire roads system that would be suitable for hikers only. The HHNHA SSRMP should conduct an inventory of existing social trails and consider dedicating some of these that do not impact habitat for rare or sensitive plants. Many are mountain bike trails that are severely eroding and are mere shortcuts that need to be removed and rehabilitated. There a few trails that pass through pine forest and would add to the hiking network as hiking only trails. It would be good if there was some mechanism to decide which trails could remain. 17-12

10) Comments regarding Resource Management Plans in Appendix C follow:

a) SSRMP for HHNNA - It is important that this plan include removal of the large stand of invasive acacia and broom in the Sawmill Quarry borrow site. The presence of these plants will be a source for non-native plants to spread into the surrounding HHNNA. Completion of the Spanish Bay requirement to restore the quarry site, removing the non-natives and planting native pine understory plants will remove a festering wound in the HHNNA area. Another high priority area is the interface zone of the Corporation Yard development which also has established and introduced invasive plants into the HHNHA. 17-13

b) Please have the SSRMP's identify native grassland habitats as resources to be protected and include special monitoring to ensure control of non-native plant invasion. 17-14

c) Monitoring for potential impact from development activities. The SSRMPs contain provision to monitor for residential encroachment of ornamental plants into preservation areas. Land conversion such as housing and roadways is a major pathway for of all sorts of non-native invasive plants to become established. So monitoring must be changed to include the following: 17-15

Residential Encroachment: to monitor for non-ornamental and all non-native potentially invasive plants. One example would be veldt grass which becomes commonly established around houses.

Roadside Encroachment - Add an element for Roadside Encroachment to require similar monitoring and control of non-native invasive plants, including grasses, along roadsides bounding preservation areas. 17-15 cont'd

d) Monitoring for invasive plants in all SSRMPs - Important to include all invasive plants that can impact the biological diversity and not just shrubby plants. Annual grasses are becoming more of a problem and are only effectively addressed when first appearing in an area. Problem grasses include: rattlesnake grass (Brizza maxima), rip gut brome (Bromus diandrus), pampas grass, velvet grass (Holcus lanatus) in wet areas and most recently veldt grass (Ehrharta erecta) that is appearing and spreading more. Oxalis or Bermuda buttercup is also becoming an invasive plant in coastal Monterey County. 17-16

e) Effective monitoring is extremely important, so that weed control work can be successful. Treated areas must be inspected on at least a quarterly basis to effective address re-sprouts of weeds or deal with other invasive plants such as grasses that may come in upon the disturbance of the area to control the original weed. Protection of the habitats will only succeed with diligent monitoring and control efforts. Commitment of adequate staff and resources is vital 17-17

f) Education component of SSRMP - should be a part of all the SSRMPs. Property owners should be informed of what kinds of plants they should not plant, how to recognize invasive weeds, how to report invasive weed problems, and how to receive help from Pebble Beach to remove the invasive plants. Most invasive weeds that occur in the preservation areas are also major problems for owner's yards. Pebble Beach Company should offer informal outreach events to help property owners understand the unique native plants around them and the kinds of invasive weed threats that the Pebble Beach forest face. I think outreach to Robert Louis Stevenson School for volunteers to help monitor and combat weeds would be very valuable. Motivating and using volunteers will greatly leverage the monetary resources invested. 17-18

g) Members of Resource Management Team (RMT). The California Native Plant Society, CNPS, with its knowledge of local plants and invasive plant issues would be a good organization to invite to participate on the Resource Management Team. Please include this in the section describing the RMT. 17-19

h) In section 5 of Appendix C, where the individual SSRMP are described, I think it is important to add as a GOAL: To monitor for, remove and control non-native invasive plants. The long term health of many sensitive plants will be compromised if invasive plants are allowed to dominate areas of the forest. It only takes a few years for non-natives to become established in an area. Monitoring and removal/control of non-native invasive plants is as or more important as enhancing reproduction of the native plants. 17-20

i) Will there be a process for the public to review Resource Management Plans (RMP) and annual work reports? – and more importantly a process whereby suggestions can be 17-21

submitted as to areas that need work such as weed control and suggest methods best to control?

11) Cumulative Impact BIO-B1(C) on Monterey Pine forest regionally - The DEIR uses an arbitrary 95% preservation of pine forest in the project plan area. Where does this figure come from? Why isn't there a requirement to at least offset the direct and indirect Monterey pine ESHA lost with at least equal acreage preservation of Monterey pine forest elsewhere, as in previous plans? 17-22

Pebble Beach Company has already entered into MOU to protect 99 acres of Yadon piperia habitat at the Old Capitol site and the Aguajito site (more than the Project develops) If the project directly destroys and indirectly modifies nearly 85 acres of Pine forest ESHA, why doesn't the project simply dedicate to preservation at least 85 acres in the regions Monterey Pine forest and not just an additional 7 acres? The Aguajito site provides more than enough acres. 17-23

Miscellaneous Comments:

12) Appendix F - for current condition of Area O. Fails to mention that much of area O has significant coverage of rattlesnake grass and genista bushes. There is no statement as to what impact these non-native plants are having on the extensive yadon's piperia population there. Please update biological discussion of Area O. 17-24

13) Is there anything in the Proposed Project that alters the condition for restoration of the Sawmill Gulch borrow site as a condition of Spanish Bay Development. This restoration has not yet been completed. Will this restoration condition be completed as part of the SSRMP for HHNA and surrounding parcels? Other than planting trees, the area was allowed to become largely overgrown with invasive acacia and broom. Restoration of a native pine understory does not appear to have been attempted, nor may it be possible with the prevalence of the weeds now. 17-25

14) For all mitigations - In general the DEIR has well thought out conditions imposed to ensure protection of the resources. Will there be adequate funding to provide for the personnel and resources needed to successfully comply with the mitigations? 17-26

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Pebble Beach Company has submitted a plan for development that is a much improved over the previous plan from 2007. While there are a lots in areas J, K and L that should not be developed, the plan has to a great degree maintained sizeable areas of forest and the integrity of the trail system. I look forward to the dedication of the preservation areas and am eager to help monitor and ensure that the biologically rich pine forests of Pebble Beach remain a tranquil retreat for nature lovers for many generations to come. 17-27

Thank you for your consideration, Robert Hale

#18

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January 9, 2012

OUR FILE NO. 6504.01

Via Electronic & US Mail

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RE: Comment to DEIR – Pebble Beach Company Project, Del Monte Forest Area (PLN 100138; State Clearinghouse No. 2011041028)

This firm represents Mr. and Mrs. Donald R. Scifres, owners and residents of the property located at 3310 17 Mile Drive, which is adjacent to the proposed Fairway One component of the Pebble Beach Company Project. This letter comments on the Draft Environmental Impact Report ("DEIR") prepared for the Pebble Beach Company Project (PLN 100138; State Clearinghouse No. 2011041028). **18-01**

A. Noise

Although noise levels in excess of the applicable thresholds would likely be associated with the Fairway One commercial development when measured at the nearby residential receptor area, particularly at the 3310 17 Mile Drive property, the DEIR does not present a clear and comprehensive analysis of the anticipated noise impacts. Appendix G of the CEQA Guidelines requires the review of "exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies." The 1982 Monterey County General Plan[1] cites the U.S. Environmental Protection Agency's ("USEPA") thresholds of 55 dB Ldn for outside and 45 dB Ldn inside for protection of general health and welfare. General Plan Policy 22.2.1 states that new development must conform to the **18-02**

1 The DEIR fails to explain the following conclusions found on Pages 3.9-3 and 3.9-4: "The General Plan's Noise Element contains planning guidelines relating to noise. It identifies goals and policies to support achievement of those goals, but it is not legally enforceable. The goals and policies contained in the General Plan apply throughout the jurisdiction. The Monterey County Noise Ordinance, part of the Monterey County Code, is legally enforceable." The DEIR conclusion concerning the Noise Element is contrary to law. The 1982 Monterey County General Plan sets forth the mandatory standards for environmental review of this Project (See, e.g., *Endangered Habitats League v. County of Orange* (200) 131 CA4th 777), and is at the top of the County's land use regulation hierarchy (*Neighborhood Action Group for the Fifth Dist. v. County of Calaveras* (1984) 156 CA3d 1176).

noise parameters established in Table 6. Table 6, which is included as Table 3.9-2 in the DEIR, sets forth Land Use Compatibility for Exterior Community Noise Environments. For low density single-family residential dwellings, such as those near the Fairway One Project, Table 6 establishes 50-55 dB as the normally acceptable outdoor noise range. While this is intended to be the noise range required to be met in the construction of new residences, given the apparent absence of any other General Plan standard for the range of noise level that commercial development can generate at an adjoining residential receptor, this range, mirroring the USEPA thresholds should be considered the relevant performance standard for the Fairway One project. 18-02 cont'd

The traffic noise exposure modeling in the DEIR for the road segment closest to the Fairway One Project, i.e., 17 Mile Drive South of Stevenson Drive, shows the existing noise level at 58 dB Ldn, which would increase with the Project. Both the baseline and "with project" noise levels are above the USEPA recommended levels referenced in the 1982 General Plan. Because noise is a "threat to physical and mental health" (P. 86, 1982 General Plan) and the baseline measurements are above those levels necessary to protect general health and welfare (P. 86, 1982 General Plan), any measurable level above the baseline must be considered significant. This is particularly important since the DEIR identifies "locations where people reside or where the presence of unwanted sound could adversely affect the use of land" as sensitive receptors. (P. 3.9-9, DEIR.) 18-03

To mitigate noise/health impacts, the 1982 General Plan sets forth several policies that should apply to the Fairway One Project. These include (1) Policy 22.2.5, which states that "the County, in accordance with Table 6, should require ambient sound levels to be less at night (10 p.m. to 7 a.m.) than during the day"; and (2) Policy 22.2.4, which requires the County to "specify working hours as part of the use permit for industries where on- and off-site noise is a concern to adjacent land uses."

Both the baseline and "with Project" noise levels are also within Noise Range II, Conditionally Accepted, of General Plan Table 6. Table 6 specifies that new development which falls within Noise Range II must prepare "detailed analysis of the noise reduction requirements" and include "noise insulation features" in the project design. 18-04

The General Plan policies and measures discussed in Table 6 should apply as mitigation measures for the Fairway One Project, which will not only address the significant noise/health impacts, but also make the Project consistent with the 1982 General Plan.

The DEIR also failed to adequately analyze interior noise and vibration impacts to nearby residential dwellings as a result of the Fairway One Project. The interior noise and vibration analysis must consider direct and cumulative; short (i.e., construction) and long term; and day and night time impacts. Events at the proposed Fairway One meeting facility must also be considered in the analysis. For determining the threshold of significance, the health-based standard of 45 dB should be 18-05

considered, consistent with the USEPA threshold cited in the 1982 General Plan. The Office of Planning Research's *Thresholds of Significance, Criteria for Defining Environmental Significance* recommends a health-based standard of significance for noise. 18-05 cont'd

Specific to noise generated from the on-site Fairway One parking lot, the DEIR concludes without discussion or evidence that "the noise from vehicle parking lot use is anticipated to be less than noise produced by passing vehicles". This bare conclusion cannot satisfy the requirement that the EIR serves as an informational document. (*Gray v. County of Madera* (2008) 167 Cal. App. 4th 1099, 1123.) The noise and vibration from the Project's parking lot which will be experienced by the nearby sensitive receptors, particularly during construction, meetings and events, may be more than those experienced from traffic on 17 Mile Drive. But the unsupported conclusion also misses the point. The threshold of significance is not whether the project noise, including the noise from the parking lot, is less than noise produced by passing vehicles. The appropriate question under CEQA is whether such noise, either directly or cumulatively, is above or below the applicable thresholds. As noted above, for the nearby residences, the threshold should be 55 dB for outside and 45 dB inside for protection of general health and welfare. More particularly, the standard should be expressed as dB(A), because industry practice is for community ambient noise levels to be measured in the A weighted sound pressure level. Further analysis, identification of appropriate thresholds and evaluation of feasible mitigation measures are necessary in order for it to comply with CEQA. 18-06

Finally, the closest monitoring site used to measure ambient noise levels (as shown on Figure 3.9-1 of the DEIR) is about 2,000 feet from the Fairway One Project. Due to distance of the ambient noise monitoring site from the Project, it is important to fully discuss in the body of the document the accuracy of the noise modeling, including uncertainty factors and margin of error. The DEIR is absent such discussion and fails, in that regard, to be a fully informational document. 18-07

In summary, the following are recommended to assess and address potentially significant noise/health impacts, and in order to achieve the necessary Project consistency with the 1982 General Plan:

1) Perform direct and cumulative analyses of the potential for direct and cumulative interior and exterior noise and vibration impacts of the Fairway One Project upon the nearby residential dwellings, particularly at the adjacent 3310 17 Mile Drive property. Such analyses must include short term and long term and day and night time noise exposures. 18-08
2) Fully describe in the body of the DEIR the uncertainty factors and margin of error of the noise modeling. 18-09

3) Change the standard of significance to health-based standards of 55 dB(A) for outside and 45 dB(A) for inside; establish that any measurable level above these health-based thresholds is significant; and apply appropriate mitigation measures. 18-10

4) Establish lesser ambient sound levels at night (10 p.m. to 7 a.m.) than during the day as a mitigation measure, consistent with General Plan Policy 22.2.5. 18-11

5) Specify operating hours for the new meeting facility as a mitigation measure, consistent with General Plan Policy 22.2.4. 18-12

B. Aesthetics

The Fairway One Project includes removal of mature landscaping, including 66 trees, and construction of two-story buildings. As applicable to this Project, the standard of significance set forth in the DEIR is as follows: "Substantial degradation of existing visual character, or quality of the site or surrounding area or incompatibility with the development scale and style of the surrounding area." (P.3.1-12, DEIR.) This standard of significance is consistent with the Del Monte Forest Land Use Plan/Local Coastal Programs ("LUP/LCP"), which states as follows: "Particular attention is to be given towards siting and planning development to assure compatibility with existing resources and adjacent land uses." (p. 48)

Although the above standard of significance is described in the DEIR, the DEIR fails to adequately review the incompatibility of this large commercial development adjacent to residential uses. For example, the DEIR failed to adequately analyze the land use incompatibility impacts resulting from the increase in the allowable building heights and the narrower setbacks with the Project's proposed planning and zoning amendment from LDR to GDC. Also, the simulations included in the DEIR do not include "before" and "after" stimulations from the vantage point of nearby residential dwellings. Without a fuller analysis of potential land use incompatibility impacts, the standard of significance is not properly applied. Because the Fairway One project includes land use plan amendments and rezoning, the EIR must include analysis of the potential impacts to nearby residences associated with the differences in development standards between a residential and commercial project. 18-13

The DEIR concludes without sufficient basis that: "Overall, the proposed development at The Lodge at Pebble Beach would generally appear similar to existing facilities in scale and visual character and would not substantially alter the area's existing visual character and quality. Therefore, this impact would be less than significant." Again, this bare conclusion cannot satisfy the requirement that the EIR serves as an informational document. The Project includes a 40-unit complex with parking, a parking structure, and a 2,100-square foot meeting facility, which would be considered incompatible with nearby single family residential dwellings. In order to address this significant incompatibility impact, the EIR should recommend detailed site-specific mitigation 18-14

measures of for landscape screening (such as requiring a landscape plan and establishing specific performance criteria) and exterior paint colors and materials for the Fairway One Project buildings in order to visually screen the Project from nearby residences. Moreover, the building heights and setbacks should be consistent with the current LDR zoning to lessen the impacts resulting from the Project's incompatible land uses. **18-14 cont'd**

Additionally, to avoid substantial degradation of the existing visual character and quality of the surrounding area, all utility lines for the Project should be underground to hide them from public view, consistent with LUP Policy 53. More specifically, the proposed LUP amendment of this policy should not be allowed for the Fairway One Project due to its potential to substantially degrade the character and quality of this mixed residential/commercial setting. **18-15**

In addition to the Project's incompatibility with adjacent land uses, the Project will create light pollution impacting the health of the nearby residents and the environment. Light pollution, particularly during the nighttime, has been known to cause significant health impacts. The scientific article enclosed as Exhibit "A", states that the increasing prevalence of exposure to artificial light at night has significant social, ecological, behavioral, and health consequences. This health impact has not been evaluated in the DEIR. **18-16**

Although Mitigation Measure AES-C1 requires light and glare reduction measures in design plans and specification, it cannot be determined if the measures are sufficient to reduce their direct and cumulative health impacts to less than significant without reviewing a lighting plan as part of the analysis. Consequently, the mitigation should include precise performance standards for the lighting plan, including but not limited to the locations, types, numbers, and wattages of the exterior lighting fixtures in order to reduce this impact to less than significant. **18-17**

In summary, the following mitigation measures should apply to the Project's potentially significant land use incompatibility, aesthetics and light pollution/health impacts:

1) Specify with particularity performance standards for landscape screening to visually screen the Project buildings as viewed by the nearby residents, particularly the residents of the adjacent 3310 17 Mile Drive property. **18-18**
2) Specify with particularity performance standards for exterior paint colors and materials of all structures (including roofing materials) as required to minimize visibility of the buildings from nearby residences. **18-19**
3) Require all utility lines to be underground to hide them from public views consistent with LUP Policy 53 (i.e., a LUP amendment should not be allowed for the Fairway One Project). **18-20**

4) Require and specify with particularity performance standards for a lighting plan, including but not limited to locations, types, numbers and wattage of exterior lightning fixtures. 18-21

C. Parking, Traffic, Circulation and Associated Impacts

Although the DEIR states in a footnote (Footnote 5, Page 3.11-36) that parking is not considered a CEQA impact under the current guidelines, and the parking analysis is for information purposes only, the DEIR establishes a baseline, formally defines the standard of significance, includes an impact analysis, and applies mitigation measures for parking, and thus, the substantive provisions of CEQA apply irrespective of the conclusion in the footnote. The 1982 General Plan and the LUP/LCP policies also address parking, indicating that parking is a broader land use and environmental issue that requires attention. 18-22

The DEIR parking analysis is inadequate for the Fairway One Project. Of particular concern are (1) the high potential for impacts to the nearby residential use (such as at the 3310 17 Mile Drive property) due to increased demand for on-street parking and increased traffic associated with guests and visitors of the expanded lodge facilities; (2) idling delivery trucks, buses, and shuttles resulting in increased noise and toxic emissions exposure to nearby residents; and 3) circulation and traffic safety risks resulting from the placement of the exit driveway in close proximity to the residential driveway at 3310 17 Mile Drive. The Fairway One complex proposal consists of 40 guest units, and the project has a U-shape driveway that only provides 28 parking spaces. (P. 3.11-64, DEIR.) Although the DEIR notes that additional cars would be valet-parked at the new parking facility (P. 3.11-64, DEIR), there is no analysis of whether guests, visitors and employees may instead seek to park along 17 Mile Drive. It is reasonable to assume that the 28 on-site spaces, which are inadequate for the 40-guest unit complex under county codes, will be fully utilized and overflow demand may utilize the free and more proximately located parking situated on 17 Mile Drive as opposed to the more distant valet parking. This increased use may result in the impacts described above. 18-23

The proposed exit from the Fairway One complex is located close to the residential driveway at 3310 17 Mile Drive and may result in potentially significant circulation, traffic, noise and hazard emission impacts not fully evaluated in the DEIR. The EIR should evaluate the feasibility of reducing these impacts to less than significant with a redesign of the project driveway so it is not circular and the ingress and egress both occur where the present ingress is proposed (near the common boundary of the Beirne and Fairway One lots). This modification would also minimize noise impacts to the Scifres residence associated with guests exiting the Project site near the Scifres driveway entrance. Also, the use of the project driveway and 17 Mile Drive should be limited to avoid dangerous conditions for pedestrians and to limit emission exposure by nearby residents, particularly from idling taxis, trucks, buses and shuttles. As part of access control, only passenger 18-24

vehicles should be allowed in the project driveway on a routine daily basis and idling engines between the Project driveway and the residences on17 Mile Drive should be prohibited to lessen these impacts.=. 18-24 cont'd

Under Impact TRA-F3 for parking conditions during special events, the DEIR concludes that the overall parking impact to the area is expected to remain the same with or without the project. There is inadequate discussion or information to support this conclusion for the Fairway One Project. A 40 unit hotel development on a commercial parcel will have a greater impacts than those associated with the existing Beirne residence. Additionally, the proposed 2,100-square foot meeting facility, any special event could further increase the overall parking demand over what was assumed in the DEIR. The parking space needs were calculated using the parking requirements set forth in section 20.58 of the Monterey County Code which are limited to "convention center, meeting hall, and exhibits." If the use of the project is not limited to only these uses in the application or by conditions of approval, then parking demand needs to be recalculated. 18-25

In summary, the following are recommended in order to address parking and its associated impacts: 18-26

1) Modify the U-shaped driveway to provide for one ingress/egress point near the presently proposed ingress between the Beirne and Fairway One parcels.
2) Limit daily use of the driveway to passenger vehicles. 18-27
3) If the 2,100-square foot meeting facility will not be limited to "convention center, meeting hall, and exhibits", reevaluate parking demand and impacts. 18-28
4) Prohibit the parking or staging of vehicles with idling engines on 17 Mile Drive between the Project entrance and the residential driveway at 3310 17 Mile Drive. 18-29

D. Health Impacts

Under CEQA, a lead agency must make a finding of significance if a project's impacts may cause substantial adverse effects on human beings. (Pub Res C §21083(b)(3); 14 CCR §15065(a)(4).) Under this standard, a change to the physical environment that might otherwise be minor must be treated as significant if people will be significantly affected. The adverse effects on human health associated with the Fairway One Project include noise, light pollution and vehicle emissions, particularly for the residents of 3310 17 Mile Drive. These potentially significant impacts to human health were not adequately evaluated in the DEIR. To mitigate the health impacts associated with noise, light pollution and vehicle emissions, the aforementioned mitigation measures for the Fairway One Project should be evaluated for feasibility and the ability to reduce potentially significant impacts to a level of insignificance. 18-30

Thank you for this opportunity to comment on the DEIR.

Respectfully submitted,

Mark A. Blum

Enclosure

cc: clients
Mark Stilwell, Executive Vice President/General Counsel

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MINI REVIEW

The dark side of light at night: physiological, epidemiological, and ecological consequences

Abstract: Organisms must adapt to the temporal characteristics of their surroundings to successfully survive and reproduce. Variation in the daily light cycle, for example, acts through endocrine and neurobiological mechanisms to control several downstream physiological and behavioral processes. Interruptions in normal circadian light cycles and the resulting disruption of normal melatonin rhythms cause widespread disruptive effects involving multiple body systems, the results of which can have serious medical consequences for individuals, as well as large-scale ecological implications for populations. With the invention of electrical lights about a century ago, the temporal organization of the environment has been drastically altered for many species, including humans. In addition to the incidental exposure to light at night through light pollution, humans also engage in increasing amounts of shift-work, resulting in repeated and often long-term circadian disruption. The increasing prevalence of exposure to light at night has significant social, ecological, behavioral, and health consequences that are only now becoming apparent. This review addresses the complicated web of potential behavioral and physiological consequences resulting from exposure to light at night, as well as the large-scale medical and ecological implications that may result.

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Introduction

Successful organisms must adapt to temporal, as well as spatial niches. Endogenous biological clocks allow individuals to anticipate and adapt to the daily light-dark cycles in their environments to optimally time metabolism, physiology, and behavior each day. Rodents in nontropical environments, for example, alter reproductive, metabolic [1], and immunological activities [2] based on changes in day length throughout the seasons. The timing of avian reproduction and molt also often depends upon seasonal changes in day length [3], and many species, including some birds [4,5], rodents [6], bats [7], and marine animals [8], adjust foraging activities according to changes in the lunar cycle. Aside from seasonal adjustments, there is marked circadian variation in physiological functions. In many species, including some birds, rodents, fish, and humans, for example, circulating concentrations of sex steroids [9–11] and glucocorticoids [12] vary with the light/dark cycle throughout the day, causing corresponding changes in reproductive activities [13] and metabolic functions [14].

Responses to natural light cycles result in an adaptive temporal organization in humans and other animals. With the invention and use of electrical lights, beginning about a century ago, this temporal organization has been dramatically altered. Light at night has significant social, ecological, behavioral, and health consequences that are only now becoming apparent. The extensive control that light-driven mediators exert upon multiple body systems, for example, creates numerous targets on which light-induced disruptions can act, resulting in a wide range of physiological changes and potentially serious medical implications. In a broader context, underpinning physiological mechanisms regulate a variety of behaviors, ranging from reproduction to foraging, creating expansive targets for light disruption. Assuming that adaptive processes have optimized the physiological and behavioral regulation of animals according to changing day lengths and circadian cycles, artificial changes in light cycles could have drastic fitness effects. This review summarizes the medical and ecological implications of exposure to artificial light at night, and related disturbances in normal seasonal and circadian physiological and behavioral functions.

Sources of light at night

Light pollution by urban development

Urban development has brought the need for artificial lighting of roadways, shopping centers, stadiums, and homes. Some of this light strays and scatters in the atmosphere, bringing about a brightening of the natural sky beyond background levels, called urban sky glow [15,16]. Light pollution has demonstrated effects on daily

human life. In 2001, the percentage of the world's population living under sky brightness higher than baseline levels was 62%, with the percentages of US and European populations exposed to brighter than normal skies lying at 99% [16]. In addition, >80% of the US population and 2/3 of the population in the European Union regularly experience sky brightness greater than nights with a full moon. In these cases, true night darkness is never experienced because the brightness is slightly higher than the typical zenith brightness at nautical twilight [16]. Since the 1960s, artificial lighting has gradually changed from an incandescent-bulb form, which consists of mainly low-level yellow wavelengths, to a high-intensity discharge (HID) form that contains blue wavelengths (reviewed in [17]). Retinal ganglion cells responsible for detecting light and suppressing melatonin production in humans are most sensitive to blue/violet light (~459 nm) [18]. In addition, studies on the action spectrum for human melatonin regulation indicate that exposure to incandescent lighting for <1 h can result in a 50% decrease in circulating melatonin levels, and exposure to even very low levels of blue spectrum light comparable in brightness to moonlight resulted in melatonin suppression in humans as well (reviewed in [17]). Thus, increasing levels of sky glow and exposure to street lighting can disrupt the 'natural' world to which the human body is currently adapted.

While humans live much of their lives based on artificially manipulated light cycles governed by electric lighting, wild species are entirely dependent upon and responsive to changes in natural day length. Thus, photic disturbances that alter the natural light cycle may have elevated physiological and behavioral effects in these species compared with humans. Many 'wild' or national parks are surrounded by or in close proximity to urban centers, causing increased incidence of sky glow over those areas [15], thus exposing many wild species to an artificial and potentially disruptive light cycle.

Shift work

In addition to incidental light exposure resulting from night lighting, current society is experiencing an abolishment of 9–5 workdays in exchange for greater numbers of night shifts and resulting increases in productivity and profit. North American fast-food restaurants glean profits during the late night and early morning hours. In addition, in a survey conducted from 1985 to 2004, approximately 15% of surveyed American full-time wage and salary workers worked a shift other than a daytime schedule; over half of these workers reported that such hours resulted from 'the nature of the job' and not personal preference (US Dept. of Labor, Retrieved June 13, 2007 from http://www.bls.gov/news.release/flex.pdf). Such trends not only exist in the USA, but also in Canada where approximately 30% of employed individuals work alternative shifts [19]; overall, in any urban society, an estimated 20% of people work alternative shifts [20]. Shift-workers live much of their lives out-of-phase with 'normal' local time, but often cannot completely adjust their circadian rhythms due to the changing schedules of the shift-work, and the necessary readjustment to rest days [20]. Thus, shift-workers are experiencing intentional exposures to light at night that could disrupt normal circadian physiological and behavioral rhythms.

Physiological and medical implications

The circadian pacemaker is responsible for organizing the timing of the entire body, spanning multiple body systems [21–24]. Light is detected by photoreceptive ganglion cells

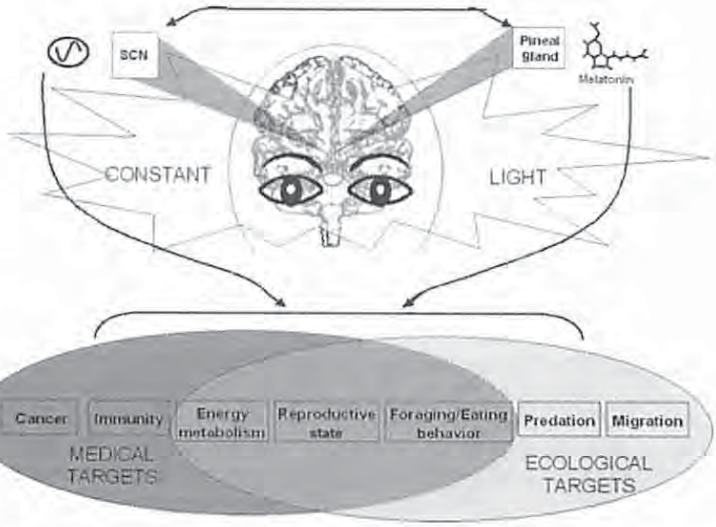


Fig. 1. Exposure to night-time lighting through urban sky glow and/or night shift work could mimic the documented physiological and behavioral effects associated with exposure to constant levels of light. These effects are complex and multi-tiered, and could have large-scale medical and/or ecological implications. Light detected by the retinal ganglial cells (RGCs) programs the suprachiasmatic nuclei (SCN), or the circadian pacemaker. The SCN exerts direct effects on several body systems and stimulates rhythmic melatonin secretion from the pineal gland. Melatonin acts as a transducer of light:dark information into additional physiological signals that results in downstream effects on many body systems. (arrows are not meant to represent exact anatomical locations).

(pRGCs) in the eye. A cluster of pRGCs form the retinohypothalamic tract that projects to and entrains a group of neurons that make up the circadian oscillators in the suprachiasmatic nuclei (SCN) [25], which control melatonin synthesis in the pineal gland. Melatonin is an indole-amine that is found throughout the animal kingdom and orchestrates changes in many physiological functions in response to variation in day length (reviewed in [26]), and the nightly duration of melatonin is the critical parameter responsible for transducing the effects of light on both the neuroendocrine axis and directly on individual body systems [27]. Exposure to extended periods of light alters melatonin levels in many species, including humans [28–31]. Thus, exposure to light at night could result in a variety of physiological effects, potentially mediated through varying levels of melatonin (Fig. 1). In addition, direct sympathetic control of physiological processes after variation in lighting conditions has been documented independently of melatonin synthesis [1]. Consequently, exposure to extended periods of light could alter physiological state through a variety of other mechanisms.

Disruptions of normal circadian timing can evoke a multitude of downstream effects, reorganizing the entire physiological state. Constant lighting conditions alter the rhythmicity of several hormones including prolactin [32], glucocorticoids [33,34], adrenocorticotropic hormone, corticotrophin releasing factor [35], serotonin [36], and melatonin [37]. Human exposure to a low-level incandescent bulb at night requires only 39 min to suppress melatonin levels to 50% [38]. Such changes in melatonin production and release regulates metabolism, immune function, and endocrine balances via the reproductive, adrenal, and thyroid hormone axes [27]. The ensuing effects of disrupted melatonin rhythms by chronic exposure to light at night are countless. In addition, the effects resulting from downstream consequences, such as sleeplessness, make the web of physiological changes resulting from constant light even wider. In the interest of space, the medical implications associated with sleep deprivation will not be considered in depth here. Recent work has largely focused on the potential link between exposure to artificial light at night and the prevalence of several cancers (see below). Such links, however, would likely result from a combination of upstream physiological effects originally triggered by the alteration of the circadian system, many of which could have drastic medical implications in addition to cancer. For example, melatonin and its metabolites have the ability to protect against oxidative stress and diseases resulting from oxidative attack (see below). Depression of melatonin could thus magnify the amount and results of oxidative damage. There is a need for a full understanding of the physiological and epidemiological impacts caused by increasing exposure to light at night through light pollution and shift work.

Metabolic disruption

Efficient energy metabolism is crucial to overall physiological function. Interruptions or difficulties with the efficiency of metabolic processes can result in a variety of disorders, including obesity, type II diabetes, and heart disease. There is an abundance of evidence illustrating an effect of exposure to extended levels of artificial light both directly on metabolic processes, as well as on several of these epidemiological end-points.

Long-term exposure of rats to constant light had strong regulatory effects on metabolism, specifically on carbohydrate metabolism in the liver [39]. Experiments on broiler chickens demonstrated that constant light shifts metabolic efficiency; female broiler chickens reared in a constant light environment gained a significantly higher percentage of fat compared with controls reared on a 12 L:12 D light cycle. Male broiler chickens also gained significantly more weight when exposed to constant light, but the mechanism behind this effect differed (i.e. food intake was higher in males reared in constant light) [40]. Constant-light induced interruption in the nightly secretion of melatonin has also been shown to exert metabolic effects. Melatonin appears to affect body mass regulation, gut efficiency, metabolic rate, and nonshivering thermogenesis in some mammalian species (reviewed in [26]), and also improves ATP synthesis in the heart [41]. Thus, the basic processes associated with acquisition and utilization of energy are functionally altered after exposure to extended periods of artificial lighting.

Several studies suggest that humans are experiencing similar effects in response to artificial light exposure at night. For example, detrimental effects of shift work have been observed in carbohydrate and lipid metabolism, insulin resistance, hypertension, coronary heart disease, and myocardial infarction (reviewed in [42]). Such influences could result from either direct physiological effects of light exposure or indirect effects associated with a lack of sleep [42]. Sleep deprivation significantly alters endocrine and metabolic parameters associated with diabetes, obesity, and a cascade of other disorders [43]. On the other hand, melatonin levels, which reflect changes in light environment more directly, have been associated with coronary heart disease. For example, in a correlative study, patients with coronary heart disease had significantly lower melatonin concentrations at night compared with patients without heart disease [44]. Melatonin reduces the activity of the sympathetic nervous system and significantly reduces norepinephrine turnover in the heart, a potentially beneficial effect because norepinephrine and epinephrine accelerate the uptake of LDL cholesterol [45]. Because exposure to extended periods of low-level artificial night-time lighting decrease melatonin production in rodents [28,45] and humans (reviewed in [17]), the potential for a direct link between exposure to night-time light and metabolic disorders, such as heart disease, become clear. It remains to be determined the extent to which metabolic disorders reflect direct effects of light on circadian organizations or downstream processes such as sleep disruption.

Oxidative stress

Light exposure can also have indirect adverse effects through the promotion of oxidative stress, which can lead to a variety of other disorders, including damage to immune cells and other tissues in the body, elevated incidence of cancer, and an increase in the rate of physiological aging [46]. Exposure of living organisms to light and oxygen results in the production of toxic molecules, reactive oxygen

species, and photo-oxidants (reviewed in [47]). For example, rats maintained in constant light significantly increased lipid peroxidation in the liver, kidney, and brain [28]. Similarly, rats exposed to constant light significantly elevate levels of hepatic oxidative stress [48]. Oxidative stress is combated through numerous physiological mechanisms responsible for maintaining an oxidant:antioxidant balance within the body. Melatonin is a well-known antioxidant, playing a significant role in antioxidant defense and regulating antioxidant enzyme activity and production (reviewed in [49]). In humans, melatonin levels correlate with total antioxidant capacity of the blood [50]. Constant light reduces both melatonin levels and pineal weights to a minimum [28] and the pro-oxidative effects of constant light were preventable through simultaneous administration of melatonin [28]. Activity of glutathione peroxidase, an important antioxidant enzyme, decreased in rats maintained in constant light [28]. Similarly, constant light exposure reduces glutathione levels [51], suggesting a decrease in glutathione production as well. It is likely that suppression of melatonin in response to constant light exposure may at least partially mediate the regulation of glutathione peroxidase activity, as previous studies have shown that melatonin stimulates glutathione synthesis [52] and melatonin deficiency leads to decreased tissue glutathione peroxidase activity (discussed in [28]). Melatonin is unique in that the free radical scavenging capability extends to its secondary, tertiary, and quaternary metabolites, making it a highly effective antioxidant even at low concentrations (see [47] for review). Thus, decreased levels and durations of melatonin production resulting from exposure to constant lighting conditions may result in decrease in the level and duration of this potentially important antioxidant. Alternatively, influences of changing the light environment on oxidative stress could result from downstream consequences of resulting sleep deprivation as documented in the brains of rats [53]. Considered together, these documented reductions in melatonin concentrations in humans exposed to night-time light suggest an elevated risk of oxidative stress and many related disorders after exposure to light pollution, shift work, or both.

Immunological modulation

Exposure of an individual to chronic artificial night-time lighting could alter immune function, through some combination of oxidative, neural, or endocrine pathways. Numerous examples across taxa are available. For example, housing Japanese quail (*Coturnix coturnix japonica*) in constant lighting conditions significantly suppressed both cell-mediated immune responses to a challenge with phytohemagglutinin (PHA) and humoral responses to challenges with Chukar red blood cells (RBCs) [54]. Similarly, cockerels maintained in constant lighting conditions produced significantly fewer antibodies to a challenge with sheep RBCs and displayed significantly reduced delayed type hypersensitivity responses compared with controls maintained in 12 L:12 D lighting conditions [55]. In a mammalian model system, nocturnal light exposure suppressed the normal increase in cytotoxic activities of natural killer cells [56].

Because exposure to light at night is accompanied by a significant decrease in melatonin levels (see above), it is relevant to briefly discuss the potent effects that melatonin has on the immune system. The injection of Syrian hamsters with melatonin, or maintenance of hamsters in short photoperiods which increase melatonin levels resulted in increased splenic masses, total splenic lymphocyte counts, and macrophage numbers [57]. A number of studies have confirmed the existence of melatonin receptors in lymphatic tissue and on circulating cells of the immune system (reviewed in [26]). Although prevalence of splenic melatonin receptors typically fluctuate such that receptor numbers are low at night when melatonin levels are high, levels of binding sites during light at night remain high [58]. Melatonin has been reported to counteract drug or hormone-based immunosuppression and appears to have generally immunostimulatory properties (reviewed in [26]). Suppression of melatonin by exposure to light pollution or during shift work could suppress such immunostimulatory properties. On the other hand, constant light generally inhibits T-cell autoimmunity by eliminating melatonin [26], a potentially beneficial effect. Carrillo-Vico et al. provide an excellent review of the effects of melatonin on the immune system [59]. Based on these documented effects, the potential exists for artificial night-time light to have potent and multi-pathway modulatory effects on the immune system. Similar effects could result from decreases in sleep efficiency associated with exposure to constant levels of light. For example, in a study of humans, 40 h of wakefulness resulted in significant changes in several immune parameters, including a decrease in natural killer cell activity [60]. Sleep deprivation also activates the HPA axis in rats and alters subsequent responses to stress [61], which could exert indirect effects on the immune system as well. Thus, through either direct endocrine effects or indirect sleep-related effects, exposure to light at night has the potential to significantly modulate immune function, leading to large-scale medical implications.

Cancer

Resistance to cancer is often accomplished through endocrine, antioxidant, and immunological processes. It is now apparent that all of these processes can be altered by exposure to light at night; evidence is mounting that forms links between extended exposure to light and the incidence of several cancers in both humans and animals. For example, the risk of developing breast cancer is up to five times higher in industrialized nations than in underdeveloped countries [62]. Current evidence suggests that high levels of artificial light at night in industrialized societies may play a role in cancer risk. Multiple studies have documented a link between night shift work and an increased incidence of breast cancer (reviewed in [63]). In a nationwide study of 7035 Danish women with confirmed primary breast cancer, at least half a year of predominantly work during the night increased the risk of breast cancer 1.5 fold [64]. Other studies of women involved in various types of work during the night have consistently demonstrated an up to threefold increase in the relative risk of breast cancer ([64], also see [65] for review). Although night shift work

increased the incidence of breast cancer, an increased risk was also documented in individuals who reported not sleeping during the time of night when melatonin is typically elevated [66]. Importantly, there was an indication of increased risk in patients with the brightest bedrooms [66]. Although breast cancer is the most abundantly studied cancer type in relation to light at night and shift work, recent studies have begun examining links with other cancer types. For instance, in a study of 602 colorectal cancer cases among 78,586 women, it was determined that a rotating night shift at least three nights per month over at least 15 yr increases the risk of colorectal cancer [67]. Considered together, abundant evidence suggests that circadian disruption, and/or the changes in melatonin and other physiological systems may increase the risk of cancers.

Specific evidence of the role of light in tumor development was demonstrated in deer mice (*Peromyscus maniculatus*); mice maintained in long day lengths (16 L:8 D) were significantly more likely to develop tumors induced by 9,10-dimethyl-1,2,benzanthracene (DMBA) compared with animals maintained in short day lengths (8 L:16 D) [68]. Indeed, 90% of animals in long day lengths developed tumors, whereas animals maintained in short day lengths developed none. More recent studies have demonstrated that exposure to extended dim light can have similar effects on tumor incidence and growth. Exposure to constant dim light (0.21 lux) significantly increased the growth of MCF-7-induced tumors and significantly increased the total tumor fatty acid uptake, linoleic acid uptake, and 13-hydroxyoctadecadienoic acid (13-HODE) production (reviewed in [69]). Additionally, female rats with small DMBA-induced tumors were maintained in one of the four treatment groups, including a normal light cycle (12 L:12 D), a constant bright light cycle (24 h at 300 lux), a normal light cycle with a flash of bright light halfway through the dark period, and a normal cycle with low level incandescent lighting throughout the dark period [70]. Animals maintained in the normal light cycle (12 L:12 D) had significantly lower rates of tumor growth than all other treatments, and the animals experiencing dim light at night had the lowest survival probability. In summary, extended periods of exposure to even dim levels of light impair suppression of tumor development.

Both experimental and clinical reports suggest a link between cancer development and pineal function (reviewed in [26]). Under a majority of in vitro conditions, physiological levels of melatonin decrease the rate of cell proliferation, whereas elevated concentrations tend to be either cytostatic or cytotoxic (reviewed in [69]). Melatonin may shift the cell balance from proliferation to differentiation, and thus can prevent the proliferation of tumor cells. In addition, melatonin may promote apoptosis of cancer cells (reviewed in [69]). Pinealectomy accelerates the growth of transplanted melanoma in hamsters [71] and of transplanted Yoshida sarcoma in rats [72]. In addition, DMBA-induced mammary tumors grew more slowly in rats treated with melatonin when compared with control rats that did not receive melatonin ([73], reviewed in [74]). In a particularly elegant study, rats were implanted with either rat hepatomas or human breast cancer xenografts [62]. Resulting tumors were subsequently perfused in situ with human blood collected from subjects during the daytime, during the night, or following exposure to 580 $\mu W/cm^2$ of white fluorescent light at night. In addition, some of the blood collected from individuals exposed to night-time light was also supplemented with a synthetic form of melatonin. Proliferative activity, linoleic acid production, 13-HODE production, and tumor cAMP levels significantly decreased when tumors were exposed to blood taken from individuals during the night-time. This suppressive effect disappeared when tumors were exposed to blood from individuals who experienced night-time light, leaving proliferation levels similar to those perfused in blood from daytime individuals. Interestingly, when melatonin was added to blood from light-exposed individuals, tumor proliferation and activity was again suppressed [62]. These data suggest that melatonin exerts a direct effect on tumor growth and proliferation.

Constant light may act on cancer through direct actions of depressed melatonin levels or through secondary endocrine modulation associated with either light exposure resulting from light exposure and/or sleep disruption [63,65]. 'The melatonin hypothesis' suggests that reduced pineal melatonin secretion might increase the risk of breast cancer through an interaction with high levels of estrogen, a known promoter of breast tissue proliferation [75]. Melatonin suppresses estrogen secretion in several species of mammals [76]. Melatonin completely blocks estradiol-induced stimulation of breast cancer cell proliferation, and melatonin loses its antiproliferative effects unless cells are co-cultured with estradiol or prolactin [77]. As mentioned, melatonin acts as a potent antioxidant, and thus may normally protect against estradiol-induced oxidative damage that could result in cancer (reviewed in [78]). Alternatively, melatonin may prevent the estradiol-induced suppression of the cell-mediated immune response, providing immunological protection against cancer development (reviewed in [78]). Estradiol is also responsible for upregulating telomerase activity, and melatonin may inhibit these effects. Thus, suppression of melatonin after exposure to constant light would inhibit these anti-cancer effects. Despite this evidence, rats exposed to constant light did not increase serum estradiol concentrations [62,68]. Furthermore, ovariectomy and estrogen treatment did not affect tumor formation [68]. Thus, although the 'melatonin hypothesis' seems plausible, current evidence suggests that light exposure likely acts on tumor formation and growth through one or more alternative mechanisms.

Ecological implications

Physiological responses to artificial light exposure result not only in the medical conditions listed above, but also in large-scale ecological changes. Natural departures from the rhythmic light:dark cycle, such as changes in the lunar cycle and white nights in the artic region of the world, evoke a multitude of physiological and behavioral changes within animals experiencing them [79] (and see below). Because sky glow resulting from artificial lighting in urban environments can reach levels that exceed those seen in natural twilight [16], similar physiological and behavioral phenomena may result, altering reproductive activities, predator/

prey interactions, and even orientation capabilities. Such alterations in natural activities can result in large-scale ecological changes, and alterations in the survival of key species in the environment (See [80] for an excellent additional detailed review addressing ecological light pollution).

Reproduction

It has been well-established that the timing of breeding in wild animals could be altered by artificial lighting. For example, it has been known for centuries that domestic hens (*Gallus domesticus*) could be stimulated to lay more eggs during the winter by putting lights in the coops at night [81]. In one of the first studies of the effects of photoperiod on vertebrate biology, Rowan [82] exposed juncos (*Junco hyemalis*), maintained in outdoor aviaries in Edmonton, Alberta, to several minutes of electric illumination after the onset of dark each day (lights were illuminated at sunset) during the winter. Under these artificial lighting conditions, these birds came into reproductive condition despite the harsh Canadian winter temperatures. Thus, artificial lights were sufficient to adjust the reproductive phenotype of these birds to mimic summer-like conditions. Similarly, the initial demonstration that photoperiod regulates mammalian reproduction was reported for European field voles (*Microtus agrestis*) that received artificial illumination after the onset of dark [83]. Again, artificial illumination effectively mimicked natural light sources.

Given the level of control that variation in light cycles can exert on reproductive physiology and behavior, exposure to lighting durations beyond normal limits can impose disruptive effects on these processes. Melatonin, for example, has well-documented effects on reproductive behavior and physiology in many species [76], and exposure to extended periods of light depress production of pineal melatonin [28–31]. Such effects may mediate the documented changes in the reproductive systems of animals in response to extended exposure to light. For example, persistent exposure to constant dim light suspends estrous cycles in rats and induces persistent estrus [84]. Such disruption reduces fertility [80] by inhibiting periovulatory gonadotropin surges [85,86] and elevating plasma prolactin and estrogen concentrations [32,84,87]. Similarly, exposure of male South Indian gerbils (*Tatera indica cuvieri*) to constant light diminished reproductive efficiency, decreasing reproductive organ masses, epididymal sperm counts, and the proportion of ejaculating males [88]. Maintenance in constant light is a well-documented way of interrupting incubation in turkey hens, and results in significantly elevated prolactin concentrations in circulation [89] and trout exposed to either constant or 18 h of light advanced spawning up to 2 months compared with control fish exposed to ambient light [90]. Such changes in the timing of reproduction could disrupt synchrony of the breeding cycle in relation to changing environmental variables, such as temperature. In cases where sky brightness never gets below the level of a typical nautical twilight [16], reproductive disruption is a clear possibility for a number of species.

Evidence that light pollution and exposure to artificial lighting disrupts reproductive activities in the wild has been demonstrated in studies examining behaviors and activities associated with reproduction in a wide range of species. For example, artificial illumination influenced territorial singing behavior in mockingbirds (*Mimus polyglottos*); after mating, male mockingbirds only sang in artificially lighted areas, or during the full moon ([91]; reviewed in [80]). In frogs, male mating calls may be disrupted by artificial lighting, and female frogs *Physalaemus pustulosus*, are less selective about mate choice and mate earlier under increased lighting levels. It has been suggested that advancing reproduction is a method of avoiding predation due to extended exposure under well-lit conditions (reviewed in [80]). Black-tailed godwits (*Limosa l. limosa*) based their choices of nesting sites according to roadway lighting, choosing to nest approximately 300 m away from artificial roadway lighting (reviewed in [80]). Such disruptive effects of artificial lighting even extend into invertebrate animal classes. Female glowworms, for example, attract males with visual flashes that are less visible in lighted environments (reviewed in [80]). Interruptions in such critical reproductive behaviors mediated by exposure to artificial lighting could exert significant fitness consequences for a wide variety of animal species.

Foraging and predation

Predator-prey interactions are important determinants of many decisions made by animals, ranging from foraging behavior to mate choice (reviewed in [92,93]). It is well established that dynamics of predator-prey interactions change as a function of ambient light levels. For example, foraging behavior decreases during high lunar illumination in desert and temperate rodents [94,95], fruit eating bats (*Artibeus jamaicensus*) [96], small seabirds [93], and even in nonvisual predators, such as scorpions (*Buthus occitanus*) [97]. Light drives a number of animals to make activity decisions either directly by changing the risk of being seen by a predator (Predation Risk Hypothesis, reviewed in [93]) or indirectly by altering prey availability and thus changing the payoff of foraging during times of high illumination (Foraging Efficiency Hypothesis [98]). These ideas are not mutually exclusive and in some cases, illumination has both direct and indirect effects. For example, foraging efficiency of short-eared owls (*Asio flammeus*) increases in bright moonlight and, at the same time, the activity levels and foraging behavior of their prey, deer mice (*P. maniculatus*) decreases presumably to avoid the increased risk of being eaten in a highly illuminated environment [94]. Similarly, variation in light levels produces a significant shift in the capture rates of prey by the lined seahorse (*Hippocampus erectus Perry*) [99]. Thus, changes in illumination levels affect not only the behaviors of predators, but also the behaviors of their prey as well as any other species directly linked to their prey. Such a phenomenon could result in large-scale ecosystem changes (see [80] for review).

In some parts of the world, sky brightness resulting from urban sky glow is even greater than nights with a full moon [16]. Thus, if natural lunar cycles exert such dramatic effects on predator-prey interactions, then artificial light resulting

from sky glow could have equal, if not more dramatic, changes on ecological dynamics. Indeed, artificial lighting exerts strong effects on foraging behavior and predation. For example, artificial illumination increased the predatory risk for and reduced foraging behavior in three rodent species, including the Arizona pocket mouse (*Perognathus amplus*), Bailey's pocket mouse (*Perognathus baileyi*), and Merriam's kangaroo rat (*Dipodomys merriami*) [100]. Similar results were obtained in additional species of desert rodents [6] and artificial illumination also affects the foraging behavior of petrels [98].

In some cases, high levels of illumination are purposely used by animals to aid foraging abilities. Foraging northern bats (*Eptesicus nilssoni*) in Sweden are attracted to illuminated roadways in the Spring [101]. The numbers of insects congregating and bats foraging around three types of street lamps was monitored in one study [102]: 125 W Hg lamps which give off a bluish-white light, 100 W high pressure Na lamps which give off a light orange light, and 100 W low pressure Na lamps which give off a deep orange light. Insects were most abundant around the bluish-white light, and also significantly abundant around the light orange light, whereas insect numbers around the deep orange light were similar to lamps that were turned off. Additionally, several bat species foraged more in the areas illuminated by the bluish-white and light orange lights [103]. Thus, bright streetlamps emitting light in the blue wavelengths draws many insects towards a high risk of predation, and abundance of these lighting sources could result in a change in the survival and propagation of many insect species. The mechanistic basis for such changes in foraging behaviors remains elusive for most species. In some species of birds, constant lighting may alter foraging activities through the alteration of natural melatonin rhythms [104] and melatonin has also been shown to regulate food intake in mammals (reviewed in [26]). Thus changes in melatonin levels and/or other physiological signals resulting from constant light exposure may regulate foraging behavior in other species as well. The implications for large-scale ecological impacts resulting from artificial illumination in this manner are clear.

Migration and orientation

Migration is a critical event in the lives of many animals and is often necessary for successful reproduction and survival. Changes in ambient illumination drive migration patterns in a variety of species [82,103,105–107]. Silver eels (*Anguilla anguilla* L.), for example, exhibit 'light shyness' because they cease 'running' (migrating) when lunar illumination levels are high [108]. In salmonid fishes, exposure to the new moon triggers a thyroxine surge that is thought to trigger the onset of migration towards the sea [109]. Many aquatic invertebrates exhibit 'diel vertical migration', movement up and down the water column, according to changes in lunar illumination; some species of zooplankton and shrimp avoid surface water layers in response to light dimmer than that of a half moon (reviewed in [80]).

Exposure to sky glow and artificial lighting that is currently common can have severe effects on the migratory patterns of animals. Changes in migration patterns in response to artificial light exposure were documented long ago in crows (*Corvus brachyrhynchos*) [82] and in some cases, migrating birds become attracted to and disoriented by artificial night lighting (reviewed in [80]). Silver eel (*Anguilla anguilla* L.) exposed to underwater electric lighting ceased migrating [107] and disruption of the circadian clock of monarch butterflies (*Danaus plexippus*) interfered with their orientation direction during migration [103]. Exposure of the zooplankton *Daphnia* to urban light pollution in the wild decreased the magnitude of migratory movements and the number of migrating individuals [106]. One markedly disruptive form of light pollution interference is the effect of artificial light on hatchling sea turtles. After hatching, sea turtles orient themselves towards the sea using a visual cue – they move away from the shadowy backdrop of the low sand dunes. Artificial lighting associated with beachfront urbanization removes that visual cue and disorients the young sea turtles [110].

The mechanistic basis behind such changes in migratory patterns and behaviors remains to be elucidated; however, studies in birds have shown that melatonin plays a crucial role in the timing and orientation aspects of avian migration [111,112]. Thus, changes in migratory behavior may result from alterations in melatonin levels or other circadian and seasonally based physiological signals. Changes in the timing and/or efficiency of migration and general orientation can be detrimental in terms of both survival and reproduction. Even low levels of artificial lighting effectively mimic the natural influences of the lunar cycle. Urban sky glow causes sky brightening long distances from the original lighting source, potentially affecting migrating individuals kilometers away [15]. Such large-scale changes could have drastic ecological impacts.

Future directions

Irregular light/dark patterns are now being considered as endocrine disruptors [45]. Indeed, the material summarized in this review illustrates a multitude of physiological effects, most of which occur through endocrine pathways after exposure to extended periods of light. Should exposure to light be regulated as endocrine disrupting compounds in the environment? Proposals have been put forth to decrease levels of urban sky glow through light shields, reduction in the number of lights, as well as through an adjustment of the color spectrum produced by external lighting towards low-level red lighting and away from the highly disruptive high-energy blue lighting. It is clear that increasing levels of urban sky glow can have serious medical and ecological repercussions (Fig. 1). Additionally, elevated numbers of night shifts worked could result in large-scale incidences of metabolic disorders, immunosuppression, oxidative stress, and cancer. Future work should examine both the epidemiological end-points associated with exposure to light pollution and circadian disruption, as well as the endocrine mediators that may be involved. A thorough understanding of the mechanisms by which exposure to unnatural patterns of light may alter specific components of physiology and behavior could be useful towards the implementation of plans to combat large-scale medical and ecological

disruptions associated with disturbances in the natural light cycle.

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#19
Stilwell

PEBBLE BEACH
COMPANY

January 9, 2012

Mr. Joseph Sidor, Associate Planner
Monterey County Resource Management Agency
- Planning Department
168 West Alisal Street, 2nd Floor
Salinas, CA 93901

Re: Del Monte Forest Plan, County File PLN100138
Draft Environmental Impact Report, State Clearinghouse No. 2011041028

Dear Joe:

On behalf of the applicant, Pebble Beach Company ("PBC"), I am pleased to submit the following comments on the DEIR as prepared by ICF International. Overall, we found the DEIR to be thorough in its scope and comprehensive in its environmental analysis. We appreciate the hard work that both ICF and the County have put into its preparation. **19-01**

Our specific comments on each chapter of the DEIR are as follows:

Executive Summary:

ES Comment 1: p 4-3, Table ES-1. We acknowledge footnote a, but would like to clarify that in the square footage reference for The Inn at Spanish Bay, a portion of the 4,155 sf of support/circulation space is actually an expansion of existing meeting space, as shown on Figure 2.9. The amount is approximately 1,800 sf. Additionally, a portion of the 4,660 sf mentioned as new meeting space is actually support/circulation space – about 660 sf. The total estimated square footage remains accurate at 8,815. **19-02**

ES Comment 2: Page ES-14, Line 6-8: This sentence should be corrected to state that "The State Water Resources Control Board (SWRCB) is requiring Cal-Am to cease extracting water above its legal rights from the Carmel River by 2017 . . . ." **19-03**

ES Comment 3: Page ES-14, Footnote 3. The date in the last sentence should be updated from 2011 to 2012. **19-04**

ES Comment 4: Page ES-20, Table ES-4. The reference to a Footnote "1" should be changed to "a" in the column "Reduces Impacts to Less than Significant". **19-05**

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ES Comment 5: Following Page ES-20, Table ES-5: Under Alternative 4, the reference should be to 285 spaces, rather than 290 spaces. **19-06**

ES Comment 6: Page ES-24, lines 9-15: the reference to existing lots of record states "perhaps as many as 41 units overall, of which only 20 would be in areas considered ESHA". For the record, PBC has been issued 41 certificates of compliance for 41 lots, but we have the potential to obtain certificates of compliance for up to an additional 44 lots, for a total of 85. That would make the impacts of the No Project Alternative more significant than suggested in this analysis, and potentially more significant than the proposed project depending on where the existing lots of record are recognized. Additionally, the reference to 76 lots being in areas that are considered mostly or entirely ESHA is inaccurate, particularly with respect to the portions of Area U and V planned for 7 and 14 lots, respectively. Lots are only planned in these areas within existing developed areas (one used as part of the Equestrian Center, the other the existing Pebble Beach Driving Range). The other areas are small, fragmented areas on existing golf courses, and arguably fall outside the definition of ESHA. **19-07**

Chapter 1 – Introduction:

No comments.

Chapter 2 – Project Description:

Project Description Comment 1: Page 2-6, Table 2.2: Same comment as ES Comment 1. **19-08**

Project Description Comment 2: Page 2-12, Lines 3-9. Same comment as ES Comment 1. **19-09**

Project Description Comment 3: Page 2-13, line 1; The proposed development site consist of two development parcels totaling 8.58 acres and one preservation parcel of 0.80 acres. **19-10**

Project Description Comment 4: Page 2-14, line 16; Open space parcels would total 12.07 acres (8.33 + 1.01+2.73) **19-11**

Chapter 3 – Environmental Setting, Impacts, and Mitigation Measures

Environmental Setting Comment 1: Page 3-4, Lines 20-23: Minor technical point – The existing LUP allows 270 rooms at The Inn at Spanish Bay; 269 have been built. So one additional room would be allowed under the existing LUP, rather than zero. Same comment to Table 3-2. **19-12**

Section 3.1 – Aesthetics:

Aesthetics Comment 1: Page 3.1-14, Lines 3-9. We disagree that the proposed Fairway One structures would create any inconsistencies with the visual character of The Lodge or as observed from 17-Mile Drive. While the proposed new buildings would differ from the existing buildings on the site to be demolished, the proposed new buildings would be consistent with other existing buildings at The Lodge and with the overall visual character of the Del Monte **19-13**

Forest as viewed from 17-Mile Drive. The Forest has many different architectural styles that are represented, so the different style represented by the proposed golf cottages (versus existing structures on the site) would be entirely consistent with other styles both at The Lodge and elsewhere in the Forest. Finally, when proposed landscaping at the site matures, the proposed buildings would be substantially screened from 17-Mile Drive and therefore have no significant impact on views from 17-Mile Drive.

Aesthetics Comment 1: Page 3.1-15, Lines 6-10. Same comment as Aesthetics Comment 1. **19-13 cont'd**

Aesthetics Comment 1: Page 3.1-19, Lines 1-3. This proposed portion of Mitigation Measure AES-A1 should be deleted, for the reasons stated in Aesthetics Comment 1. **19-14**

Section 3.2 – Air Quality:

Air Quality Comment 1: Table 3.2-7. PM 10 Emissions failed to total at the bottom of column 3/15.

Air Quality Comment 2: Table 3.2-8. PM 10 Emissions failed to total at the bottom of columns 9/12 and 10/12. **19-15**

Section 3.3 – Biological Resources:

Bio Comment 1: Page 3.3-7, Line 14. Take authorization can be obtained either through an incidental take permit or a consultation process, but this sentence only references the take permit. To be accurate, we therefore suggest that the reference be changed to "take authorization" instead. **19-16**

Bio Comment 2: Page 3.3-10, Lines 3&4. The last sentence should be revised to read "The consultation may cover the entire Project or may be limited to only those parts of the Project involving federal jurisdictional wetlands." **19-17**

Bio Comment 3: Page 3.3-17, Lines 8-10. Need to clarify that drainages potentially requiring DFG streambed alteration agreements are not necessarily streams or riparian habitats (Area I-2, Area U, Area L). **19-18**

Bio Comment 4: Page 3.3-25, Lines 9-16. Clarify that these drainages are not considered wetlands. They are considered "other waters of the United States" (see also lines 31 & 32 on this page). Also need to clarify that Coastal staff (Dr. Dixon) called the small (0.03ac) depression in the horse paddock in Area U a wetland, not the ditch that flows to Drake Road. The Corps dismissed the isolated depression but considered the ditch "other waters of the United States." **19-19**

Bio Comment 5: Page 3.3-33, following line 24. The DEIR should discuss the Yadon's piperia MOU between USFWS and PBC in this section (even though mentioned generally in Section D, pp. 3.3-54 through 3.3-59). This MOU represents a significant milestone in the cooperative arrangement between PBC and USFWSFWS, and is intended to assure the long-term protection of the species in the DMF. **19-20**

Bio Comment 6: Page 3.3-41, Lines 3 & 4. The "wetland" impact discussion in areas L and U needs to be clarified, as followed:

Area L supports a linear (226 ft or 0.003 ac) drainage ditch ("other waters of the US") and a small seasonal wetland depression (0.011 ac) for a total of 0.014 ac of Corps and Coastal Act jurisdictional area. Only a small part of these features will be filled – less than 0.014 ac. Area U also supports a linear (110 ft or 0.006 ac) drainage ditch ("other waters of the US") and a small depression (0.03 ac) that the Corps determined was not jurisdictional, but Coastal staff (Dr. Dixon) called a wetland. So the total fill in Area U will be 0.036, but only 0.006 will be Corps jurisdictional area. **19-21**

Thus, the statement in the text on this page should read: "The proposed project would result in the removal or fill of up to 0.02 acres of Corps jurisdictional waters and wetlands at Area L and Area U. A small (0.03 ac) depression, considered a wetland by Coastal Commission staff, would also be filled in Area U, increasing the total fill to 0.05 acres (not 0.06 as currently noted in the DEIR). All similar references should be corrected.

Bio Comment 7: Page 3.3-42, Line 20. We would recommend that the Del Monte Forest Foundation and/or the Open Space Advisory Committee be included as acceptable entities to prepare the SSRMPs. **19-22**

Bio Comment 8: Page 3.3-48, line 7; type conversion of ~~5.17~~ 4.43 acres of Monterey Pine forest. See table 3.3-6 **19-23**

Bio Comment 9: Page 3.3-48, line 9; easement on ~~8.51~~ 9.25 acres of Monterey Pine forest... See table 3.3-6 **19-24**

Bio Comment 10: Page 3.3-48, line 27; add Area J and Area K **19-25**

Bio Comment 11: Page 3.3-52, Line 12. Change 0.06 to 0.05. See Bio Comment 6 above. **19-26**

Bio Comment 12: p. 3.3-52, Line 17. The drainages in these areas are not classified as wetlands, but other waters of the US. See Bio Comment 6 above. **19-27**

Bio Comment 13: Page 3.3-52, Line 28. Change 0.03 acre to 0.014 acre. See Bio Comment 6 above. **19-28**

Bio Comment 14: Page 3.3-52, Line 31. Revise to read: "An approximately 0.03 acre depression considered a wetland by Coastal staff and a 110 linear foot drainage ditch considered waters of the United States by the Corps would be filled for residential development in Area U." See Bio Comment 6 above. **19-29**

Bio Comment 15: Page 3.3-53, line 8; should read Area H, not Area G **19-30**

Bio Comment 16: Page 3.3-70, Line 20. We recommend changing the word "must" to "may" because the statement as written implies that there are no alternatives for frog movement in these areas. **19-31**

Bio Comment 17: Page 3.3-71, Line 23. CRLF surveys are typically conducted in and directly adjacent to aquatic sites. Finding frogs in upland habitats 300 feet away from aquatic habitats is virtually impossible (without radio tagging). We would recommend that the surveys be limited to areas directly adjacent to aquatic areas. Additionally, the requirement that the Corporation Yard be fenced during construction to exclude red-legged frog is unnecessary – there are no aquatic areas near the Corporation Yard that could lead to red-legged frogs being on-site. **19-32**

Bio Comment 18: Page 3.3-71, Line 38. The proposed language is too restrictive. We need to be able to create new breeding ponds in areas other than those listed if that works better biologically. Suggest "create new breeding ponds within the Seal Rock Creek watershed in areas determined suitable by a qualified biologist." **19-33**

Bio Comment 19: Page 3.3-72, Line 4. The proposed language is too restrictive. According to Mike Zander, PBC's biologist, requiring a guarantee that ponds will dry down completely every other year in August-October would be infeasible and would react significant design/management difficulties. **19-34**

Bio Comment 20: Page 3.3-81, Lines 28-29. Please correct the referenced dates on the following page (3.3-82, lines 3, 14 & 19) to be consistent with the dates here. The period should be from July 1st and Feb 28th in all locations. **19-35**

Bio Comment 21: Page 3.3-89, Line 40. Change 0.06 to 0.05. See Bio Comment 6 above. **19-36**

Section 3.4 – Climate Change:

No comments.

Section 3.5 – Cultural Resources:

Cultural Resources Comment 1: Page 3.5-14, Lines 15-27. We presume that the intent of MM CR-B1 is to require training only for grading construction workers, versus other construction workers. Please clarify if considered necessary. We also think the requirement should be limited to forepersons and field supervisors. Attempting to train all hourly grading workers would be unreasonable and difficult to implement for hourly workers who would be under the direct control of forepersons and field supervisors anyway. **19-37**

Cultural Resources Comment 2: Page 3.5-16, Lines 10-11. Same comment as Cultural Resources Comment 1 above.

Section 3.6 – Geology, Seismicity, and Soils:

Geo Comment 1: Page 3.6-2, Table 3.6-1. Under GSS-D3, we are unaware of any unconsolidated fill at The Inn at Spanish Bay, and believe that this column should be changed to no impact or not applicable to this development site.

Geo Comment 2: Page 3.6-19, Line 8. The reference to The Inn at Spanish Bay should be deleted. See Geo Comment 1 above. **19-38**

Geo Comment 3: Page 3.6-19, Line 9. The reference to Conference Center Expansion should be corrected to Area M Spyglass Hotel/Lots. **19-39**

Geo Comment 4: Page 3.6-19, Lines 19-21. This discussion of Area K should be moved under the prior section relating to slope stability and the heading changed accordingly, as there is no fill in Area K, but there are steep cutbanks. **19-40**

Geo Comment 5: Page 3.6-21, Line 28. The reference to Section 3.4 should be changed to Section 3.7. **19-41**

Geo Comment 6: Page 3.6-23, Lines 3-4. The reference to Conference Center Expansion at The Inn at Spanish Bay should be deleted. See Geo Comment 1 above.

Geo Comment 7: Page 3.6-25, Lines 28-29. The references to Conference Center Expansion and New Guest Cottages at The Inn at Spanish Bay should be deleted. See Geo Comment 1 above. **19-42**

Section 3.7 – Hydrology and Water Quality:

Hydro Comment 1: Page 3.6-6, Table 3.6-2. Confirm that that developments sites column includes all development areas. Same comment on Table 3.6-3 on pages 3.6-10 to 11. Additionally, references to "MR" should all be "MH/MR. . **19-43**

Hydro Comment 2: Page 3.7, Lines 10-11. Add "waters of the United States" after "wetlands" and change the reference from 0.06 to 0.05 acres. See Bio Comment 6 above. **19-44**

Hydro Comment 3: Page 3.7-19, line 8; run-off to a 20-inch CMP culvert **19-45**

Hydro Comment 4: Page 3.7-20, line 19; site is contained within the Fan Shell watershed with a small portion within the Carmel Bay ASBS watershed **19-46**

Hydro Comment 5: Page 3.23, Line 14. The total run-off figure of 21,798 cubic feet seems high for 2.73 acres of impervious surface in comparison to other areas. For example, the New **19-47**

Employee Parking for The Inn at Spanish Bay has a comparable amount of new impervious surface, 2.64 acres, yet the total run-off figure is only 8,377 cubic feet. See page 3.7-22, Lines 27-28. **19-47 cont'd**

Hydro Comment 6: Page 3.7-25; footnote numbers incorrect

Hydro Comment 7: Page 3.7-26; footnote numbers incorrect

Hydro Comment 8: Page 3.7-27; footnote numbers incorrect **19-48**

Hydro Comment 9: Page 3.7-30, line 29; would increase by 36.69 acres (0.70% of the total area of Pebble Beach). *Overall revised number was not reflected in the Drainage report addendum, WWD, September 21, 2011* **19-49**

Hydro Comment 10: Page 3.7-34-35, Mitigation Measure HYD-C3. The Collins Field is an existing turfed area that is already maintained for golf practice and other occasional recreational uses. As a result, the movement of the existing PB Driving Range to this location presents no significant change in usage or in maintenance practices. Consequently, there is no basis for adding this proposed mitigation measure to this site, and the measure should be deleted. **19-50**

Hydro Comment 11: Page 3.7-35, line 33; would increase by 36.69 acres (0.70% of the total area of Pebble Beach). *Overall revised number was not reflected in the Drainage report addendum, WWD, September 21, 2011* **19-51**

Section 3.8 – Land Use and Recreation:

Land Use Comment 1: Page 3.8-14, line 11. The proposed development site consist of two development parcels totaling 8.58 acres and one preservation parcel of 0.80 acres. **19-52**

Land Use Comment 2: Page 3.8-14, line 24; Area K also includes 4.70 (2.84+1.86, same as page 2-14) acres of land to be dedicated **19-53**

Land Use Comment 3: Page 3.8-14, line 38; would also include 12.07 acres (8.33 + 1.01+2.73) of open space **19-54**

Land Use Comment 4: Page 3.8-15, line 26; open space, totaling 2.91 (2.43+.48) acres, and a 12.56-acre **19-55**

Land Use Comment 5: Page 3.8-16, line 11; 6.96 acres preservation parcel **19-56**

Land Use Comment 6: Page 3.8-17, line 3; existing intersection by ~~providing a left-turn channel and~~ realigning to eliminate **19-57**

Land Use Comment 7: Page 3.8-17, line 15; There would be 0.25 miles of new trails, and the balance of 2.15 miles would result from relocating (see page 2-17) **19-58**

Land Use Comment 8: Page 3.8-24, line 21; Create ~~0.40 mile of new trails with~~ 0.15 mile on existing dirt fire road (see page 2-17). **19-59**

Section 3.9 – Noise and Vibration:

No comments.

Section 3.10 – Public Services and Utilities:

No comments.

Section 3.11 – Transportation and Circulation:

Traffic Comment 1: Page 5-32, Table 5-4. This table should also include the intersection Level of Service for the 2015 No Project scenario i.e., without Del Monte Forest Plan. According to Table 3.11-25 (Section 3.11, page 3.11-52) the AM peak hour LOS in 2015 without the project is F with 105.7 seconds of delay. According to Table 3.11-26 (Section 3.11, page 3.11-54), the PM peak hour LOS is E with 79.0 seconds of delay. **19-60**

With this added information to the table, it clearly shows that the road improvements proposed with the Del Monte Forest Plan improve traffic operations over a scenario without the project.

Traffic Comment 2: Page 5-33, Table 5-5. This table should also include the intersection vehicle queues for the 2015 No Project scenario i.e., without Del Monte Forest Plan. According to the October 2011 traffic study completed by Fehr & Peers (Table 10-2, page 100), the 95th percentile vehicle queue for eastbound Highway 68 approaching the Highway 1 intersection would be 3,874 feet in the AM peak hour and 4,078 feet in the PM peak hour. **19-61**

With this added information to the table, it clearly shows that the road improvements proposed with the Del Monte Forest Plan substantially reduce the expected vehicle queues without the project on eastbound Highway 68 approaching the Highway 1 intersection; by about 45% in the AM peak hour and about 50% in the PM peak hour.

Traffic Comment 3: Page 5-34, Lines 6-11. PBC acknowledges that the roundabout at the Highway 68/Highway 1 intersection (depicted in Figure 5-1) performs better than the Caltrans approved Highway 68 Widening Project in terms of intersection Level of Service and vehicle queuing. However, Pebble Beach Company has serious concerns regarding its feasibility.

As noted in the text, the roundabout maintains an existing design deficiency identified by Caltrans i.e., locating an intersection (17 Mile Drive) on an on-ramp to southbound Highway 1. This design deficiency was raised by Caltrans during preparation of the Project Study Report for the Highway 68 Widening Project which was completed by the City of Monterey during 2002/07. During that time, the City of Monterey was unsuccessful in obtaining the mandatory design exception from Caltrans to maintain the existing design deficiency. Instead, the traffic movements between Highway 68 and 17 Mile Drive were required to be physically separated from the movements to Highway 1. That requirement ultimately led to the Highway 68 Widening Project with a 5-leg intersection at the Highway 1 off-ramp intersection. **19-62**

Furthermore, several alternatives were considered in the Project Report for the Highway 68 Widening Project including roundabout alternatives. These alternatives were dismissed by Caltrans District 5. There is no supporting evidence that Caltrans District 5 will support the current roundabout design (depicted in Figure 5-1) since it violates the mandatory design exception. Furthermore, the roundabout not only needs approval from Caltrans District 5 but it also needs to be approved by Caltrans Headquarters in Sacramento.

19-62 cont'd

Caltrans approved the Project Report for the Highway 68 Widening Project. The Transportation Agency of Monterey County (TAMC) website also indicates that the project is environmentally cleared. Refer to this website

http://www.tamcmonterey.org/programs/hwyproj/pdf/Roadway_05_Peninsula_Projects.pdf

PBC identified a constructible phase of that Highway 68 Widening Project that would improve traffic operations over the current conditions as well as conditions with the development proposal. PBC then incorporated that phased project into the Del Monte Forest Plan to ensure that the community could achieve an improved condition until such time that funding is available to construct the entire widening project. The Community Hospital of Monterey Peninsula (CHOMP) took a similar approach with the City of Monterey in 2008 by constructing a phase of the Highway 68 Widening Project at the entrance to their hospital.

19-63

Pebble Beach Company estimates that the phased project will cost about $4 million to design and construct. The Del Monte Forest Plan is estimated to contribute 3.11 percent or $778,000 (DEIR Section 3.11, page 3.11-57, line 29).

In conclusion, PBC firmly believes that the roundabout design (depicted in Figure 5-1) is not feasible because Caltrans previously declined to approve the needed mandatory design exception. In addition, as a private entity, PBC is at a disadvantage over local public agencies such as Monterey County, TAMC, and the City of Monterey to reach agreeable terms with Caltrans.

19-64

Section 3.12 – Water Supply and Demand:

As we understand the reasoning and conclusions of the Water Supply and Demand section, the DEIR begins by utilizing as the "baseline" the "normal" CEQA position of the existing conditions as of the time the notice of preparation was published for the EIR (2011). It recognizes the legal validity of the Pebble Beach Water Entitlement ("PBWE") of 365 acre feet annually ("AFA") initially granted to Pebble Beach Company ("PBC") and now held by PBC and a number of other Del Monte Forest landowners, all pursuant to a series of agreements between PBC and the Monterey Peninsula Water Management District ("MPWMD") related to the funding of the highly successful Carmel Area Wastewater District ("CAWD") – Pebble Beach Community Services District ("PBCSD") Wastewater Reclamation Project (the "Reclamation Project"). The Reclamation Project is now providing on average approximately 1,000 AF of recycled water to irrigate the eight Del Monte Forest golf courses and other open spaces, replacing and conserving 1,000 AF of potable water from Cal-Am sources previously utilized for this irrigation. The DEIR recognizes the effect of State Water Resources Control Board ("SWRCB") Cease and Desist Order 2009-0060 (the "CDO") which allows the holders of the PBWE to connect to the Cal-Am system and be served with withdrawals from the Carmel

19-65

River, over and above the limits otherwise imposed by the CDO, until December 31, 2016. Thus, insofar as water supply is concerned, water is available to serve the Project and there is no significant effect. **19-65 cont'd**

On and after January 1, 2017, the holders of the PBWE are still legally entitled to connect to the Cal-Am system, but Cal-Am may serve the PBWE only with legal withdrawals from the Carmel River and other sources. If a Regional Water Project ("RWP") is completed and operational by January 1, 2017, there will be no significant impact because the RWP will provide additional water supply sufficient to serve the PBWE for the Project and all other customers in the Cal-Am system without water rationing or other cutbacks in service. However, if a RWP is not completed and operational by January 1, 2017, then serving the new connections of the PBWE thereafter will require further water rationing among existing Cal-Am customers (including existing PBWE customers), and this impact is considered. There is no mitigation assignable to PBC for this significant effect, which makes it unavoidable, because PBC through its funding of the Reclamation Project has already contributed its proportionate share to the mitigation – and constitutional principles enunciated in the U.S. Supreme Court cases of Nollan v. California Coastal Commission and Dolan v. City of Tigard preclude imposing additional mitigation burdens on PBC. **19-66**

The effects on Water Infrastructure Capacity are similar. Until January 1, 2017, there are no significant effects because the Project with the PBWE can be served with permitted diversions from the Carmel River and no additional infrastructure is needed. After January 1, 2017, however, a RWP will need to be built to serve existing demand and the increase in demand from the Project. The amount required to serve the Project is interpolated from the existing demand amount utilized for planning the Coastal Water Project, so no increase in capacity is required to serve the Project and thus there are no significant effects in this regard. However, because a RWP is assumed to have secondary and significant unavoidable environmental impacts as found in the PUC EIR for the Coastal Water Project, the impacts are the same for the Project. **19-67**

With respect to the effects on Carmel River Biological Resources, because the Project will result in increased withdrawals through 2016 and such increased withdrawals would have deleterious effects on the biological resources of the Carmel River, the Project's effects are significant and unavoidable. However, after 2017, the Project demand would not change the already SWRCB-mandated reductions in Carmel River withdrawals, and the Project's effects would not be significant. **19-68**

With respect to cumulative impacts, adding the unused portion of the PBWE for other owners and other cumulative demand, the effects would be the same as described above for the Project. **19-69**

Initially, we recognize that the water supply for this Project involves complex facts and issues. Thus, the DEIR has been forced to make various assumptions and engage in a certain amount of forecasting. We believe the DEIR has done a commendable and quite thorough job on its analysis of the issues, and none of our comments indicating some disagreements are intended to detract from our respect for the job done. **19-70**

Our first and most important comment is on the selection of the "baseline." While the CEQA Guidelines state that the baseline will "normally" constitute the physical conditions at the time the EIR notice of preparation is published, the distinctive circumstances of the water supply for this project are not "normal," They not only justify, but in fairness and accuracy require, a departure from a "normal" baseline. The CEQA Guidelines clearly contemplate exceptions in untypical cases, and the selection of an earlier baseline is supported by recent case law in the context of water.

In Cherry Valley Pass Acres & Neighbors v. City of Beaumont, 190 Cal App. 4th 316, decided in November of 2010, the court held that the quoted section of the CEQA Guidelines "necessarily contemplates that physical conditions *at other points in time* may constitute the appropriate baseline or environmental setting" (at p. 336, emphasis in original) and that "an agency enjoys the discretion to decide … exactly how the existing physical conditions without the project *can most realistically be measured.*" (at pp. 336-337, emphasis ours). In the Cherry Valley case, the EIR utilized the adjudicated right of a party to draw 1,484 AFA employed while an egg farm was operating as the baseline, rather than the 50 AFA the party was actually using after the egg farm ceased operations when the EIR was prepared. The court held that this was a proper baseline; the party still retained the right to pump 1,484 AF, and this amount reflected the "real conditions on the ground" and was not a "hypothetical" amount even though the use was earlier in time. The situation with respect to the state of the Carmel River and the PBWE is remarkably similar, keeping in mind that the task is to "decide exactly how the existing physical conditions without the project can most realistically be measured." Prior to the PBWE, approximately 1,000 AF more water was being withdrawn from the Carmel River to irrigate Del Monte Forest open spaces than is presently being withdrawn. Beginning in 1994 through 2007, the Reclamation Project reduced that amount by an average of 706 AFA. Since 2007, the savings has been incrementally increased to 1,000 AFA today. The Reclamation Project was made possible entirely by PBC's funding of the project. Such funding would not have been provided by PBC unless it had been granted the PBWE; and PBC would not have acquired the PBWE except for its plans for development of its Del Monte Forest properties and with the assurance that the PBWE could in fact be used for such purpose. Stated differently, the development of PBC's Del Monte Forest land, now proposed by this Project, is the *sine qua non* of the savings/reduction of 1,000 AF in Carmel River withdrawals. Without the prospective development of PBC's Del Monte Forest land, there would be no Reclamation Project and no reduction of 1,000 AFA of withdrawals from the Carmel River. Thus, the existing physical conditions without the PBC Project are "most realistically measured" by considering the environmental setting before the savings/reduction of a minimum of 700 AFA in Carmel River withdrawal.

19-71

Utilizing an appropriate baseline of the pre-Reclamation Project existing conditions prior to the Project, which would be the year (1993) just prior to commencement of its operation, one would find that for each relevant environmental effect, there is a reduction in impacts and a net benefit to the Carmel River from the Project. The PBWE of 365 AFA (with another 15 AFA to Lohr and Griffin for a total of 380 AFA) directly caused a reduction of approximately 700AFA initially of withdrawals from the Carmel River (13 year average through 2007).

In many respects, utilization of the 1993 baseline of existing conditions is only a different way of saying that PBC is not responsible, under the constitutional limitations of the *Nollan* and *Dolan*

Supreme Court decisions, for any further mitigation for increased water use/withdrawals over a 2011 baseline because PBC has already paid its proportionate share of such mitigation through its funding of the Reclamation Project; this is the conclusion of the DEIR. But using a 1993 baseline is more accurate, because PBC has not only paid for the Reclamation Project, but its funding in anticipation of development of its Del Monte Forest Land (of which the Project is the latest iteration) unquestionably caused the Reclamation Project and the resultant water savings that have benefitted the community for over 17 years now.

In summary, since all significant effects noted in the DEIR derive from an increase in water use above the "baseline" of 2011 (which is after all of the savings from the Reclamation Project have been realized), utilizing a proper baseline of the pre-Reclamation Project operation as noted above would produce no significant effects whatsoever.

19-71 cont'd

Even if one accepts a 2011 baseline as appropriate, we take issue with certain of the assumptions, analysis, and conclusions of the DEIR. First, the assumption that the Project may be served only with withdrawals from the Carmel River is inaccurate. The two main sources for Cal-Am are the Carmel River and the Seaside Coastal Sub-Basin, although other smaller sources (e.g., aquifer storage and recovery) are also contributory. This water is fungible, however, in the sense that, once supplied to the Cal-Am system, water is commingled and then distributed out over the system as a whole. Thus, water to serve the PBWE may come from any source available to Cal-Am, not just the Carmel River. One should not confuse an exclusivity of source from the Carmel River to serve the PBWE with the impact on the Carmel River of serving the PBWE.

19-72

Second, the DEIR should recognize that any impacts attributable to a RWP not being completed by January 1, 2017 are short-term impacts. The completion of a RWP that will replace the water illegally withdrawn by Cal-Am from the Carmel River and supply water to the full extent of the PBWE is neither speculative nor uncertain. Cal-Am is subject to a State order (the CDO) and likely other laws that require this result. Therefore, for purposes of CEQA, a RWP should be viewed as a certainty. The timing of its completion and operation may presently be uncertain, but given the regulatory, economic, and social exigencies of remedying the present situation, if not accomplished by January 1, 2017, a RWP of some kind would be completed in a matter of a few years thereafter.

19-73

More specific comments are set forth below.

Water Supply and Demand Impacts

We believe the effects of the Project's use of 135 AFA as of January 1, 2017 (even assuming that full amount would be used by then, which is highly doubtful) on intensified rationing would be negligible and insignificant. Without considering use of the PBWE, the CDO already requires incremental cutbacks that may induce rationing, and as of the beginning of 2017 (as is acknowledged in the subsection on impacts on Carmel River Biological Resources) the SWRCB-mandated cutback is so severe that 135 AFA would be a negligible percentage contributing to the rationing need. Assuming Cal-Am withdrawals from the Carmel River to coincide with its 3,376 AFA of legal water rights in 2017 with no RWP, Table 3.12-10 lists a reduction of –7,782 AFA under average rainfall years over 2011 conditions. The Project would contribute only an additional 47 AFA to the rationing load that achieves this –7,782 AFA reduction, or 0.6%.

19-74

While the impacts of severe rationing may indeed be significant and unavoidable, they are not caused by the Project, and the Project's contribution to those impacts is so miniscule that it cannot be described as a significant and unavoidable impact of the Project. The same is true for cumulative impacts, where the cumulative demand from the PBWE would approximately 98 AFA (see Table 3.12-14), or 1.25%. **19-74 cont'd**

Water Infrastructure Capacity

The DEIR correctly concludes that the Project will not of itself create the need for any increase in capacity of a RWP, either before or after January 1, 2017 or under cumulative conditions. The DEIR concludes, however, that because the PBWE amount necessary to meet the Project and other cumulative demand is included in existing demand that a RWP must accommodate, and the RWP as analyzed in the CPUC final EIR found that there were significant and unavoidable impacts in certain areas, those impacts are significant and unavoidable impacts of the Project, and cumulative conditions. Again, even assuming full use of the PBWE as a part of existing demand that must be provided for over-and-above 2017 supply, that amount is miniscule and an insignificant contribution to the overall demand creating the need for a RWP and thus the significant impacts of a RWP. It cannot fairly be said to be a significant impact of the Project, and should not be characterized as such. **19-75**

Carmel River Biological Resources

The DEIR finds that, after January 1, 2017, there would be no significant impact to the biological resources of the Carmel River because the SWRCB order "caps" the amount that Cal-Am can withdraw from the river at Cal-Am's 3,376 AFA legal rights, and providing water to the Project would not change that amount. The DEIR finds, though, that there would be a significant and unavoidable impact on such resources prior through the end of 2016 because the Project would require increased withdrawals from the Carmel River over 2011 existing conditions. That is hardly apparent, however. In fact, the SWRCB orders are requiring Cal-Am to reduce its withdrawals incrementally from 2009 on, so withdrawals even with the amount of the PBWE will be less than 2011 conditions. And, as a corollary, the withdrawals allowed by the SWRCB orders until 2017, over and above Cal-Am's legal rights of 3,376 AFA, are far greater than the withdrawals for the Project . The lowest amount of these SWRCB permitted withdrawals (without legal right) is 5,942 AFA in 2016-17 according to the CDO. Again, the additional withdrawals for the Project, 145 AFA maximum, are an insignificant amount of the total permitted withdrawals (without legal right) until 2017 – 2.44 % to be exact. Again, while the total amount of allowed withdrawals may be causing significant adverse impacts to the biological resources of the Carmel River, the PBWE withdrawals for the Project, individually and on a cumulative basis, by themselves are not causing those impacts, and are making a negligible contribution to the overall withdrawals causing the impacts. Thus, the effects of the Project are insignificant, and should be stated as such. **19-76**

Other Considerations

Some of the assumptions regarding water use and regulatory outcome intensify the effects the DEIR perceives from the use of the PBWE in ways that are unrealistic. For example, the DEIR assumes that all of the PBWE will actually be in use at the relevant times in its analysis, which as a factual matter is virtually impossible. The construction /implementation schedule for the Project alone anticipates incremental development through the year 2022, and for the residential **19-77**

component this schedule includes only subdivision of the land for sale of lots, not the construction of the homes which will actually use the water. Based on historical development patterns in the Del Monte Forest, construction of homes is expected to take place over a much more extended time period – more on the order of 20 to 30 years. Also, PBC's experience is that, with respect to the portion of the PBWE that has been purchased by other residential homeowners in Del Monte Forest, many have done so without any present intention of using the water in the immediate future but rather to "bank" the water for future needs. These "needs" may or may not occur for many years, if ever.

19-77 cont'd

Finally, modifications to the CDO which would alter many of the DEIR's conclusions are certainly possible. Presently there is litigation pending in the Santa Clara County Superior Court brought by Cal-Am, MPWMD, and other parties against the SWRCB, and include PBC as a real party in interest. The outcome of this litigation, through settlement or trial, may materially modify the terms of the CDO. One logical modification would be to make the ability of Cal-Am to serve the PBWE with diversions from the Carmel River, over-and-above the limitations of the CDO, co-terminus with the completion of a RWP. That was clearly the intent of the CDO Decision, since Cal-Am represented, and the SWRCB and all parties relied on such representation, that a RWP would be completed by January 1, 2017.

19-78

Chapter 4 – Other CEQA-Required Sections:

Other Section Comment 1: Table 4.1, Significant and Unavoidable Impacts, and Pages 4.6 to 4.7. See PBC Comments on Water Supply Chapter.

19-79

Chapter 5 – Alternatives:

We have no material comments on the Alternatives section not already included in our comments on other sections. The DEIR is correct that there are multiple options for considering alternatives to the clustered and reduced-density residential designs. The DEIR has selected a reasonable range of alternatives on these options, from which conclusions can also be made about other possibilities. The DEIR has selected a reasonable range of alternatives as well for the other Project elements considered in the Alternatives section. We are withholding judgment at this time on whether any of these alternatives would, in fact, be feasible, if selected. We do appreciate the comprehensive discussion.

19-80

We appreciate the opportunity to provide our comments. If you have any questions, please call me at 831-625-8449.

Sincerely,

PEBBLE BEACH COMPANY

Mark Stilwell

Mark Stilwell
Executive Vice President, Real Estate

#20

HOPE

Bringing you HOPE -
Helping Our Peninsula's Environment
Box 1495, Carmel, CA 93921 **Info7 at 1hope.org**
831/ 624-6500 **www.1hope.org**

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Susan Kegley, Ph.D. - *Hazardous Materials & Pesticides*
Arthur Partridge, Ph.D. *Forest Ecology*

Monterey County Supervisors
Coastal Commission January 25, 2012

PBC & Monterey County "Planning" Still can't get it right after 5 major tries.

Pebble Beach Forest Destruction Project (Version 5) And affiliated Zoning Changes Violate CEQA in 12 ways

With all due respect, HOPE must object to the project and the purported environmental review of the current Pebble Beach Company Forest Destruction Project.

20-01

Here are the legal, rationale, physical, environmental harms and problems the project faces --

1. **Water: Though PBC correctly calls it an "entitlement" PBC falsely implies they obtained a "right" to 360 acre feet of water to use for development. They have no right to that water - because the agency that "gave" them the water" had no authority or right to do so.**

This claim is not unlike the for-profit companies who will sell you the "right" to name a star - that is wholly unrecognized by the International Astronomical Union. Those companies have no recognized "right" to sell you a star name.

The PBC so called "water entitlement" arises out of water given to them by an agency that had no legal right or authority to give water away. This "science fiction" claim has not yet been decided by a court.

20-02

This is highly important because all residents of the Monterey Peninsula are laboring under a genuine Water Emergency first declared by The Monterey Peninsula Water Management District in 1998.

The State Water Resources Control Board, Per Order No. 95-10, issued in 1995, ordered California-American Water Company to reduce 70 percent of its pumping of the Carmel River Alluvial Aquifer. This means that two-thirds of all water coming out of our drinking water faucets is illegally pumped water.

20-03

Founded in 1998, and known for helping with hundreds of environmental and democracy successes including stopping both "Dirty Harry" and "The Terminator," *H.O.P.E.* is a non-profit, tax deductible, public interest group protecting our Monterey Peninsula's natural land, air, and water ecosystems and public participation in government, using science, law, education, news alerts and advocacy.
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In addition, three major changes have occurred since the PBC project was first filed in 1999 and then rejected by the Coastal Commission in June 2007. 20-04

2. **<u>Traffic</u>: Event Traffic inside the Forest has dramatically worsened because the Coastal Commission (gently reminded by HOPE annually for a decade) finally forced PBC to permanently close the Haul Rd.** 20-05

   Now most Golf Event Traffic must use the Highway 1 gate - instead of the Haul Rd as they did heavily until a few years ago. Now during Golf Events using roads inside the Forest is much more congested and has many more detours and outright prohibitions. The Purported EIR failed to recognize this.

   - **(*Why has No Golf event in Pebble Beach ever had to obtain a Coastal Permit? If an individual holds an outside event with more than 50 people - we have to at least get a county permit.*)** 20-06

3. **<u>Lots</u>: PBC has only provided evidence of only 43 lots of record - but they claim they have 90.** 20-07

4. **<u>Endangered Species</u>: Due to the Coastal Act (and the Commission decision) and its mutual support of Endangered species laws - PBC must <u>avoid</u>, not just minimize, <u>harm</u> to Native Monterey pine forest which is vital habitat for Yadon's piperia and two dozen other formally protected endangered species.** 20-08

Other problems include :

5. **<u>Removing Zoning for Resource Protection</u> - B-8 Zoning - Contradicted by, and Not Supported by Evidence.** 20-09

   As noted above our community is out of water and suffers daily gridlock. Yet this proposal to remove the protective B-8 zoning - claims those problems do not exist or are somehow irrelevant to this proposal.

6. **Piecemealing: <u>Separating Dual</u> Projects by same applicant (Poppy Hills and PBC)**

   The two projects: Poppy Hills and todays' PBC Forest Destruction Plan -
   - **are processed by the same agency,**
   - **are adjacent to each other,**
   - **destroy huge amounts of imperiled Monterey pines and their habitat for endangered species,**
   - **yet the two projects are separated and the purported environmental analyses use different significance thresholds and methods for CEQA purposes.** 20-10

   This is a text book definition of piece-mealing - which is forbidden by CEQA

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HOPE requests that the County -

1. **Please fix these errors in the EIR, then when legally adequate re-circulate the EIR.** 20-11

2. **Include the Coastal Commission's (June 2007) Denial of this earlier version of this project, and its findings and all of its evidence be made a part of this administrative record, this hearing and considered.** 20-12

3. **Include the Coastal Commission Staff Report on the proposed (and since withdrawn) Pebble Beach Driving Range Expansion (A-3-MCO-98-085) dated 5/25/99 which recommended that the Commission find that substantial issues exist with regard to the loss of native Monterey pine habitat, substantial evidence of listed endangered species (Yadon's Piperia and Hickman's Onion) lined the area and *the need for an update of the Del Monte Forest LCP*.** 20-13

4. **Include the May 19, 1999 and October 28, 1999 Coastal Commission Letters to Monterey County Planning Director William Phillips regarding the proposed Pebble Beach Lot Program and its relation to 1) the Coastal Act definition of Environmentally Sensitive Habitat Area (ESHA), 2) ESHA Avoidance v CEQA Mitigation, 3) In situ preservation of Pinus Radiata (Monterey Pine) forest, 4) Wetlands delineation.** 20-14

5. **Add a document called "Final EIR" to the County website. There is still no such document available as of this morning of the hearing (Wednesday, January 25, 2012).** 20-15

Finally, HOPE would like to let you in on a Huge Secret -- 20-16

> **If Monterey County prepared a legally adequate EIR that illuminated the genuine environmental harm done by the proposal, rather than twisting and hiding reality, *HOPE would have nothing to litigate*.**
>
> **This would ease the burden on County staff and save PBC lots of money and years of effort.**

Thank you,
-David Dilworth for the Board of Trustees
Helping Our Peninsula's Environment

Note 1:
Unfortunately we have learned over decades of attending County meetings that it is a waste of the public's time to speak to Supervisors at the podium. Kind of like looking for living dinosaurs, Gravity Waves or Cosmological Dark Matter, we have yet to detect a single instance of the Supervisors responding in any way to public interest concerns. 20-17

That is why we no longer waste our time participating in your "*Hear*ings" - because even when we have to get a Court to order you to do it properly - you still don't "hear" us.

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Note 2:

Water Conservation Ignored

What water conservation methods are all PBC's 7 golf courses using?

- **Does PBC compact their soil? (No. Yet, compacting alone has reduced water use by as much as 49%.)**
- **Do PBC golf courses get watered only when needed - or on a clock schedule? (Hint Spanish Bay and PBC operate on a clock causing shallow rooting and increases water need.)**
- **Does PBC water deeply and infrequently? (No.)**
- **Did PBC lower their mowing height? (No.)**
- **Does PBC use dull mowing blades? (Not on purpose ;-)**
- **Did PBC reduce fertilizer use to save water? (No.)**

According to the US Golf Association all these methods *significantly* reduce water use.

20-18

HOPE and this project:

HOPE is the organization that lead the successful 15 year effort to protect the native Monterey pine forest from PBC's chainsaws. The effort succeeded when the Coastal Commission rejected Supervisor Dave Potter's motion to approve the project (8-4) in 2007.

HOPE is the only group which filed a lawsuit against the project; who attended and participated in every one of the hundreds of meetings, lead hundreds of people on ecosystem tours of the native Monterey pine forest, and who provided written objections with the best available science at every one of the dozens of comment opportunities over the 15 year timespan when the first version of the project was announced in 1992.

And of course HOPE is the group that was able to persuade "Mark Twain" himself to testify on behalf of the endangered red-legged frogs at a Coastal Commission hearing.

20-19

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#21
LWV-2

THE LEAGUE
OF WOMEN VOTERS
of the Monterey Peninsula

Comment X

RECEIVED
JAN 18 2012
MONTEREY COUNTY
PLANNING DEPARTMENT

January 18 2012

Monterey County Planning Department
168 West Alisal Street, 2nd Floor
Salinas, CA 93901

CEQAComments@co.monterey.ca.us

SUBJECT: MND FOR POPPY HOLDINGS INC. AND DEIR FOR THE PEBBLE BEACH COMPANY PROPERTIES IN THE DEL MONTE FOREST LCP

Dear Staff:

The League of Women Voters of the Monterey Peninsula has reviewed the environmental documents for the Pebble Beach Company (PBC) project which includes over 125 amendments to the Del Monte Forest LCP and the Poppy Hills Golf course project. It has come to our attention that our earlier letter on these projects incorrectly stated that the Pebble Beach Company is the applicant for both projects. Although there are two separate applicants, our overall concern remains the same. 21-01

The environmental documents for the projects do not account for the cumulative impact of both projects. For example, the PBC project would remove up to 6,700 Monterey Pine trees. The Poppy Hills Golf course project would remove 533 trees. Both projects include significant emissions during the construction phase with potential health impacts from diesel exhaust emissions. In terms of climate change, the PBC project would emit up to 5,469 MT CO_2e while the Poppy Hills project would emit 2,227 tons of CO_2 over the life of the project. While the second project's impact may not be significant, when considered with the first, the total may be significant and require a larger amount of mitigation. Finally, the two environmental documents use different methodologies for addressing impacts on climate change. 21-02 21-03

We request that the two environmental documents address the totality of the impacts of both projects on the environment, use consistent methodologies for addressing climate change and that these documents be recirculated for public review and comment. 21-04

Thank you for the opportunity to review the documents.

Sincerely,

Beverly Bean
President

#22

Blum-1

-----Original Message-----
From: Mark Blum [mailto:MBlum@horanlegal.com]
Sent: Tuesday, March 20, 2012 12:21 PM
To: Sidor, Joe (Joseph) x5262
Subject: Pebble Beach Company Project

Joe,

There is a riparian drainage channel located between the Fairway One parcel and the Scifres property. I reviewed the DEIR and Appendices,
and did not see this area identified or evaluated for ESHA/riparian values. As a consequence, I presume there are no mitigation measures
recommended in the EIR for setbacks from this channel. Do you know whether this channel has been evaluated and determined not to be
a riparian corridor, and if so, where would that analysis be found?

22-01

Thank you,
Mark

Mark A. Blum

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LAURENCE P. HORAN
(1929-2012)

OUR FILE NO. 6504.01

March 28, 2012

VIA ELECTRONIC & REGULAR MAIL

Dan Carl
California Coastal Commission
Central Coast District Office
725 Front Street, Suite 300
Santa Cruz, CA 95060-4508

RE: Monterey County LCP Amendment No. MCO-1-12 (Del Monte Forest LCP update and Pebble Beach Company Concept Plan)

Dear Mr. Carl:

This firm represents Mr. and Mrs. Donald R. Scifres, owners and residents of the property located at 3310 Seventeen Mile Drive, Pebble Beach (Monterey County APN 008-423-004). The Scifres' parcel and residence ("Scifres' Parcel") is located adjacent to the proposed Fairway One project, a component of the Pebble Beach Lodge expansion in the Pebble Beach Company Concept Plan.

One of the two parcels comprising the proposed Fairway One project is known as the Beirne Parcel (Monterey County APN 008-423-002). The Scifres' Parcel is located adjacent to the Beirne Parcel. Both the Scifres' Parcel and the Beirne Parcel are presently designated and classified for residential use, which is consistent with the underlying private land use restrictions in existing private deed restrictions. The Del Monte Forest LCP Update and Pebble Beach Company Concept Plan, if approved, would re-designate and rezone the Beirne parcel to Coastal General Commercial, as a first step towards the construction and operation of a proposed commercial hotel adjoining the Scifres' residence.

Similar circumstances previously arose in connection with the Pebble Beach Company's Casa Palermo project and resulted in a 1997 agreement between the Del Monte Forest Neighborhood Preservation Association and Pebble Beach Company (the "NPA Agreement", copy attached). Under the NPA Agreement, Pebble Beach Company may not operate the Beirne Parcel for any uses other than residential, open space, landscaping and/or access. However, if the

23-01

Company first obtains the written consent of the owners of the Scifres' Parcel, then it may conduct hotel and spa use or golf course use on the Beirne Parcel, provided they are ancillary to the Pebble Beach Lodge. The Scifres have not provided their consent to Pebble Beach Company under the NPA Agreement.

The NPA Agreement is premised on various existing deed restrictions that include, among others: (1) prohibitions of conduct of trade or business; and (2) limitations on use to private single family residential purposes as set forth in said deeds ("Deed Restrictions"). In the NPA Agreement, Pebble Beach Company has forever quitclaimed to the owners of the Scifres' Parcel all rights to terminate the Deed Restrictions affecting the Scifres' Parcel.

The Scifres have identified numerous potential adverse effects upon themselves and their property associated with the proposed Fairway One Project. The Scifres are in ongoing negotiations with Pebble Beach Company regarding modifications to the Fairway One Project and associated issues in an effort to address their concerns. Many of these effects are impacts recognizable under CEQA and are referenced in my letter to County planner Joe Sidor dated January 09, 2012 (copy attached). Other significant adverse effects upon the Scifres may not necessarily be cognizable under CEQA, but nevertheless must be resolved to the Scifres' satisfaction before they will provide the consent Pebble Beach Company desires under the NPA Agreement.

23-01 cont'd

The land use re-designations and zoning re-classifications which are part of the Del Monte Forest LCP update and Pebble Beach Company Concept Plan would commit future uses of the Beirne Parcel to commercial uses. Such action, or the implementation of such commercial uses, would violate both the NPA Agreement and the Deed Restrictions absent the Scifres' prior written consent. Consequently, the Scifres object to the proposed land use re-designations and zoning re-classifications for the Beirne Parcel at this time. This objection is legally premised on the NPA Agreement, the Deed Restrictions and the CEQA equivalency process under the Coastal Act and the Coastal Commission's regulations.

From an environmental review standpoint, the LCP amendments are but one component of the larger Pebble Beach Company project application PLN100138, presently pending before Monterey County. Consequently, the actions requiring environmental review by the Coastal Commission include not only the Del Monte Forest LCP update and Pebble Beach Company Concept Plan, but also the proposed Pebble Beach Company build-out of the Del Monte Forest pursuant to application PLN100138.

23-02

Monterey County has incorrectly determined that the LCP amendment component of the larger Pebble Beach Company Project is statutorily exempt from CEQA, while the balance of the project is subject to CEQA. Although an LCP amendment standing alone may be exempt under CEQA Guidelines section 15265, that exemption is not applicable here, where the scope of the activity as a whole which constitutes the larger Pebble Beach Company Project is greater than just the LCP amendment and the Concept Plan components. Therefore, the County cannot rely

23-03

on this exemption to relieve it of its responsibility to undertake an EIR for the entire Pebble Beach Company Project. (See *Association for a Cleaner Environment v. Yosemite Community College District* (2004) 116 Cal.App.4th 629, 640) [CEQA exemptions which might otherwise have been applicable to activities comprising parts of project did not apply because scope of entire project was greater than scope of exempt activities.] Nor is the Pebble Beach Company Project analogous to the circumstances in *Surfrider Foundation v. California Coastal Commission* (1994) 26 Cal.App.4th 151, where the court found that exemptions were applicable only because the combined exemptions applied to the entire scope of the activity in question. Consequently, the County's EIR for PLN100138, and the Coastal Commission's CEQA equivalency review, must include both the proposed LCP amendments and the larger Pebble Beach Company Project, in order to avoid an improper "piecemealing" of environmental review.

23-03 cont'd

Thank you for your thoughtful consideration.

Respectfully submitted,

Mark A. Blum

MAB:mh

Enclosures

Cc: Clients
Mark Stilwell
Joe Sidor

Chapter 3
Responses to Comments

Chapter 3
Responses to Comments

This chapter includes responses for each of the numbered comments identified in the comment letters in Chapter 2, Comments Received on the Draft EIR. Each response begins with a brief summary of the comment, responds to the comment, and then identifies if revisions to the Draft EIR are required. Revisions are included in Chapter 4, Revisions to the Draft EIR.

In responding to comments, CEQA does not require a Lead Agency to conduct every test or perform all research, study or experimentation recommended or demanded by a commenter. Rather, a Lead Agency need only respond to significant environmental issues and does not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR (Guidelines secs. 15088, 15204).

Response to Comment Letter 1 (USFWS)

Comment 1-1

This comment is an introduction that includes a description of USFWS responsibilities, their focus on EIR sections that address federally listed species, and a brief summary of the proposed project.

Comment noted. The comment does not concern the adequacy of the EIR. No revisions to the draft EIR are necessary.

Comment 1-2

The commenter would like additional measures, such as educational signage and mechanisms to prevent trespassing, to protect the population of Hickman's potentilla in Indian Village.

Mitigation Measures BIO-A1 and BIO-D6 (Section 3.3 of Volume I) adequately address potential impacts to Hickman's potentilla in Indian Village. Mitigation Measure BIO-D6 states: "All designated habitat will be fenced off from pedestrian and equestrian traffic. Signage will be used to inform site users to avoid sensitive habitat areas." Mitigation Measure BIO-A1 specifies implementation of a site-specific resource management plan (SSRMP) for Hickman's potentilla in Indian Village. The SSRMP for the Indian Village will be prepared by a third-party consultant under contract to Monterey County, will be reviewed by an interagency advisory team called the Resource Management Team (RMT), and will be approved by the Del Monte Forest Foundation and Monterey County. Also refer to Appendix C (pages 4-2 and 4-3) of Volume II.

The comment does not concern the adequacy of the EIR. No revisions to the draft EIR are necessary.

Comment 1-3

The comment references Mitigation Measure BIO-E1 which states that if California red-legged frogs are identified during preconstruction surveys, individuals will be captured and relocated to nearby suitable habitat. The commenter states that capture is considered take under the Endangered Species Act and can only be authorized with consultation with the USFWS.

Comment noted. The County understands that take of California red-legged frogs or their habitat (including any capture or relocations) will require prior authorization from the USFWS. These requirements are discussed in the Regulatory Setting (Chapter 3.3 of Volume I).

The comment does not concern the adequacy of the EIR. No revisions to the draft EIR are necessary.

Comment 1-4

The commenter recommends that all resource management plans be prepared and reviewed by all resource agencies prior to approval of the FEIR, and that CALFIRE be consulted.

The process for developing and approving the site specific resource management plans (SSRMPs) is described in Chapter 2 of the Master Resource Management Plan (see Appendix C in Volume II). The SSRMPs will be prepared by a third party consultant under contract to Monterey County and will be reviewed by an interagency team called the Resource Management Team (RMT). The RMT will include the U.S. Fish and Wildlife Service (USFWS), California Department of Fish and Game (DFG), California Coastal Commission (CCC), the Fire Protection arm of the Pebble Beach Community

Services District (PBSCD/CDF), the Del Monte Forest Open Space Advisory Committee, the Monterey County Planning Department, the Del Monte Forest Foundation and other agencies, organizations and scientific experts deemed necessary by Monterey County. In the Master RMP (Appendix C in Volume I), CDF has been changed to CALFIRE.

To ensure the SSRMPs have been reviewed by the resource agencies and approved prior to project development that could affect resources covered in the SSRMPs, the SSRMPs must be reviewed and approved prior to the issuance of grading permits for specific development projects that would affect such natural resources. Refer to Section 2.3 in Appendix C of Volume II.

The comment does not concern the adequacy of the EIR. No further revisions to the draft EIR are necessary.

Comment 1-5

The commenter is concerned about impacts to migratory birds and compliance with the Migratory Bird Treaty Act (MBTA), and wants to ensure land clearing is timed to avoid impacts to bird nests or young birds or that surveys are conducted prior to land clearing activities with appropriate avoidance measures taken.

This is addressed in Impact BIO-I1 (Project construction including tree removal and grading, could result in potential disturbance to nesting raptors, including several special-status raptor species) and Mitigation Measure BIO-I1. The mitigation measure requires conducting pre-construction and breeding-season raptor surveys and implementing protection measures pursuant to Section 3503.5 of the California Fish and Game Code and the MBTA. Refer to Section 3.3 (pages 3.3-81 and 3.3-82) of Volume I.

The comment does not concern the adequacy of the EIR. No revisions to the draft EIR are necessary.

Response to Comment Letter 2 (CCC)

Comment 2-1

This comment is an introduction that expresses appreciation about the information provided and acknowledgment of the project's complexity. The commenter states the DEIR provides detailed factual information that the CCC can use for its review and analysis of the project.

Comment noted. The comment does not concern the adequacy of the EIR. No revisions to the draft EIR are necessary.

Comment 2-2

The commenter describes that the Master Resource Management Plan (RMP) should include management of all of the Pebble Beach Company's protected habitat areas, not just those included in the proposed project and suggests that the Master RMP identify coastal development permit (CDP) requirements for restoration, prescribed burning and tree removal.

As described on page 2-23, Chapter 2 of Volume I, the subject of the EIR is the Pebble Beach Company's (Applicant's) proposed project, not the LCP Amendment. As such, the EIR focuses on the impacts of the proposed project and identifies mitigation for identified significant impacts. The Master RMP and the Site-Specific RMPs required by Mitigation Measure BIO-A1 are designed to address the significant biological impacts of the proposed project.

The commenter is correct that the proposed LUP amendment describes that the RMP for the new preservation areas included in the Concept Plan (which are the same preservation areas proposed in the proposed project) should include other DMF preservation areas. As such, expansion of the RMP to areas not included in the proposed project is a matter of LUP compliance.

The EIR is limited to proposing mitigation for project-related impacts. The Master RMP in Appendix C of the DEIR does include several adjacent preservation areas, including the Huckleberry Hill Natural Habitat Area (HHNHA) and Indian Village (adjacent to Area L) as management of these areas is related to management of preservation areas included in the project and to mitigate project impacts in adjacent development areas. The inclusion of other non-project preservation areas in the RMP is beyond that necessary to mitigate project impacts and thus is a matter beyond CEQA and the EIR.

Regarding CDP requirements, resource management of the proposed preserved areas is included in the CDP for the project as a whole and thus the current CDP is intended to cover resource management areas including restoration, prescribed burning and tree removal, as determined necessary in the SSRMPs.

No revisions to the draft EIR are necessary.

Comment 2-3

The commenter requests clarifications on the amount and location of indirect impacts to ESHAs including Monterey pine forest.

Indirect impacts are discussed throughout Section 3.3, Biological Resources (Volume I) including indirect impacts to Monterey pine forest, dunes, wetlands, and other resources due to fragmentation

of habitat, introduction and spread of non-native plants, water quality impairment due to runoff, changes in root zone and soil conditions, use of fertilizer and herbicides, susceptibility to insects and disease, loss of genetic diversity, and effects associated with increased trail use of adjacent areas.

As to the locations of indirect effects, they are in the areas adjacent to areas of direct habitat removal, wherein indirect effects such as those due to fragmentation, changes in runoff, or use of fertilizers would occur. Regarding how indirect effect acres were calculated for Monterey pine forest, the indirect effect area was defined as those areas within each development area adjacent to areas of forest removal. For example, at Area F-2, development of each new residential lot was assumed to remove approximately 15,000 square feet of forest. Subtracting the amount of forest removal for 16 lots (7.11 acres) from the total forest at area F-2 (19.50 acres), the area of indirect effects was estimated at 12.39 acres, the remaining forested area. Based on the pattern of development common in the Del Monte Forest, in all development areas, there are usually retained forest areas surrounding development. It is in these areas that the indirect effects are generally contained providing a buffer to other resource areas preserved as open space. The resource maps included in Appendix F (Volume II) show all development areas on aerial photographs, so the reader can see the adjacent areas that could be subject to indirect effects.

Other indirect effect areas are more difficult to quantify. For example, changes in hydrology and water quality with development can affect downstream areas containing sensitive habitat. Unmitigated, such effects could extend far downstream. However, the DEIR includes mitigation to control hydrology and water quality effects such that they do not have significant downstream effects. As such, a specific quantification of the area of these indirect effects is not necessary in order to make significance conclusions in the EIR.

No revisions to the draft EIR are necessary.

Comment 2-4

The commenter requests clarification of the acreage of indirect impact to the Monterey pine forest.

Regarding different numbers on indirect effects, Table 3.3-7 (Volume I) shows that indirect effects could range from 44 acres (with Area M Option 1) up to 47 acres (with Area M Option 2). The reference to 47 acres of indirect effects (on Page 3.3-48, line 33, of Volume I) refers to the higher estimate with Area M Option 2.

No revisions to the draft EIR are necessary.

Comment 2-5

The commenter requests clarification as to whether the impact to wetlands is only potential or definite.

The impact to wetlands is expected. The text of the Impact BIO-C1 header (on Page 3.3-52 line 12, Volume I) has been changed to delete the word “potential”. Please see Chapter 4 of this document for the specific changes.

Comment 2-6

The commenter states that the significance criteria is whether the project would result in any direct or indirect disturbance of ESHA resulting in disruption of protected resources and habitat values

and expresses their opinion that the impacts to ESHA are unmitigable using the significance criteria. The commenter states that the conclusions under impact BIO-A1 should not reference Coastal Act conflict resolution parameters and should only use a CEQA context.

The commenter's description of the significance criteria is accurate, but the County disagrees with the commenter's opinion that project impacts to biological resource areas that are defined as ESHA cannot be mitigated. Areas that fit the definition of ESHA are first and foremost biological resources. While the CCC may be of the opinion that any removal of ESHA is unmitigable, that is an opinion derived primarily from interpretation of Coastal Act policies, not necessarily one based on the functions and values of biological resources.

ESHA areas within project areas are defined in the DEIR, starting on page 3.3-26 (Volume I) including the reasons why each area is considered ESHA. ESHA areas defined in the DEIR include some (but not all) areas of Monterey pine forest (including the resources contained therein), coastal sand dunes, maritime chaparral (included in Monterey pine forest), natural wetlands and seasonal ponds, riparian habitat, California red-legged frog aquatic habitat, Yadon's piperia habitat, Gowen cypress habitat, certain plants specified in the current LUP or state- or federally listed plants. Specific geographic areas are identified in the DEIR as well.

Each of these resources is analyzed both as an ESHA area and separately as a biological resource in Section 3.3, Biological Resources (Volume I). Under Impact BIO-A1, the DEIR discloses impacts to ESHA areas and mitigation is identified in the DEIR for all identified significant impacts to ESHA. The conclusion of significance after mitigation in the DEIR mentioned the proposed LCP Amendment, Coastal Act balancing and the identified mitigation. The LCP Amendment was mentioned because, as noted on Page 3.8-25 (Volume I), the proposed project is not consistent with the current LUP. The Coastal Act balancing was mentioned because, as disclosed in the DEIR on Page 3.8-27 (Volume I), the LCP Amendment is not fully consistent with Coastal Act policies on ESHA. As such, the proposed project cannot ultimately be approved unless the LCP Amendment is approved. The project's compliance with the LCP and the LCP's compliance with the Coastal Act are ultimately a matter of land use plan and policy consistency and are best understood as a land use planning matter, rather than strictly a matter of biological resource impacts.

As such, reference to the LCP Amendment and Coastal Act balancing has been deleted from the significance conclusion for Impact BIO-A1 (on Pages 3.3-40 and 3.3-44 of Volume I). However, the EIR's conclusion that the physical impacts to biological resources that are defined as ESHA can be mitigated to a less than significant level with the adoption of the proposed mitigation remains unchanged as it is the physical effects of mitigation in preserving sensitive biological resources for the Del Monte Forest as a whole that provides the mitigation value, not the consistency with a LCP policy or the Coastal Act. CEQA's fundamental purpose is to evaluate physical impacts to the environment. While consistency with policies and plans are required to be disclosed in CEQA documents, under CEQA, an inconsistency is only a significant impact if it is related to an actual physical impact on the environment and the impact level is significant. As such, the project's inconsistency with the existing LCP or the LCP Amendment's partial inconsistency with the Coastal Act, if determined to exist, is not considered, in isolation, a significant impact on biological resources. Instead the EIR relies on the physical impacts of the project and the physical effects of proposed mitigation in preserving sensitive habitats in the Del Monte Forest. No further revisions to the draft EIR are necessary.

Comment 2-7

The comment states that the draft EIR does not include discussion or analysis of any of the LCP changes not directly associated with the proposed Pebble Beach Company project. The commenter described that, although not required, the draft EIR should be framed to account for all LCP amendment components.

As the commenter states, the draft EIR is not required to analyze all LCP amendment components, just the proposed project. The CCC is responsible for analyzing the non-project LCP changes based on technical information to be provided by the County.

The draft EIR includes all the LCP amendments (Appendix D of Volume II) and a summary of the key changes to the land use plan in Table 2-6, including a brief description of each existing Land Use Plan section/policy, the proposed changes, and discussion about the change (Chapter 2 of Volume I). Exhibit A of the County's staff report prepared for the December 14, 2011, Planning Commission hearing on the LCP amendment includes a more detailed discussion of the LCP amendment, including a consistency analysis of the proposed amendment with the Coastal Act. The staff report can be found on the County website (http://www.co.monterey.ca.us/planning/cca/pc/2011/12-14-11/pc_12-14-11a.htm). The County will work with CCC staff to provide additional information as needed.

The comment does not concern the adequacy of the EIR. No revisions to the draft EIR are necessary.

Comment 2-8

The comment states that, in Section 3.8 of the draft EIR, the description of the existing residential designations in the LUP states that golf courses can be allowed as a conditional use, but it does not state that the proposed LCP amendment deletes golf courses as an allowed use in areas designated for residential use. The commenter also states that this change is not reflected in the changes to Sections 20.12.050 and 20.14.050 of the CIP (where this will be accomplished) in Appendix D along with proposed changes to the LUP and CIP.

In Section 3.8 of the draft EIR (Volume I), the description of the existing residential designations in the LUP is intended to focus on the existing allowed uses, not the proposed changes. In response to this comment, the text has been revised on Pages 3.8-7 and 3.8-8 of Volume I to clarify that the proposed LCP amendment deletes golf courses as an allowed use in areas designated for residential use. Please see Chapter 4 of this document for the specific changes.

The deletion of golf courses as an allowed use in residential areas is presented in the following places in the draft EIR:

- Chapter 2 of Volume I (Page 2-25, lines 5-7). "Other key changes include amending the zoning code to…prohibit golf courses in areas designated residential…"
- Chapter 2 of Volume I (Page 2-33, Table 2-6, Policy 86). "Deletion of allowing golf courses in residential designations…This change eliminates the potential of allowing golf courses in residentially designated areas which is more protective than the existing LCP. Title 20 Sections 20.12.050Z and 20.14.050.D will be deleted."
- Appendix D of Volume II (D.1 LUP, page 27). "86. Golf course development shall be limited to areas designated Open Space Recreational and only where consistent with all other LUP policies." Further, on page 29, the description of Residential Designations does not include or

mention golf courses; and on page 30 the description of Open Space Recreational allows for golf courses and other golf facilities.

- Appendix D of Volume II (D.3 CIP Part 1 Zoning Code). The proposed changes under both 20.12.050 and 20.14.050 include deletion of "Golf Courses (in Del Monte Forest only)".
- Appendix D of Volume II (D.4 CIP Part 5, page 38). "11. Golf course development shall be limited to areas designated Open Space Recreational and only where consistent with all other LCP policies."

The comment does not concern the adequacy of the EIR. No further revisions to the draft EIR are necessary.

Comment 2-9

The comment states that the description of the existing Institutional Commercial designation in the LUP incorrectly references employee housing as a proposed use at the Corporation Yard.

The comment does not concern the adequacy of the EIR. The text on Page 3.8-7 of Volume I has been revised to clarify that the proposed development in the Corporation Yard is housing, not employee housing per se. Please see Chapter 4 of this document for the specific change.

Comment 2-10

The commenter requests that the proposed B-6 overlay be included in the descriptions of residential development sites in the Land Use section of the DEIR.

Information about the B-6 overlay has been added to the land use section of the DEIR.

Comment 2-11

The commenter requests clarifications on the applicable plans, inconsistency with ESHA policies, and the area of development covered by the LCP amendment.

The text on Page 3.8-25 of Volume I has been corrected to reference the Coastal Act, not the Coastal Act Area. Please see Chapter 4 of this document for the specific changes.

Regarding the commenter's opinion that the proposed project is inconsistent with environmentally sensitive habitat area (ESHA) policies in the existing LUP, the County disagrees with the CCC. The County interprets the ESHA definition and ESHA policies in the existing LCP differently. However, this is a moot point, as the proposed project cannot be approved without CCC approval of the LCP Amendment, which would change the way in which ESHA is defined and ESHA policies are applied in the DMF. Furthermore, the County and the CCC staff agree on the ESHA definition and ESHA policies in the LCP Amendment and the County Board of Supervisors has approved the LCP Amendment in concept, pending the Commissions consideration of the LCP Amendment.

The text on Page 3.8-25 of Volume I has been corrected to note that the LCP Amendment provides a plan for a majority of Pebble Beach Company's remaining development potential. As a matter of fact, there is very little remaining development potential outside of the Pebble Beach Company (PBC) lands, and it is limited to 104 vacant lots (single-family development only), 1 potentially subdividable lot, and 45 visitor-serving units allowed by the proposed LCP amendment (at The

Lodge at Pebble Beach and The Inn at Spanish Bay). Thus, the DEIR was correct in its intent, but the text has been corrected for the sake of accuracy.

Regarding the comment concerning the evaluation of LCP Amendment consistency with additional Coastal Act policies, the intent of the discussion in the DEIR is to provide a general overview of consistency issues. As noted in Chapter 2 of the DEIR (Volume I), the LCP Amendment is not the CEQA "project" being analyzed in this EIR, because the County in processing of LCP Amendments is not subject to CEQA as the CCC by statute must comply with CEQA for LCP amendments and has an approved regulatory process considered the functional equivalent of CEQA. While the CCC regulations for processing LCP amendments require a consistency analysis that touches on each applicable Coastal Act policy, the CCC staff has indicated to the County that they will address the consistency analysis as needed for LCP Amendment processing and does not need additional analysis from the County. Since the LCP Amendment is not the project being analyzed in this EIR, this issue is not a CEQA issue.

Comment 2-12

The commenter requests an evaluation of all applicable Coastal Act policies for the entire LCP amendment, not just the Pebble Beach Company Concept Plan (proposed project) portion.

The CCC subsequently clarified that they did not require additional analysis from the County. No changes to the draft EIR are necessary.

Comment 2-13

The comment states that the clustered development options (Alternatives 1A, 1B and 1C) are not consistent with the CCC staff level agreement with the Applicant or the project objective to provide a reduced-intensity build-out plan compared to prior proposals for Del Monte Forest, because there would be 18 additional inclusionary housing units.

In subsequent correspondence, CCC staff clarified the following: 18 additional inclusionary housing units can be included only at the Corporation Yard in addition to the 10 market rate units currently proposed at the Corporation Yard. All 28 units must be developed within the footprint identified in the draft EIR. The 10 market rate units currently proposed at the Corporation Yard cannot be located elsewhere in the Forest.

The comment does not concern the adequacy of the EIR. No revisions to the draft EIR are necessary.

Comment 2-14

The commenter requests evaluation of an alternative that limits development to non-ESHA areas only.

The DEIR includes 6 different alternatives (Alternatives 1A, 1B, 1C, 2A, 2B, 2C) that lower impacts to ESHA areas and biological resources compared to the proposed project; and as required by CEQA the DEIR provides an analysis of the No Project Alternative (refer to Chapter 5 of Volume I). Since this is a multi-component project, there are a range of possible alternative variants for each component between no development on a particular site and the proposed project. Thus, the range of alternatives in the DEIR effectively captures the range of possibilities from no development of each particular site, alternatives that result in some, but lower impact to ESHA and biological resources than the proposed project (Alternatives 1A, 1B, 1C, 2A, 2B, 2C), and the proposed project.

CEQA does not require analysis of every possible alternative, but rather a reasonable range of alternatives to the methods and locations of proposed development and the County is of the opinion that a reasonable range is already present.

As described in Section 3.3, Biological Resources (Volume I), with mitigation, the project will not result in any significant unavoidable impacts to areas defined as ESHA or biological resources in the Del Monte Forest. As such, significant impacts under CEQA can be mitigated to a less than significant level without the adoption of an alternative that entirely avoids ESHA or avoids more impact to biological resources than the proposed project, and the County is not required under CEQA to adopt such an alternative.

It is not feasible to meet the project objectives and avoid all impacts to ESHA. The project includes one roadway improvement at Congress/Lopez that encroaches into a small area (0.40 acre) defined as ESHA in the EIR, and the roadway improvement cannot be completed without the encroachment. In addition, any alternative with residential and commercial development in the Del Monte Forest will result in indirect effects due to recreational use along trails in ESHA areas and development adjacent to ESHA areas. However, as shown in the biological impact analysis for the proposed project, these indirect effects can be mitigated to a less than significant level.

In concept, an alternative that dramatically reduces direct impacts to ESHA areas (beyond that described for Alternatives 1 and 2 in Chapter 5, Volume I of the EIR) would need to do the following:

- eliminate all proposed development in Areas F-2, I-2, J, K, and L (-55 lots);
- eliminate one lots in Area U and reconfigure 2 lots in Area V (-1 lot) ;
- reconfigure part of the Area M Spyglass Hill hotel or residential options to eliminate removal of Monterey pine forest;
- eliminate the Spanish Bay parking lot (and/or move it underground as in Alternative 4); and
- slightly modify the proposed equestrian center and special events area.

Such an alternative would need to eliminate the vast majority of proposed residential lots and either have a much smaller number of residential lots or increase the number of residential lots at non-ESHA areas at Area M Spyglass Hill, Area U, Area V, and the Corporation Yard. Depending on the number of residences included, some of the areas would likely need to be High-Density Residential (an average of 5 lots per acre or higher).

This alternative, regardless of configuration, would not be consistent with the Concept Plan in the LCP amendment. This alternative also would not be consistent with the agreement between the Applicant and the CCC staff and may not meet the project objective of reducing "potential for litigation over the interpretation and effect of the existing LCP".

This alternative would not meet the County's objective to "*Ensure a planned and balanced approach to development (both visitor-serving commercial and residential) and preservation within Del Monte Forest, specifically with regard to the build-out of remaining undeveloped properties."* The Applicant's proposed project represents a dramatic reduction in the residential and overall buildout of its properties in the Del Monte Forest compared to what is allowed by the existing LCP and what had been proposed previously. To dramatically reduce the allowable development even further beyond the already reduced development level in the proposed project (compared to prior proposals) would not be a balanced approach. Thus, an alternative that reduced impacts to ESHA much further than Alternative 1 and 2 (described in Chapter 5, Volume I of the EIR), would not meet this objective.

This alternative also would not meet the Applicant's project objective of providing a "*reduced number of primarily large residential lots"* due to the densities necessary to provide a similar number of residential lots within non-ESHA areas. As noted above, this alternative would eliminate 56 lots that are predominantly large lots and replace them with smaller residential lots less than 0.20 acre in size in areas of high density residential development.

The County's conclusion is that a reasonable range of alternatives is included in the EIR without the need to analyze the additional alternative suggested in this comment because the public and the decision-makers can readily envision alternatives with reduced development or even more clustering than included in Alternatives 1A, 1B, 1C, 2A, 2B, 2C as a condition between these alternatives and the No Project Alternative for the residential development sites. Further, as described above, an alternative that would dramatically decrease impacts to ESHA further than Alternative 1 and 2 (included in Volume I of the EIR) would not meet the County's project objective for a balance of development and preservation and the Applicant's project objective of a reduced number of primarily large lots and thus would not meet most of the overall project objectives.

No revisions to the draft EIR are necessary.

Comment 2-15

The comment includes closing statements. The proposed project and LCP amendment are important vehicles for resolving longstanding issues. The CCC staff appreciates the ongoing coordination with the County.

Comment noted. The comment does not concern the adequacy of the EIR. No revisions to the draft EIR are necessary.

Response to Comment Letter 3 (Caltrans)

Comment 3-1

The comment states concern about additional trips on Holman Highway, the resulting delay for medical emergency traffic heading west, and the need for mitigation prior to occupancy.

The draft EIR addressed increased trips on Holman Highway and potential delays for emergency traffic heading west in Impact TRA-C1 and Impact TRA-C1(C) (on pages 3.11-51 and 3.11-17, respectively of Volume I). The proposed project includes roadway improvements at the SR 1/SR 68/17-Mile Drive intersection. The proposed improvements are the PSR (Project Study Report) project called Phase 1B Interim Improvement, which is a subset of the Highway 68 Widening Project, a regional transportation project. As part of the proposed project, the proposed intersection reconfiguration would be implemented during the initial phase of the proposed development so it will be operating prior to increased traffic resulting from proposed development. In addition, Mitigation Measures TRA-C2 (as modified in the FEIR) and TRA-C8(C) would address project impacts at the SR 68/SR 1 southbound off-ramp intersection and at the SR 68/Carmel Hill Professional Center driveway intersection (on pages 3.11-57 and 3.11-84 of Volume I, respectively).

No further revisions to the draft EIR are necessary.

Comment 3-2

The commenter describes discussions about new Highway 1/68 interchange design ideas, stating that no one alternative is superior at present, that Caltrans does not support a double-roundabout (Alternative 5), but that there is merit in having continued study of a single roundabout design.

The comment concerning the double-roundabout is noted.

As described in the DEIR (Tables 5-4 and 5-5 in Chapter 5 of Volume I), the roundabout would operate better than the signalized intersection included in the proposed project and included in the Highway 68 Widening Project, both in terms of vehicle delay and in terms of vehicle queue length.

In response to the comment, the County requested Fehr & Peers to develop a single roundabout alternative (Fehr & Peers 2012). For this exercise, the second smaller roundabout included in Alternative 5 was replaced with the current condition which is a side-street stop sign.

Both a single and double roundabout alternative were evaluated using the VISSIM software with the assumption that the bridge over SR 1 would not be widened as Alternative 5 has been developed as an alternative to the Phase 1B intersection improvement and the bridge widening is not included in Phase 1B (but is part of the ultimate Highway 68 Widening Project). The analysis of the double-roundabout was consistent with the DEIR findings. The analysis showed that vehicle queues would not extend back to either of the roundabouts and spacing would not affect operations. The analysis of the single roundabout was similar, but the delay for left turn traffic out of the 17-Mile Drive Gate would increase substantially (gate-exiting maximum queues of 24 cars versus 8 cars with the double roundabout), and speeds through the 17-Mile Drive/southbound onramp intersection would increase (35 to 40 mph with a single roundabout versus 15 to 25 mph with a double roundabout).

Because any interchange improvement would occur in part with and leading to a state highway, any proposed improvement at this location must have Caltrans approval to be feasible. Roundabout options were considered during development of the Project Report leading to the Highway 68

Widening Project development. Roundabout options that met Caltrans design requirement for access (i.e., separating 17-Mile Drive traffic between the DMF gate and SR 68 from the movements to the SR 1 southbound on ramp) were not found to work well operationally. As a result, the 5-leg intersection included in Phase 1B was developed and included in the Highway 68 Widening Project.

In order to select a single roundabout as an alternative to the proposed Phase 1B project, it would need to be designed and its design approved not only by Caltrans, but also by TAMC, which has included the widening project in their regional impact fee program. At this time, there is no approved design for a roundabout, and the proposed Phase 1B interchange improvement is consistent with the approved Highway 68 Widening Project. As such, Monterey County cannot select an alternative to the Phase 1B that is, at present, infeasible, because the designs proposed to date do not meet the Caltrans mandatory design requirements for access.

The County's conclusion is that neither roundabout alternative option is currently feasible because they will not meet Caltrans design requirements concerning access. Both the double-roundabout option (described and evaluated as Alternative 5 in this EIR) and the single-roundabout option (described and evaluated in Fehr & Peers 2012) would place an intersection (either a second roundabout or a side-street stop-sign controlled T-intersection) on the on-ramp to southbound SR 1 which would not meet Caltrans requirements.

While the County cannot adopt a roundabout alternative at this time as an alternative to the Phase 1B improvement, the County can consider a condition of approval that would require Pebble Beach to pay its fair-share portion of a roundabout, if such a roundabout is approved by Caltrans as a revision to the Highway 68 Widening Project and approved by TAMC for inclusion in the regional impact fee program, provided such approval is obtained sufficiently soon such that conditions at the SR 1/SR 68 intersection are improved without further delay.

Revisions to Mitigation Measure TRA-C2 and TRA-C8 include the possibility of fair-share contributions for a roundabout if it is approved in a timely manner.

Comment 3-3

The comment states concerns about storage of vehicles entering the Pebble Beach property of the State facilities.

The draft EIR addressed traffic conditions at the Del Monte Forest gates in Impact TRA-B1 and Impact TRA-B1(C) (on pages 3.11-50 and 3.11-76, respectively, of Volume I). The analysis of the entry gates indicates that sufficient capacity would be provided to handle the expected traffic volumes. The gate on 17-Mile Drive has three lanes, only two of which are used normally.

Gate congestion was studied for the 2030 conditions (Fehr & Peers 2012). The analysis of the gate operations on 17-Mile Drive near Highway 1 does not indicate the queue congestion suggested by the comment. The gates have adequate storage to accommodate 8 to 10 cars per lane. The analysis showed a maximum 6-car queue in the AM peak hour and a 4-car queue in the PM with two gates operating. Based on the analysis, there is sufficient gate capacity to handle the expected traffic demands through Year 2030. The third-lane could be opened as needed to handle future traffic as well.

No revisions to the draft EIR are necessary.

Comment 3-4

The comment states that Caltrans is revising the Transportation Concept Report for the entire Highway 68, including the segment in the project area; and their ultimate concept for this area is full relinquishment to the cities of Monterey and Pacific Grove.

Comment noted. This comment does not concern the adequacy of the EIR. No revisions to the draft EIR are necessary.

Response to Comment Letter 4 (City of Monterey)

Comment 4-1

The comment states that the City supports the project alternative involving construction of a roundabout at the Highway 1/ Holman Highway 68/17-Mile Drive intersection (Alternative 5).

Comment noted. As noted in the response to Caltrans Comment 3-2, the County does not find a roundabout alternative to be feasible at this time due to Caltrans lack of support for a double roundabout option and due to conflicts of a single roundabout with mandatory design requirements concerning access to the southbound onramp to SR 1.

The comment does not concern the adequacy of the EIR. No revisions to the draft EIR are necessary.

Comment 4-2

The comment states that the City agrees with the analysis and conclusions for Alternative 5 and restates conclusions concerning biological, archaeological, geological, visual, air quality and traffic impacts relative to the proposed project.

Comment noted. The comment does not concern the adequacy of the EIR. No revisions to the draft EIR are necessary.

Comment 4-3

The comment states that the City of Monterey does not support signalization at the intersection of the Professional Center driveway and SR 68, which is the mitigation identified in the draft EIR for Impact TRA-C1. Instead, the SR 68/Carmel Hills Professional Center intersection should be modified to prohibit left-turn movements at the driveway intersection and allow eastbound traffic exiting the Professional Center to make a U-turn at the Community Hospital intersection because that improvement is a required mitigation measure for the recent Community Hospital of Monterey Peninsula (CHOMP) expansion.

The City's suggested mitigation measure was analyzed by Fehr & Peers (Fehr & Peers 2012) and reviewed by ICF and the County Public Works Department and was determined to be adequate to address the identified project overall impact at the Professional Center driveway/SR 68 under 2015 and cumulative (2030) conditions. Therefore, the text has been revised on Pages 3.11-56 and 3.11-57 of Volume I to reflect a change of Mitigation Measure TRA-C2 to replace signalization with prohibition of left turns to southbound SR 68. Please see Chapter 4 of this document for the specific changes.

Response to Comment Letter 5 (MBUAPCD)

Comment 5-1

The comment is an introduction stating that the comments are intended as guidance and that overall the Monterey Bay Unified Air Pollution Control District's (MBUAPCD or District) primary concerns are the estimates of the project's health risk impacts and the mitigation for greenhouse gas (GHG) emissions.

Refer to response to Comment 5-14 regarding the District's concern that the project's health risk impacts were underestimated. Refer to response to Comment 5-10 regarding the District's concern that the GHG emissions are not sufficiently mitigated.

Comment 5-2

The comment expresses concern that the air quality modeling output files should be included in the EIR to confirm the assumptions used for the air quality, greenhouse gas, and health risk analyses. The commenter notes that it appears that different assumptions were used to estimate criteria pollutant emissions to evaluate construction health risks and to estimate GHG emissions and that, in particular, the screening level health risk assumptions may not have been sufficiently conservative and asks for clarification of assumptions.

Refer to responses to Comment 5-5 (model output files), Comment 5-7 (regarding GHG estimates), and Comment 5-15 (health risk assumptions). Revisions have been made to Section 3.2, Air Quality (Volume I) and Appendix E (Volume II) relative to these issues raised by the commenter as noted in those responses as below. Please see Chapter 4 of this document for the specific changes.

Comment 5-3

The commenter requests the model output files to confirm the emissions were estimated correctly.

The Model output files have been added to Appendix E of Volume II. Please see Chapter 4 of this document.

Comment 5-4

The comment indicates the screening-level health risk assessment (HRA) was based on less conservative construction equipment assumptions and may not represent a worst-case analysis.

Refer to response to Comment 5-14.

Comment 5-5

The comment states there is no documentation of what trip rates were used to generate the operational emissions.

The Model output files have been added to Appendix E. Please see Chapter 4 of this document. In addition, Table E-5 from Appendix E of Volume II provides trip rates used to model operational emissions.

Comment 5-6

The commenter requests confirmation of the year the analysis considers as the "Business-as-Usual" (BAU). Footnote #4 on page 3.4-14 refers to the year 2008; however, the Monterey County GHG inventory used 2005 as BAU condition.

Footnote 4 on Page 3.4-14 should have read “baseline (2005) building practices” instead of “current (2008) building practices”. The Monterey County 2020 forecast is forecast from the 2005 baseline and thus BAU is defined as 2005 practices. This correction has been made in Section 3.4, Climate Change (Volume I). Please see Chapter 4 of this document for the specific changes.

Comment 5-7

The commenter states that GHG emissions in Table 3.4-7 do not match the emissions presented in Table 3.2-6.

The GHG emissions presented in Table 3.2-6 of Volume I have been removed to avoid confusion, as Section 3.2 of Volume I presents the criteria pollutant, not the greenhouse gas, emissions analysis. Greenhouse gas emissions analysis is presented in Section 3.4 of Volume I.

In addition, a review of the GHG emissions calculations indicates the GHG emissions reported in Tables 3.4-7 and 3.4-10 represent emissions from a previous iteration of the GHG analysis. Therefore, Page 3.4-18 (Table 3.4-7) and Page 3.4-25 (Table 3.4-10) of Volume I have been revised to present the correct GHG emissions. Please see Chapter 4 of this document for the specific changes.

The changes in the GHG emissions only slightly changed the estimated project emissions and thus the project’s impact relative to greenhouse gas emissions is not substantially different than that disclosed in the DEIR.

Comment 5-8

The commenter requests confirmation that the water use for the project estimated using CalEEMod matches the estimates from Table 3.12-7.

The commenter is correct that the water use emissions estimates were based on CalEEMod model default values, which are lower than the values presented in Table 3.12-8 of Volume I. Water-related GHG emissions have been recalculated using the values presented in Table 3.12-7 of Volume I. Therefore, Page 3.4-18 (Table 3.4-7) and Page 3.4-25 (Table 3.4-10) of Volume I have been revised to account for the revised water emissions. In addition, Table E-10, with associated text revisions to Page E-7, has been added to Appendix E of Volume II to describe the revisions to the water emissions modeling. Please see Chapter 4 of this document for the specific changes.

The changes in the GHG emissions only slightly changed the estimated project emissions and thus the project’s impact relative to greenhouse gas emissions is not substantially different than that disclosed in the DEIR.

Comment 5-9

The commenter states annual operational emissions for Option 1 and Option 2 presented in Table 3.4-9 do not match the values in Table 3.4-7.

Refer to response to Comment 5-7 regarding values in Table 3.4-7 of Volume I. In addition, a review of the GHG emissions calculations indicates the GHG emissions reported in Table 3.4-9 of Volume I represent emissions from a previous iteration of the GHG analysis. Therefore, Page 3.4-21 (Table 3.4-9) has been revised to present the correct GHG emissions. Please see Chapter 4 of this document for the specific changes.

The changes in the GHG emissions only slightly changed the estimated project emissions and thus the project's impact relative to greenhouse gas emissions is not substantially different than that disclosed in the DEIR.

Comment 5-10

The commenter requests documentation to support the GHG reductions for the measures listed as being included in the GHG Reduction Plan.

The GHG reductions presented in the GHG Reduction Plan were based on the California Air Resource Board's Proposed Scoping Plan Reduction Strategies, which was revised in July 2011. Table E-9 in Appendix E of Volume II has been revised to include additional documentation supporting the GHG reductions for the measures listed as being included in the GHG Reduction Plan.

Concerning the comment regarding the Renewable Portfolio Standard (RPS), the mitigation effectiveness of this state measure was overestimated as 23.9% in the calculations for the DEIR in Table 3.4-10. This has been revised to 19.1% based on the state-wide estimate of effectiveness from the July 2011 reference above. Table 3.4-10 is only an example of potential mitigation effectiveness to illustrate that feasible mitigation exists to reduce project emissions to a level less than the performance standard of 24%. Mitigation Measure CC-A2 requires reduction of emissions below the performance standard and the Applicant can apply different measures than the example shown in Table 3.4-10 as long as the overall standard is met.

Please see Chapter 4 of this document for the specific changes.

Comment 5-11

The commenter requests model output files to confirm emissions were estimated correctly.

The Model output files have been added to Appendix E. Please see Chapter 4 of this document.

Comment 5-12

The commenter requests clarification whether the incorporation of DPFs capable of 25% reduction would be implemented, as Mitigation Measure AQ-C2 does not list DPFs.

On Page 3.2-22 of Volume I, Mitigation Measure AQ-C2 (Implement measures to control construction-related exhaust emissions) has been revised to include the installation of Level 3 DPFs capable of achieving an 85% reduction in PM10 exhaust emissions. As this mitigation strategy was originally included as Mitigation Measure AQ-D1, Mitigation Measure AQ-D1 has been removed from page 3.2-25 of Volume I. Please see Chapter 4 of this document for the specific changes.

Comment 5-13

The commenter indicates that project element sizes in Table E-5 do not match with the information in Chapter 2, Project Description.

The project element sizes summarized in Table E-5 of Volume II are based on Table 3-1 of the traffic study prepared for the project, found in Appendix G of Volume II. The traffic study had slightly different square footage for the Spanish Bay Inn (SBI) Conference Center Expansion, including expansion of the ballroom (also called support/circulation space) and meeting space, as noted by the commenter.

The differences between Table E-5 (Volume II) and Chapter 2 (Volume I) noted by the commenter are minor (a difference of 195 square feet for the ballroom and 700 square feet for the meeting space). While emissions would be slightly larger with the slightly larger numbers in Chapter 2 for these two parts of the project, they would not change the significance conclusions in the EIR. This can be demonstrated by examining the operational criteria emissions of the SBI ballroom and the SBI meeting space as shown in Table A below. Further, it should be noted that although trip generation rates were used for the ballroom, the area would actually be used as support/circulation space, which would not generate additional trips. Therefore, the trip generation estimates identified in the traffic study for the Conference Center Expansion project element are higher and more conservative.

Table A. Operational Criteria Emissions - The Inn at Spanish Bay Conference Center Expansion

	Square Feet (sf)	ROG	NOx	CO	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 2.5	Exhaust 2.5	PM 2.5 Total
SBI Ballroom	3,960	0.94	2.08	9.89	0.91	0.07	0.98	0.03	0.07	0.10
Adjusted	4,660	1.11	2.45	11.64	1.07	0.08	1.15	0.04	0.08	0.12
SBI Meeting Space	3,960	0.23	0.30	1.37	0.12	0.01	0.13	0.00	0.01	0.01
Adjusted	4,155	0.24	0.31	1.44	0.13	0.01	0.14	0.00	0.01	0.01
Total (Option 1)		**80.91**	**52.61**	**305.53**	**20.55**	**1.56**	**32.47**	**0.71**	**1.56**	**12.61**
Adjusted (Option 1)		81.09	52.99	307.35	20.72	1.57	32.65	0.72	1.57	12.63
Change		0.18	0.38	1.82	0.17	0.01	0.18	0.01	0.01	0.02
MBUAPCD Threshold		*137*	*137*	*550*	*NA*	*NA*	*82*	*NA*	*NA*	*NA*

Note: This considers Option 1 (new resort hotel in Area M Spyglass Hill) because it would have greater emissions than Option 2 (new residential lots in Area M Spyglass Hill).

As shown above, these differences are minimal and do not result in any exceedance of MBUAPCD thresholds and do not materially change the impacts of the project.

No revisions to the draft EIR are necessary.

Comment 5-14

The commenter indicates emissions used for the health risk assessment were underestimated compared to the methodology used to estimate criteria pollutant emissions. The commenter requests more detailed description of how the screening health risk assessment was conducted, including basic assumptions used for off-road equipment (amount, horsepower, load factor, and hours per day).

The load factors, equipment pieces, and hours per day assumed in the health risk assessment (Table E-8 of Volume II) have been revised to reflect the assumptions used to estimate criteria pollutant emissions (Table E-2 of Volume II). In addition, the health risk assessment has been updated to account for the expected construction equipment location at each construction site and to scale

emissions more specifically for each specific construction site. The DEIR, for the most part, used highly conservative assumptions that construction equipment would be very close to the fence line and that emissions for each site would be like those for construction of the Driving Range Relocation to Collins Field, both of which would overstate emissions at most sites. The combined effect of revising the equipment activity data to match the criteria pollutant emissions, adjusting construction equipment location, and scaling emissions to each site results in lower health risks than disclosed in the DEIR. Pages E-6 and E-7 of Appendix E in Volume II have been revised to disclose the modeling assumptions associated with the refined HRA screening analysis. In addition, Pages 3.2-22 and 3.2-25 and Tables 3.2-9 and 3.2-10 of Volume II have been revised to disclose the impacts associated with the refined HRA screening analysis.

Comment 5-15

The comment states the load factors shown in Table E-8 are lower than the load factors presented in Table E-2 and requests justification for using lower load factors.

Refer to response to Comment 5-14.

Comment 5-16

The comment states the equipment listed and hours per day for the grading and paving phases in Table E-8 do not match the equipment listed for the same project element and phase in Table E-2.

Refer to response to Comment 5-14.

Comment 5-17

The commenter requests clarification on if the emission rates presented in Table E-8 are for the unmitigated or mitigated case. The comment also states that the emission rates appear to include Mitigation Measure AQ-Dl (installation of DPFs capable of achieving an 85% reduction in PM10 exhaust emissions), as the PM emission rates (g/hr) presented in Table E-8 are lower than what can be calculated using off-road equipment emission factors from URBEMIS2007 as stated in the methodology.

The emission rates presented in Table E-8 (Appendix E in Volume II) are for the mitigated case. This mitigated scenario includes mitigation specified in Mitigation Measure AQ-Dl (Section 3.2 in Volume I), including installation of Level 3 DPFs capable of achieving an 85% reduction in PM10 exhaust emissions.

No revisions to the draft EIR are necessary.

Comment 5-18

The comment states that the District recommends the Applicant exclude wood-burning fireplaces and require installation of pellet stoves or fireplace inserts that operate with natural gas in locations where fireplaces may be planned such as residences, hotel rooms, or meeting rooms.

Comment noted. Implementing the recommended mitigation is not needed to mitigate a significant impact of the proposed project as the project would not result in operationally significant criteria pollutant or toxic air pollutant emission impacts. Relative to greenhouse gas emissions, trees take in carbon dioxide when they grow which is released when wood is burned. As long as the wood is

harvested from areas that are re-grown, there would be no net increase in greenhouse gas emissions, which is generally the case in the United States.

As a result, the comment does not concern the adequacy of the EIR. No revisions to the draft EIR are necessary.

Comment 5-19

The comment states that the District supports the transportation mitigation measures that relieve congestion or promote alternative transportation uses, particularly Mitigation Measure TRA-G1 (prepare and implement an alternative transportation plan, emphasizing specific trip reduction measures for proposed visitor, resident, and employee issues).

Comment noted. The comment does not concern the adequacy of the EIR. No revisions to the draft EIR are necessary.

Comment 5-20

The comment states that the District recommends implementation of Mitigation Measure CC-A2-A over CC-A2-B, whereby the Applicant is provided a choice for mitigating the project's contribution to climate change impacts. The District also requests a copy of the GHG Reduction Plan if the measure is selected.

Comment noted. The Applicant must determine which mitigation measure will be implemented prior to receiving the first building permit. The comment does not concern the adequacy of the EIR. No revisions to the draft EIR are necessary.

Comment 5-21

The comment states that the Table 3.2-6 title identifies emissions as lbs/day, while the text indicates lbs/year.

Pages 3.2-18 and 3.2-19 with the Table 3.2-6 title have been revised to clarify that table values are in lbs/day. Please see Chapter 4 of this document for the specific changes.

Comment 5-22

The commenter requests confirmation that the percentage reduction from business as usual (BAU) used to evaluate the project, as text on page 3.4-15 indicates a 24% reduction, while Mitigation Measure CC-A2-A indicates a 26% reduction.

The DEIR on page 3.4-15 of Volume I stated a 24% reduction is required for the project to not contribute considerably to GHG emissions, while the text in Mitigation Measure CC-A2-A stated a 26% reduction (26% was a typographical error).

The DEIR used the greenhouse gas inventory in the Draft Inventory report prepared by AMBAG (AMBAG 2010a), which estimated 2005 emissions as 1.713 million metric tons (MT) carbon dioxide equivalent (CO_2e) and forecasted 2020 emissions as 1.907 million MT CO_2e. AMBAG subsequently produced a final inventory report (AMBAG 2010b) that changed the estimated emissions for 2005 to 1.648 million MT CO_2e and the forecasted emissions for 2020 to 1.831 million MT CO_2e. Subsequent to the preparation of the final inventory report, AMBAG released a 2009 inventory for the County, within which was contained an "adjusted"2005 inventory as 1.304 million MT CO_2e. The "adjusted"

2005 inventory excluded emissions from highway travel and direct access electricity that was included in the final 2005 inventory report; these emissions were excluded for the 2009 inventory report because the 2009 inventory did not include these sectors and thus the inventory wanted to make an "apples to apples" comparison of 2005 and 2009. While the 2009 inventory update presented an "adjusted" estimate, this was only for the purposes of comparison and the final 2005 inventory report is the latest estimate of 2005 emissions. The 2009 report did not include a revised 2020 forecast.

In order to use the most current data available, the EIR has been updated to indicate the final 2005 inventory and 2020 forecast in the final AMBAG report (AMBAG 2010b). By examining the final 2005 inventory (1.648 million MT CO_2e) and 2020 forecast (1.831 million MT CO_2e), and the County's goal of reducing emissions by 15% below 2005 levels, the County will need to reduce its emissions by 24% (23.5% rounded up) below Business as Usual conditions (BAU).

The EIR significance threshold and Mitigation Measure CC-A2-2 are thus not changed by consideration of the final inventory report. As part of developing its climate action plan, the County will be examining new forecasts for 2020 and expects that forecasts may be less robust than what was included in the AMBAG 2020 inventory forecast due to the long effect of the recent recession on long-term growth.

The change in the County inventory estimates does not change the severity of the project's greenhouse gas emissions impact. The DEIR disclosed a significant impact related to GHG emissions, identified that mitigation could reduce this to a less than significant level by doing a proportional reduction to that which the county has committed to do overall, and these conclusions are unchanged for the FEIR. Further, the DEIR analyzed a feasible set of specific reduction measures that could be applied to the project to meet the performance standard, and these measures would reduce project emissions by approximately 24%, meeting the mitigation performance standard. Several corrections were made to the calculation of the mitigated scenario. Please see Chapter 4 of this document for specific changes. As a result, there is no need for recirculation of the climate change analysis because no new significant impacts or substantially more severe impacts have been identified.

Comment 5-23

The comment states that the text in Mitigation Measure AQ-D1 should reference "Level 3" not "Tier 3" in the context of achieving an 85% reduction in PM 10 exhaust emissions.

The text has been revised to state "Level 3" not "Tier 3". The requirement for the Applicant to ensure that the construction specifications require construction contractor(s) to retrofit and install diesel particulate filters (DPFs) capable of achieving an 85% reduction in PM10 exhaust emissions (Level 3) on all off-road construction equipment and diesel oxidation catalysts and Level 3 DPFs on all on-road soil hauling, has been added to Mitigation Measure AQ-C2 (on page 3.22-22 of Volume I); and Mitigation Measure AQ-D1 (on page 3.2-25 of Volume I) has been deleted. Please see Chapter 4 of this document for the specific changes.

Comment 5-24

The commenter states that the Table E-5 column title "Trip Rate" is incorrect and should be called "Unit Amount" to correspond to the value used in CalEEMod. The commenter also states that values in the "Trip Generation" column do not match the values in Table 3.11-20, Project Trip Generation.

Table E-5 in Appendix E of Volume II has been revised to include the proper column headers, and has also been renamed to Table E-5a.

Trip generation data for project elements are based on data provided in the Fehr & Peers traffic study. Appendix E of Volume II has been revised to include Table E-5b, which summarizes the trip generation rates used in the analysis. Accordingly, text has been revised on page E-2 in Appendix E of Volume II to include discussion of Tables E-5a and E-5b.

Response to Comment Letter 6 (MPWMD-1)

Comment 6-1

The commenter provides information about the Applicant's Water Entitlement.

The DEIR is consistent with the information provided in this comment. No revisions to the DEIR are necessary.

Comment 6-2

The commenter provides further information about the Applicant's Water Entitlement.

The DEIR is consistent with the information provided in this comment. No revisions to the DEIR are necessary.

Response to Comment Letter 7 (MPWMD-2)

Comment 7-1

The comment is an introduction that includes a brief summary of the proposed project.

Comment noted. The comment does not concern the adequacy of the EIR. No revisions to the draft EIR are necessary.

Comment 7-2

The comment notes that the Monterey Peninsula Water Management District (MPWMD) was omitted from the List of Acronyms and Abbreviations.

The text has been revised on Page xxi of Volume I to include the acronym. Please see Chapter 4 of this document for the specific changes. Additionally, the acronym is included in list of Acronyms and Abbreviations included in this document (refer to page iii). Comment 7-3

The comment states that water permits from the MPWMD will be required for each new connection, modification to an existing connection and each expansion of use, and that water permits will be issued for the project only if sufficient water from the Pebble Beach Company Entitlement is available based on a final review of the demand projection.

Comment noted. The comment does not concern the adequacy of the EIR. No revisions to the draft EIR are necessary.

Comment 7-4

The commenter requests clarification regarding the restrictions on Cal-Am on withdrawals from the Carmel River on page ES-14.

The text on Page ES-14 and Page 3.12-18 of Volume I has been revised to note that the restriction is only of the amount that exceeds its legal right. Please see Chapter 4 of this document for the specific changes.

Comment 7-5

The commenter provides information concerning the Applicant's Water Entitlement.

The comment provides information only and does not make any comment on the adequacy of the EIR. No revisions to the draft EIR are necessary.

Comment 7-6

The commenter requests clarification regarding the source of the 0.42 AFY factor used to evaluate the need for a Water Supply Assessment and notes that the average water use of a residential customer in Pebble Beach to be 0.2612 AFY per connection.

The 0.42 AFY factor referenced on Page 3.12-16 in the DEIR is from the MPWMD staff report from May 18, 2006 *Water Needs Analysis: Future Water Needs* (MPWMD, 2006c). The reference is on Exhibit 1-B, Factors Used for Long-Term Water Needs Projections Recommended by the MPWMD Technical Advisory Committee (TAC) for Residential SFD (County) water demand. The staff report

references (on page 1) that the MPWMD TAC reached consensus on water use factors for use in estimating future water needs estimates. The DEIR identified the reference for the 0.42 AFY as coming from "(Monterey County, 2005)", which was in error; the correct reference is MPWMD 2006c and the correction has been made and the reference has been added to the administrative record.

The comment describes the average water use of a residential customer in Pebble Beach to be 0.26 AFY per connection. The County requested data from MPWMD on Cal-Am water use in Pebble Beach from 2006 to 2011 (Cal-Am 2006 – 2011). Based on review of that data, average water use of residential customers in the Cal-Am Pebble Beach service area, which excludes the Monterey Peninsula Country Club (MPCC) area in the DMF, ranged from 0.46 to 0.63 AFY (6 year average of 0.56 AFY). The average in the same data set for the MPCC area from 2006 to 2011 was 0.18 to 0.23 AFY (6 year average of 0.21 AFY). Combined, the average for the DMF (including both Pebble Beach and MPCC) from 2006 to 2011 ranged from 0.26 to 0.33 AFY (6 year average of 0.30 AFY). Thus, the comment's reference to the DMF average as 0.26 AFY appears to actually be to the 2011 combined average for both the MPCC and Pebble Beach area.

Under SB610, a Water Supply Assessment (WSA) is required for projects that propose 500 residential development units or the equivalent thereof. If an average use factor in the area of a proposed project were to be used instead of the 0.42 AFY factor, then the project is in the Cal-Am Pebble Beach area and the appropriate factor would be the 0.56 AFY 6-year average for residential connection water use from 2006 to 2011. Using the 0.56 AFY factor, the estimated equivalent water demand for a 500 unit residential development would be even higher (280 AFY) than that estimated in the DEIR (210 AFY). If the higher estimate were used, a WSA would still not be required. The County believes that the 0.42 AFY factor from the MPWMD TAC is a broad-based County factor appropriate for use in assessing whether or not a WSA should be required for this project. As a result, the County is of the opinion that the 0.42 AFY is a conservative factor for use in determining whether or not a WSA is required and is actually less than the average residential water demand in the jurisdictional area wherein the project is proposed.

No revisions to the draft EIR are necessary.

Comment 7-7

The commenter requests clarification regarding the restrictions on Cal-Am on withdrawals from the Carmel River.

The commenter refers to Page 3.12-17, Line 15 – 16 of Volume I, but the subject text is on Page 3.12-18, Line 15-16 of Volume I. The text actually refers to the original SWRCB Order WR 2009-0060, which did prohibit diversion of water from the Carmel River to supply the Applicant's water entitlement. As described on Page 3.12-18, the Applicant petitioned SWRCB which subsequently determined that Cal-Am could provide water from the Carmel River to serve the Applicant's water entitlement provided its total diversion does not exceed its legal rights.

The text on Page 3.12-18 was revised to note that it was the original order that prohibited diverting water from the Carmel River to serve the Applicant's water entitlement after 2016. See Chapter 4 of this document for the specific change.

Comment 7-8

The comment states that information about the current status of Pebble Beach Entitlements can be found in the MPWMD monthly board packet available at www.mpwmd.net.

Comment noted. The EIR used information from the MPWMD about the entitlement available at the time of preparation of the EIR. Updated information would not change the analysis in the DEIR which anticipates increased use of all of the entitlement in the cumulative analysis. The comment does not concern the adequacy of the EIR. No revisions to the draft EIR are necessary.

Response to Comment Letter 8 (PBCSD)

Comment 8-1

The comment is an introduction that indicates comments are attached and provides contact information.

Comment noted. The comment does not concern the adequacy of the EIR. No revisions to the draft EIR are necessary.

Comment 8-2

The comment provides clarification regarding the equipment that serves the Pebble Beach Fire Station.

The text has been revised on Page 3.10-6 of Volume I to clarify the specifications of the fire protection vehicles. Please see Chapter 4 of this document for the specific changes.

Comment 8-3

The comment provides clarification regarding the automatic aid agreement that the Pebble Beach Community Services District (PBCSD) has with surrounding jurisdictions.

The text has been revised on Page 3.10-12 of Volume I to clarify that PBCSD has an automatic aid agreement with Cypress Fire Protection District, as well as the cities of Carmel, Pacific Grove, and Monterey.

Comment 8-4

The commenter requests that notation be made in the EIR to clarify that PBCSD Fire Department access to Fire Roads 2 and 4 and Haul Road will not be blocked by development in the Corporation Yard.

The text has been revised on pages 2-15 and 2-20 of Volume I to clarify that construction activities and development in the Corporation Yard would not block emergency vehicle access to Fire Roads 2 and 4 and Haul Road. Please see Chapter 4 of this document for the specific changes.

Comment 8-5

The commenter requests that notation be made in the EIR to clarify that trails created on fire roads/fuel breaks will not cause the closing of the fire roads/fuel breaks.

The text has been revised on pages 2-15 and 2-17 of Volume I to clarify that recreation trails created on fire roads or fuel breaks would not cause the closing of said fire roads/fuel breaks. Please see Chapter 4 of this document for the specific changes.

Comment 8-6

The commenter requests that the PBCSD Fire Department be included as one of the agencies creating or rewriting the master Resource Management Plan (RMP) and the localized RMPs.

As described in Chapter 2 of Volume I, the Master RMP is an existing document included in Appendix C of Volume II. The Master RMP is considered part of the proposed project, and its purpose is to establish a framework for development of the localized or site-specific RMPs for each preservation area.

As described in Section 2.2 of Appendix C in Volume II, the PBCSD and California Department of Forestry and Fire Protection (CALFIRE) have been included on the Resource Management Team (RMT). The RMT is an interagency team that will review the site-specific RMPs, the annual work plans, and the annual monitoring reports and provide input to Monterey County. Additionally, the County and PBCSD/CAL FIRE shall jointly be responsible for review and approval of plans for any proposed prescribed burns and vegetation management for fuel reduction.

The text has been revised on page 2-19 of the project description in Volume I to clarify the role of the RMT and the agencies included. The text on page 2-2 of Appendix C in Volume II has been revised to clarify that the correct acronym is CALFIRE (not CDF). Please see Chapter 4 of this document for specific changes.

Response to Comment Letter 9 (TAMC)

Comment 9-1

The comment is an introduction that summarizes the project and states appreciation for coordinating the roundabout alternative.

Comment noted. The comment does not concern the adequacy of the EIR. No revisions to the draft EIR are necessary.

Comment 9-2

The commenter states that the Regional Development Impact Fee is adequate mitigation only for cumulative impacts and that the project-specific impacts entail a level of significance in excess of a cumulative impact. The commenter also states that payment of a regional fee would be less than what would be expected for adequate mitigation of project-specific impacts. The commenter suggests that direct fair-share payments toward planned improvements at the impacted facilities should be made and that mitigation measures should be revised to identify alternative project-specific mitigations.

The commenter is incorrect that project-specific impacts are always more severe than cumulative impacts. When the project contributes impacts to a location with acceptable level of service conditions and the addition of the project's contribution does not result in unacceptable conditions, but that same contribution contributes to a cumulatively significant impact in combination with cumulative traffic, then the significance of the cumulative contribution exceeds that of the significance of the project-specific impacts. An example of this situation for the proposed project is for the Sunset Drive (SR 68) intersection with Congress Road. As shown in Table 3.11-25 and Table 3.11-34 of Volume I, the project would not result in a significant direct impact in 2015, but would contribute to a cumulatively significant impact in 2030, with cumulative traffic.

The DEIR identified mitigation for both project direct traffic impacts as well as contributions to significant cumulative traffic impacts. Since the project would contribute traffic to locations with existing traffic deficiencies as well as to locations where traffic impacts would be significant in combination with cumulative traffic, the mitigation must take this into account when determining the fair-share mitigation that is proportional to the project's contribution to the impact.

Where the project would contribute traffic to a location with existing deficiencies, then the project's fair-share mitigation was determined by calculating the project's traffic as a proportion of existing 2015 traffic total volume. Where the project would contribute traffic to a location without existing deficiencies but that would have cumulatively deficient conditions, the project's fair share mitigation was determined by calculating the project's traffic as a proportion of new cumulative traffic (excluding existing traffic).

Specific fair-share mitigation amounts were identified in the DEIR for all roadway impacts except the following regional highways: SR 1 (north of SR 68 west), SR 68 (east of SR 1), SR 156 (between SR 1 and US 101), and US 101 (north of SR 156). For each of these locations, the DEIR identified that the project should contribute its fair-share in the form of the TAMC Regional Impact Fee.

The DEIR identified specific project-level fair-share for the roadways more immediately affected by the project's traffic, including intersections in and adjacent to the DMF, SR 68 (West), the

intersection of SR 1 and SR 68, and two intersection along SR 1 in Carmel (Ocean Avenue and Carpenter Street).

Table B below presents the estimates of LOS conditions for existing, 2015, and 2030 (cumulative) conditions and the project contributions to impacts (based on the data in Fehr & Peers, 2011 [Traffic Report]). Table C below shows the resultant calculations of fair share-contributions. The percentage contribution and estimated dollar amounts shown in Table B were shown in each mitigation measure in the DEIR with the exception of one change to the mitigation for the SR 68 widening project in which the project's fair share was adjusted to match the intersection volumes at SR 1/SR 68 (this revision has been made for the FEIR).

The EIR has been clarified in regards to the local access charges for the Phase 1B and the fair-share contribution for the SR 68 Highway Widening Project. As the SR 68 Widening Project is included in the TAMC Regional Traffic Impact Fee program, if the Applicant is required to pay a fair-share directly for the identified impacts to SR 68 and is also required to pay the regional impact fee, then the County and TAMC will need to ensure that the Applicant is not required to pay more than its fair-share for impacts. To avoid this, it is suggested that the calculation of the Regional Traffic Impact Fee be adjusted to exclude any portion that is derived from impact to SR 68 to ensure no double-counting (this has been added to Mitigation Measure TRA-C4). In addition, if the Applicant funds the entire Phase 1B construction (estimated cost of $4 million) as shown in Table C, this would be in excess of the Applicant's fair share and direct access charges ($1.8 million), and the Applicant would need to be reimbursed for its excess share. Mitigation Measures TRA-C2 and TRA-C8 (and now TRA-C4 with revisions in the FEIR) include a requirement to coordinate between the County and TAMC to resolve the precise mitigation amount for SR 68 and for the regional traffic impact fee. Please see Chapter 4 of this document for the specific changes.

1 **Table B. Existing Conditions, 2015 Conditions, 2030 Conditions and Project Fair-Share**

Roadway	Intersection or Segment	Type	LOS Standard	LOS Existing	2015 LOS With Project	Significant Impact?	Fair Share[1]	2030 LOS With Project	Significant Impact?	Fair Share[1]	Notes
Sunset Drive	At Congress Avenue	Local intersection	C	B/A	C/B	No	N/A	D/D	Yes	20.82%	Use Percent of 2030 cumulative
SR 68 (West)	Aguajito Road	Highway Intersection	C	A/A	C/C	No	N/A	E/F	Yes	10.80%	Use Percent of 2030 cumulative
SR 68/SR 1	Northbound on-Ramp merge from SR 68	Highway Intersection	C	B/D	C/D	Yes	1.37%	C/E	Yes	Use 2015	Use Percent of 2015 total
SR 68/SR 1	Intersection (Southbound Off-Ramp)	Highway Intersection	C	F/E	C/D	No	N/A	F/F	Yes	3.05%	Use Percent of 2030 total
SR 68 (West)	At Carmel Hill Professional Center Driveway	Highway Intersection	C	F/F	F/F	Yes	1.53%	F/F	Yes	Use 2015	Use Percent of 2015 total
SR 68 (West)	At Skyline Forest Drive	Highway Intersection	C	F/F	F/F	Yes	1.68%	F/F	Yes	Use 2015	Use Percent of 2015 total
SR 68 (West)	At David Avenue	Local intersection	C	C/C	C/C	No	N/A	C/D	Yes	10.94%	Use Percent of 2030 cumulative
SR 1	At Carpenter Street	Highway Intersection	C	B/D	B/E	No	N/A	B/E	Yes	0.61%	Use Percent of 2030 total
SR 1	At Ocean Ave.	Highway Intersection	C	C/D	D/D	Yes	0.66%	D/E	Yes	Use 2015	Use Percent of 2015 Total
SR 1	SR 68 to Munras (north)	Highway Segment	C	C/C	C/D	No	N/A	D/F	Yes	Use TAMC fee	Project contributes traffic to cumulative existing or future conditions and thus is best handled through contribution to the regional impact fee.
SR 1	Munras to Fremont St. (north/south)	Highway Segment	D/C	C/C to D/C	C/D to D/C	Yes	2.20%	C/D to E/C	Yes		
SR 1	Fremont Street to Fremont Blvd (north/south)	Highway Segment	F/E	C/E to F/D	C/F to F/D	Yes	1.68%	C/F to F/D	Yes		
SR 1	Fremont Blvd. to Imjin Parkway (north/south)	Highway Segment	D	B/D to D/C	B/D to D/C	No	N/A	B/E to D/C	Yes		
SR 1	North of 156 (north/south)	Highway Segment	F	D/D to F/F	D/D to F/F	Yes	0.95%	E/F to F/F	Yes		
SR 68 (East)	East of Amsted (east/west)	Highway Segment	D	D/D to D/D	D/D to D/D	No	N/A	D/D to E/E	Yes		
SR 68 (East)	East of Laguna (east/west)	Highway Segment	F	F/F to D/D	F/E to D/F	Yes	0.89%	F/E to D/F	Yes		
SR 156	Between SR 1 and US 101 (east/west)	Highway Segment	E/F	C/F to E/C	C/F to E/C	Yes	1.28%	C/F to E/C	Yes		

Roadway	Intersection or Segment	Type	LOS Standard	LOS Existing	2015 LOS With Project	Significant Impact?	Fair Share[1]	2030 LOS With Project	Significant Impact?	Fair Share[1]	Notes
US 101	North of SR 156 (north/south)	Highway Segment	C	B/C to C/C	B/C to C/C	No	N/A	C/D to C/D	Yes		

Notes:

Source for LOS conditions and volumes: Fehr & Peers 2011

[1] If existing conditions are acceptable, project conditions are acceptable and cumulative conditions are unacceptable, then the fair share is the project's volume percentage of cumulative increase over existing volumes. If existing conditions are unacceptable and project conditions are unacceptable, then the fair-share is the project's volume percent of the with-project volume total. If existing conditions are acceptable and project conditions are unacceptable, then the fair share is the project's percentage of the volume increase over existing volumes. (This scenario did not occur for any of the intersections above, either because conditions are already unacceptable or only become unacceptable with cumulative traffic).

1

Table C. Project Fair-Share Mitigation

Roadway	Intersection or Segment	Type	Project Impact[1]	Mitigation	Mitigation Cost ($2010 for TAMC)	Mitigation Fee	Significance with Project/Fair-Share Contribution Only	Significance with Full Mitigation
Sunset Drive	At Congress Avenue	Local intersection	20.82%	Restripe WB approach to provide a left-turn pocket (TRA-C6)	$4,200	$874	Significant and Unavoidable until mitigation completed	Less than Significant
SR 68 (West)	Aguajito Road	Highway Intersection	10.80%	Refuge lane on SR 68 for left-turns (TRA-C9)	$201,400	$21,749	Significant and Unavoidable until mitigation completed	Less than Significant
SR 68/SR 1	Northbound on-Ramp merge from SR 68	Highway Intersection	1.37%	Add NB auxiliary lane between SR 68 and Munras Avenue (TRA-C5)	$5,584,800	$76,295	Significant and Unavoidable until mitigation completed	Less than Significant
SR 68/SR 1	Southbound Off-Ramp	Highway Intersection	3.05%	Phase 1B Project (proposed project)	$26,690,000	Fair-share includes $813,029 for project impacts plus 25% local access charge for Phase 1B (Phase 1B = $4,000,000 X 25% = $1,000,000 for local access) $1,813,029)	Less than Significant (Phase 1B over mitigates)	Less than Significant (Phase 1B over mitigates)
SR 68 (West)	At Carmel Hill Professional Center Driveway	Highway Intersection		SR 68 Widening Project (TAMC) plus EB lane from Scenic to SR 1 southbound on-ramp (TRA-C2, TRA-C8)			Significant and Unavoidable until mitigation completed	Less than Significant
SR 68 (West)	At Skyline Forest Drive	Highway Intersection	1.68%	Traffic signal and widening through intersection from 2 to 4 lanes (TRA-C1)	$2,444,000	$41,137	Significant and Unavoidable until mitigation completed	Less than Significant
SR 68 (West)	At David Avenue	Local intersection	10.94%	Optimize signal timings (MM TRA-C7)	$143,800	$15,732	Significant and Unavoidable until mitigation completed	Less than Significant
SR 1	At Carpenter Street	Highway Intersection	0.61%	Optimize signal timing (TRA-C10)	$16,900	$103	Significant and Unavoidable until mitigation completed	Significant and Unavoidable (deficiency would remain)
SR 1	At Ocean Ave.	Highway Intersection	0.66%	New turn lanes and new signal timing (TRA-C3)	$192,800	$1,268	Significant and Unavoidable until mitigation completed	Less than Significant
SR 1	SR 68 to SR 156	Highway Segment	Use TAMC fee	SR 1 Widening (TAMC) (TRA-C4)	$53,000,000	Use TAMC fee	Significant and Unavoidable until mitigation completed	Significant and Unavoidable (Widening is only in Seaside/Sand City from Fremont Blvd. to Canyon Del Rey and does not address all deficient segments)

Roadway	Intersection or Segment	Type	Project Impact[1]	Mitigation	Mitigation Cost ($2010 for TAMC)	Mitigation Fee	Significance with Project/Fair-Share Contribution Only	Significance with Full Mitigation
SR 68 (East)	East of Amsted and East of Laguna	Highway Segment	Use TAMC fee	SR 68 Commuter Improvements (TAMC) (TRA-C4)	$24,000,000	Use TAMC fee	Significant and Unavoidable until mitigation completed	Significant and Unavoidable (Does not address all deficient segments as improvement only go as far west as Corral de Tierra)
SR 156	Between SR 1 and US 101	Highway Segment	Use TAMC fee	SR 156 Widening (TAMC) (TRA-C4) SR 156/US 101 Interchange (TAMC) (TRA-C4)	$130,000,000	Use TAMC fee	Significant and Unavoidable until mitigation completed	Less than Significant
US 101	North of SR 156	Highway Segment	Use TAMC fee	US 101/San Juan Road Interchange Improvements (TRA-C4)	$74,000,000	Use TAMC fee	Significant and Unavoidable until mitigation completed	Significant and Unavoidable (Does not address all deficient segments)

Notes:

[1] Percentage Impact from Table B in this chapter of Volume III.

1

Comment 9-3

TAMC supports the construction of a roundabout at the interchange of Highways 1 and 68 (presented as Alternative 5), either as project mitigation or as a stand-alone project.

The roundabout is presented as a project alternative to the proposed SR 1/SR 68/17-Mile Drive Intersection Reconfiguration (Phase 1B). The proposed intersection improvements included as part of the project are a subset of the Highway 68 Widening Project.

Both the proposed intersection improvements and the roundabout concept evaluated as Alternative 5 in the DEIR would provide acceptable traffic conditions at the SR 1/SR 68 intersection. As noted in the DEIR, the roundabout alternative is not necessary to mitigate project impacts that cannot be addressed by the Phase 1B improvement or other DEIR mitigation.

More importantly, as discussed in response to Caltrans Comment 3-2, a double roundabout (Alternative 5) or a single roundabout (as in the response to Caltrans Comment 3-2 and Fehr & Peers 2012) cannot be presently considered feasible as they do not meet Caltrans requirements for access relative to the southbound on ramp to SR 1. The County cannot require the roundabout as an alternative to the proposed project based on speculation that Caltrans might approve a design exception. Further, during the PSR phase for the Highway 68 Widening Project, Caltrans rejected any options that did not separate traffic from the DMF gate to SR 68 from the southbound traffic to SR 1. So there is no evidence that a feasible roundabout alternative that can be approved by Caltrans exists at present. As noted in the response to Caltrans Comment 3-2, the County has noted that fair-share mitigation related to SR 1/SR 68 interchange can be directed to a roundabout alternative but only if such an alternative has been approved by Caltrans (and TAMC) without resulting in a substantial delay in completion of improvements to the interchange.

The comment does not concern the adequacy of the EIR. No revisions to the draft EIR are necessary.

Comment 9-4

The commenter describes TAMC support for alternative forms of transportation. The commenter suggests that the project site should be designed with sidewalks to connect projects to external facilities, provide access to transit stops, exclude use of cul-de-sacs without cut-throughs for pedestrian travel, and accommodate bicycles with adequate pavement for bike travel on new roadways.

As described on page 3.11-65 of Volume I, Mitigation Measure TRA-D6 requires sidewalks or paths to be added to serve pedestrian movement between the Fairway One complex, Peter Hay Golf course and The Lodge at Pebble Beach. As described on Page 3.11-66, Mitigation Measure TRA-D9 requires installation of an all-way stop-controlled intersection at the intersection of 17-Mile Drive and the entrance to The Inn at Spanish Bay to safely manage pedestrian movements. As described on Page 3.11-67, Mitigation Measure TRA-D10 requires a crosswalk between the Pebble Beach Driving Range and the Peter Hay Golf Course.

While in other settings, the provision of sidewalks would provide pedestrian connections to external facilities, there are very few sidewalks in all of the Del Monte Forest. There are only sidewalks in select locations, such as in limited areas at The Lodge at Pebble Beach and The Inn at Spanish Bay areas. Thus adding sidewalks as part of new project development at locations outside the Lodge and Inn would not provide pedestrian connections as adjacent areas do not have sidewalks. Traffic

volumes within the Del Monte Forest are relatively low and there is an extensive trail network in the forest, which allows those who so choose to utilize the trail system to move through the area. The proposed project will substantially improve the trail system by preserving large areas with existing trails and by extending the trail system.

As described on page 3.11-33 of Volume I, MST has transit stops near the Pacific Grove Gate (Route 1X and Route 78), at the Inn and the Lodge (Route 2X). The project does not include any residential development anywhere near any of these transit stops and thus provision of sidewalks to provide access to the transit stops is impractical and would not be effective in increasing transit use. Visitors at the Inn and Lodge could use existing transit which does stop at these locations.

The proposed project includes new cul-de-sacs in Areas F-2, I-2, L, and V, at the Corporation Yard, and at Spyglass Hill. However, in all of these areas, there are nearby pedestrian trails that will allow ready transit by foot to other nearby areas.

Since all internal DMF intersections would have acceptable conditions with project and cumulative conditions, there is no traffic nexus to require provision of sidewalks and bicycle facilities for mitigation of traffic conditions.

No new connecting roads are proposed within the DMF as part of the project. Short roadways would be constructed in areas F-2, I-2, L, and V, at the Corporation Yard, and at Spyglass Hill. Given the short distance of these roads and the low volumes expected on these roads, there is no need for dedicated bike lanes as suggested in this comment.

Impacts on transit and alternative transportation were analyzed under Impact TRA-G1 (page 3.11-74 of Volume I). Mitigation Measure TRA-G1 requires the preparation of an alternative transportation plan for the project. However, given the physical conditions of the DMF, it is highly unlikely that the plan will include measures for sidewalks, prohibition of cul-de-sacs, or creation of new bike lanes as these would not substantially reduce trips. Mitigation Measure TRA-G2 requires expansion of the shuttle and valet system to incorporate the Spyglass Hotel.

While TAMC's comments are noted, none of the suggested facilities would work to either lessen or avoid identified significant impacts of the project.

No changes to the DEIR are necessary.

Comment 9-5

The commenter states that the project will have a detrimental effect on bicycle and pedestrian facilities and recommends improved striping and signage from Pebble Beach connecting to the Hatton Canyon Trail in Carmel. The commenter also states that the project should provide fair share contribution to Class 2 bike lanes planned at Ocean View, from Asilomar Boulevard to 17-Mile Drive.

Regarding pedestrian facilities, as noted above, the DMF is designed for use of walking trails for pedestrian access instead of access via sidewalks and the project will increase trails and trail access, so no significant impact to pedestrian facilities is identified.

As noted on page 3.11-35 of Volume I, existing LUP policy 108 requires bicycle route safety improvements along 17-Mile Drive from the Pacific Grove Gate to Fan Shell Beach, and requires bicycle access between Fan Shell Beach and Carmel Gate, but as a bicycle route, not as a bicycle lane. This requirement has already been satisfied and the LUP does not require improved bicycle lanes to the Carmel Gate.

The project's impact on bicycles was analyzed under Impact TRA-H1 (page 3.11-75 of Volume I). Mitigation Measure TRA-H1 requires striping of the bike route up to Stevenson Drive at Ondulado Road. As described on Page 3.11-35, there are substantial physical constraints to completion of a marked bicycle lane from Ondulado Road to the Carmel Gate, including vegetation removal, utility relocation, right-of-way acquisition, retaining wall construction and impacts to residential driveways and gates. This section of 17-Mile Drive is narrow in locations with larger volumes due to its connection to the Highway 1 Gate and while bicycles are allowed, the Applicant notifies bicyclists that this segment is not recommended for bicycle travel. As such, adding striping and signage to this section of 17-Mile Drive is not considered wise as it could encourage increased bicycling in an area with safety challenges.

Regarding the Class 2 bike lanes from Ocean View Blvd. to 17-Mile Drive primarily along Asilomar Blvd, there is no evidence that the project will contribute substantial traffic volumes to Asilomar Blvd. in such a way that it would substantially affect bicycle safety. The primary access to DMF from the north is along 17-Mile Drive north of SR 68, not along Asilomar Blvd. While some of the new residents and new visitors resultant from the project will use Asilomar Blvd at times, since this is not a primarily used through route to access the DMF, it should not be substantially affected by the project. As such, there is insufficient nexus of project impacts to this proposed bicycle facilities to warrant imposition of fair-share mitigation for this project.

No changes to the draft EIR are necessary.

Comment 9-6

The commenter suggests inclusion of intelligent crosswalks with flashing notification lights and mid-crosswalk islands.

As described on page 3.11-65 of Volume I, Mitigation Measure TRA-D6 requires sidewalks or paths to be added to serve pedestrian movement between the Fairway One complex, Peter Hay Golf course and The Lodge at Pebble Beach. As described on Page 3.11-66, Mitigation Measure TRA-D9 requires installation of an all-way stop-controlled intersection at the intersection of 17-Mile Drive and the entrance to The Inn at Spanish Bay to safely manage pedestrian movements. As described on Page 3.11-67, Mitigation Measure TRA-D10 requires a crosswalk between the Pebble Beach Driving Range and the Peter Hay Golf Course.

As noted above, traffic volumes in the DMF would remain relatively low such that all internal DMF intersections would continue to operate at acceptable levels. Traffic speeds are relatively low on internal DMF roads as well. Substantial gaps in traffic will continue to exist to allow for safe crossing of DMF roadways as the increase in project traffic will not change traffic conditions significantly. All roadways in the DMF are two-lane roadways. Given the relatively low volumes, mid-crosswalk islands and intelligent crosswalks with flashing notification lights are not needed to provide for pedestrian safety beyond the crosswalk improvements already required by mitigation described above. Furthermore, the use of intelligent crosswalks with flashing notification lights would not be consistent with the visual/aesthetic character of the DMF.

No changes to the draft EIR are necessary.

Comment 9-7

The commenter suggests inclusion of bike parking near entrances of each building.

This comment is noted. However, provision of bike parking is not required as mitigation to address any identified significant impact and can be at the discretion of the Applicant. No changes to the draft EIR are necessary.

Comment 9-8

The commenter suggests inclusion of an enforcement mechanism for Mitigation Measure TRA-G1.

Mitigation Measure TRA-G1 on Page 3.11-74 has been revised to require the plan to identify an enforcement mechanism for County review. Please see Chapter 4 of this document for the specific changes.

Comment 9-9

The commenter describes that a Sustainable Communities Strategy (SCS) will be developed by AMBAG and that TAMC encourages the County to coordinate with ABMAG in development of the SCS and that developments included in the project be consistent with the plan once it is completed.

Comment noted. The SCS has not been developed and thus there is no way to examine whether or not the project is or is not consistent with the SCS. The commenter does not identify how consistency with an as-yet undeveloped SCS is related to any identified significant environmental impacts. SB 375 concerns greenhouse gas emissions from passenger and light-duty vehicles. The EIR analyzed GHG emissions from all sectors and proposed mitigation to reduce these emissions to a less than significant level.

The comment does not concern the adequacy of the EIR. No revisions to the draft EIR are necessary.

Comment 9-10

The commenter supports the use of light-colored pavement to reduce the heat island effect. The commenter also suggests exploring the use of gray granite pavement (over traditional black top) for parking areas and roadways to increase night time visibility and to increase permeability, which would help control on-site runoff.

The DMF is located at the edge of the Pacific Ocean with cooling ocean breezes, and developed areas are dispersed around the natural forest, especially in comparison to more developed urban areas. As such, there is no heat island effect in the DMF. The project will only contribute a limited amount of new roadways, consisting of short roadways into several new development areas. Regarding use of gray granite pavement, significant visibility effects are not identified and, as described in Section 3.7, Hydrology and Water Quality, mitigation is provided to address runoff impacts. Permeable pavement may be used at the Applicant's discretion but is not mandated.

No revisions to the draft EIR are necessary.

Comment 9-11

The commenter suggests use of LED external lighting to reduce electricity consumption.

Electricity use per se is not a significant impact under CEQA unless it is for a wasteful use, and the project does not propose wasteful energy use. Reducing electricity consumption can be one means of reducing greenhouse gas emissions as required by Mitigation Measure CC-A2-A and this measure already mentions use of high-efficiency area lighting (see page 3.4-23 of Volume I).

No revisions to the draft EIR are necessary.

Comment 9-12

The commenter suggests inclusion of preferred parking spaces for carpool, alternative fuel vehicles and electric vehicle charging stations.

Preferred parking for carpools could be a strategy included in the Alternative Transportation Plan required by Mitigation Measure TRA-G1, as well as a strategy to comply with Mitigation Measure CC-A2-A for greenhouse gas emissions. Provision of preferred parking for electric vehicles and electric vehicle charging stations are noted specifically as measures that could be used to lower greenhouse gas emissions in Mitigation Measure CC-A2-A. No revisions to the draft EIR are necessary.

Response to Comment Letter 10 (CNPS)

Comment 10-1

The comment is an introduction that states CNPS has attended meetings, walked the site, and has concerns presented in the letter.

Comment noted. The comment does not concern the adequacy of the EIR. No revisions to the draft EIR are necessary.

Comment 10-2

The commenter expresses concern that the separate approval of the LCP Amendment could undermine ESHA policies in the Coastal Act by allowing "sacrifice areas". The commenter also notes that tradeoffs have been made to preserve larger area of higher quality habitat and request clarification that this is a unique situation of protection and preservation.

The LCP Amendment is not part of the project being analyzed in the EIR, but an LCP amendment is needed for the project to proceed. The LCP Amendment is being processed separately under the requirements of the Coastal Act and does not require CEQA review by the County as the review process is through the Coastal Commission under CEQA. The Draft EIR, along with other information, will be utilized by the Coastal Commission to analyze, and potentially certify, the LCP Amendment. The project cannot be approved without an LCP Amendment.

The commenter is correct that the LCP Amendment would allow development of certain areas that have been identified as ESHA included in the Concept Plan. Relative to the proposed project, these areas are identified in Table 3.3-4 of Volume I, and ESHA impacts are described on Page 3.3-40 to 3.3-42 of Volume I. The DEIR identifies mitigation for the physical impacts to the biological resources found in ESHA areas and concludes that these physical impacts can be mitigated to a less than significant level through the provision of extensive preservation areas and their management for the protection of biological resources.

The proposed project has a long history and is the result of nearly 20 years of planning for build-out of the Applicant's remaining property in the Del Monte Forest. The proposal involves a unique situation and the end result of this long history is that the proposed project preserves substantially larger areas of sensitive biological habitat than called for in the current LCP and substantially larger areas than all of the prior development proposals proposed by the Applicant.

No revisions to the draft EIR are necessary.

Comment 10-3

The commenter expresses concern about development in Areas K and L above the Indian Village preserve area including impacts related to changes in hydrology and invasive species. The commenter supports Option B to move lots from Areas K and L to other areas or deletion of the two easternmost lots in Area L. The commenter recommends defined building envelopes in all lots in Area L and lot lines in other areas adjusted to protect Yadon's piperia.

The commenter's support for an alternative that would move certain lots from Areas K and L or an alternative that would include the deletion of the two easternmost lots in Area L is noted.

The DEIR included alternatives (Alternatives 1B and 2B) that would eliminate lots in Areas K and L as the commenter suggests. Concerning impacts to Hickman's potentilla in Indian Village, the DEIR (starting on Page 3.3-66 of Volume I) identifies potential impacts of development of Area L due to changes in hydrology, non-native plant species, and recreational access as a significant impact. Mitigation Measure BIO-D6 requires drainage design to avoid hydrologic effects, management of recreational access, and management of non-native species, and other measures. The DEIR concludes that implementation of this measure would reduce impacts to a less than significant level.

Further restricting building envelopes in Area L is not considered necessary to avoid impacts to the Hickman's potentilla (Yadon's piperia is not found in Area L) as the development area in Area L does not encroach and is not immediately adjacent to the meadow at Indian Village. Building envelopes are shown on the building plans included in the project application on file at the Planning Department. Drainage requirements per Mitigation Measure BIO-D6 will be a mandatory condition of approval as will the other elements of the measure.

Regarding lot line adjustment at Area K to protect Yadon's piperia, this is included in Alternative 1C which avoids all direct impact to this plant. The commenter's support for such an alternative is noted. The DEIR concludes that with mitigation overall impacts to Yadon's piperia will be less than significant taking into account the extensive preservation of Yadon's Piperia throughout the DMF and management of preserved areas for the benefit of the species.

Since the DEIR already includes six alternatives designed to lower biological resource impacts (Alternatives 1A, 1B, 1C, 2A, 2B, and 2C), this is considered a reasonable range of alternatives, and analysis of additional alternatives is not required. This conclusion is bolstered by the EIR conclusion that all impacts to biological resources (including impacts to Yadon's piperia) can be mitigated to a less than significant level and adoption of an alternative is not required to lower significant impacts to a less than significant level.

No revisions to the draft EIR are necessary.

Comment 10-4

The commenter expresses concern about non-native invasive species in preserved areas, urges a priority for funding of management, and requests that independent native plant experts be included in the Resource Management Team overseeing resource management implementation.

As described in the Master RMP (Appendix C, see Chapter 3 of the Master RMP), which is part of Mitigation Measure BIO-A1, control of non-native invasive species is a major focus of mandatory resource management of all preservation areas. As described on Page 2-1 of the Master RMP, the Applicant is required to provide a written guarantee to fund all resource management actions in the SSRMPS relative to the real property proposed for development that will remain as PBC-owned property. The Applicant is required to provide all funding for implementation of the SSRMPs and the guarantee must include a mechanism to enable the County to collect on a lien in the event that the Company fails to meet its funding obligations.

Regarding the Resource Management Team (RMT), as described on page 2-7 of the Master RMP, the RMT will include the California Department of Fish and Game (DFG), California Coastal Commission (CCC), the U.S. Fish and Wildlife Service (USFWS), the Fire Protection arm of the Pebble Beach Community Services District (PBSCD/CDF), the Del Monte Forest Open Space Advisory Committee (OSAC), the Monterey County Planning Department (County), Del Monte Forest Foundation (DMFF),

and other agencies, organizations, and scientific experts as deemed necessary by Monterey County. All of these agencies are independent of the Applicant and DFG, CCC, and USFWS all have independent native plant experts. The County can also add other independent experts as deemed necessary.

No revisions to the draft EIR are necessary.

Comment 10-5

The commenter describes removal of Yadon's piperia along road edges in the forest as an example of inadequate management.

Comment noted. The comment does not concern the adequacy of the EIR. No revisions to the draft EIR are necessary.

It should be noted that the Master RMP (Appendix C of Volume II), which is part of the proposed project, includes measures for managing preservation areas to sustain the existing Yadon's piperia populations and reduce potential indirect effects of existing and proposed development. These measures include regular (seasonally) mowing in known locations of occupied piperia habitat; developing best management practices for golf course boundaries adjacent to occupied piperia habitat; developing a program of landowner, utility worker, and golf course personnel education; and conducting regular patrols.

Comment 10-6

The commenter urges additional mitigation for impacts to Monterey pine forest including areas at the Old Capitol and Aguajito sites.

As described in the DEIR beginning on page 3.3-91 of Volume I, the cumulative effects of the project on Monterey pine forest were analyzed using a quantitative scheme of supporting the preservation of 95% of the extant Monterey pine forest in the entire Monterey region. As concluded in the DEIR, the project would need to dedicate an additional 7 acres of Monterey pine forest in order to mitigate its cumulative contribution to a less than significant level. This additional dedication could be at the Old Capitol or Aguajito sites or at Del Monte Forest Area D.

In addition, the Applicant will also be preserving 99 acres of Monterey pine forest as a condition of a MOU between the Applicant and the USFWS, as described in Footnote 5 on Page 3.3-54:

> The applicant has also entered into a MOU with the USFWS to preserve another 99 acres of Monterey pine forest/Yadon's piperia habitat (83 acres at the Aguajito site in the County of Monterey and 16 acres at the Old Capitol site in the City of Monterey)…. As described in this Draft EIR, the County has determined that the proposed preservation included with the project in the Del Monte Forest, along with resource management, is adequate to reduce identified significant impacts to a less than significant level. Thus, the preservation of additional piperia habitat at the Old Capitol and Aguajito sites under the Applicant's MOU with the USFWS is considered in addition to that proposed or required to address significant impacts identified in this EIR.

No revisions to the draft EIR are necessary.

Comment 10-7

The comment supports the comments made by Robert Hale, which are included as Comment Letter 17 (Hale).

Comment noted. The comment does not concern the adequacy of the EIR. No revisions to the draft EIR are necessary.

Response to Comment Letter 11 (LandWatch)

Comment 11-1

The comment is an introduction that indicates LandWatch has reviewed the project, summarizes the proposed project, and identifies the Poppy Hills Golf course project that is removing 533 trees.

Comment noted. The comment does not concern the adequacy of the EIR. No revisions to the draft EIR are necessary.

Comment 11-2

The comment states that the DEIR should address the Poppy Hills Golf Course Project with the proposed project, at least as part of the cumulative impact analysis, because combined the two projects would require removal of over 7,000 trees and generate significant greenhouse gas emissions. The comment also states that a revised document should be recirculated.

As allowed by CEQA (Guidelines sec. 15130[a][4]) the cumulative analysis in the draft EIR is based on a general plan or projection approach, not a list approach identifying specific projects. As such, the analysis in the draft EIR did not specify projects, such as the Poppy Hills Golf Course renovation project. In response to this comment, cumulative impacts related to tree removal and biological resources, and generation of greenhouse gas (GHG) emissions, from the Poppy Hills Golf Course project and the proposed Pebble Beach Company (PBC) Project, are addressed below and in the draft EIR, based on information contained in the draft EIR for the proposed PBC project and the environmental documentation prepared for the Poppy Hills Golf Course project (Monterey County 2011, 2012).

The Poppy Hills Golf Course, which is owned by Poppy Holdings, Inc., and operated by the Northern California Golf Association, is located within Pebble Beach on either side of Lopez Road. The golf course property includes 80 acres of irrigated turf, 80 acres of forested area, and 6 .5 acres of facilities (e.g., club house, snack shack, parking). The Poppy Hills Golf Course project is a short-term construction project to renovate the irrigation and drainage system for greater efficiency. The project includes: removing the existing irrigation system in the turf area and replacing it with a new high water efficiency system; grading and sand-capping (placing 8 inches of sand over irrigated turf areas) to improve water conservation and drainage; and removing 14.6 acres of irrigated turf and replacing it with naturalized non-irrigated plantings. The project also includes interior remodeling of the clubhouse and construction a replacement snack bar. Upon completion, operation of the site will resume at the current level.

Both projects involve tree removal and grading. As indicated in Table 3.2-7 of Volume I, the grading associated with the proposed Pebble Beach Company (PBC) project would overlap with the renovation of the Poppy Hills Golf Course from March through May of 2013. Thus, there could be cumulative impacts with regard to tree removal/biological resources and construction-related traffic, emissions, noise, and effects on sensitive receptors. As discussed below, the potential for cumulative impacts when the projects are considered would be less than significant.

- Tree Removal and Biological Resources. Both the PBC project and the Poppy Hills Golf Course project include measures that mitigate project specific impacts and, additionally, contribute to the overall health, preservation and management of the forest in Pebble Beach.

The proposed PBC project includes the removal of up to 6,700 trees and 41 acres of Monterey pine forest and the preservation of over 112,000 trees, primarily Monterey pine trees, in 598 acres of forest preservation. (Refer to Table, Figure 2-31, and Table 3.3-9 in Volume I). PBC Mitigation Measure BIO-A-1 requires the development and implementation of a site-specific resource management plan for the benefit of each preservation area, including an annual work plan and mitigation monitoring by the County. PBC Mitigation Measure BIO-A-2 requires the dedication of permanent conservation easements to the Del Monte Forest Foundation for all preservation sites and guarantee of full funding for implementation and monitoring of all resource management methods established in all agreements and MOUs. The PBC DEIR concludes that these measures will mitigate for the loss of previously disturbed environmentally sensitive habitat area (ESHA) or areas that are adjacent to existing development by ensuring the preservation of larger areas of intact ESHA, including Monterey pine forest. Similar analysis is provided concerning threatened and endangered species and mitigation is identified for all project impacts that would reduce impacts to a less than significant level.

The Poppy Hills Golf Course project includes the removal of 533 trees on approximately 2.5 acres and a replacement plan that includes: 1) planting a mix of Monterey pine, Coast live oak, and Gowen cypress on 4 acres previously occupied by irrigated turf, and 2) planting Monterey pine trees within approximately 3 acres of existing forested areas where regeneration is not occurring naturally. As indicated in the arborist report prepared for the Poppy Hills Golf Course project, the condition of the majority of the trees proposed for removal is poor, and the Monterey pine on the project site are in varying stages of decline due to age, structural weaknesses, insect infestations and pitch canker disease. Mitigation Measure No. 8 requires a long-term Forest Management Plan for the entire project site, which will improve the health of the forest over time. The Poppy Hills project contribution to any cumulative impact due to the removal of trees will be beneficial and less than significant.

The Initial Study for the Poppy Hills Golf Course project also analyzed the impacts of that project on sensitive plant and animal species (like the EIR for the PBC project). The only sensitive plant species identified on the site were Hooker's Manzanita, Monterey pine and Gowen cypress, of which only Monterey pine were in the area of disturbance. The project may also affect several nesting bird species due to tree removal, but no habitat for California red-legged frog was found in the project area. Mitigation is provided for protection of bird nests during construction. As noted above, the Poppy Hills project would result in an increase in forested acreages with restoration, which is expected to result in an increase of available habitat for sensitive plant and animal species. Thus, the Poppy Hills net project contribution to any cumulative impact to sensitive plant and animal species will be beneficial and less than significant.

Consideration of the Poppy Hills Golf Course project impacts in concert with the impacts identified for the PBC project does not identify any substantial new cumulative biological resource impacts.

- Air Quality (PM10 Emissions). The Monterey Bay Unified Air Pollution Control District (MBUAPCD) significance threshold for PM10 emissions is 82 pounds/day. The PBC project PM10 emissions with mitigation would exceed this threshold at various times during the anticipated construction schedule, with a maximum expected to occur during March 2014 (refer to Impact AQ-C1 and Tables 3.2-7 and 3.2-8 in Volume I). The Poppy Hills Golf Course project PM10 emissions with mitigation would be 20.27 pounds per day, which is below the MBUAPCD significance threshold (refer to pages 21-24 of the initial study, Monterey County 2011, 2012). During the time period when construction of the two projects would overlap, the total combined

mitigated PM10 emissions are projected to be 38.48 pounds per day, which is below the MBUAPCD significance threshold. Because of the planned construction phasing, the Poppy Hills project construction activity is not anticipated to overlap the time periods when the PBC PM10 emissions exceed the MBUAPCD PM10 threshold of significance. Therefore, the Poppy Hills project, when considered individually or combined with the PBC project, would not result in a considerable contribution to a cumulative impact from PM10 emissions.

- Sensitive Receptors. The air quality analysis for the Poppy Hills Golf Course project is based on the URBEMIS 2007 model which integrates EMFAC2007 diesel exhaust modeling. The nearest sensitive receptor to the project is at 300 feet. Elements of the PBC project that would be constructed concurrent with the Poppy Hills Golf Course renovation, including the relocation of the Pebble Beach Driving Range to Collins Field, are approximately 1 mile from the Poppy Hills project site. Construction of the Pebble Beach Driving Range would involve 64,300 cubic yards of grading on one 16.48 acre parcel over a three month period within 100 feet of the nearest sensitive receptor. The Poppy Hills project involves 120,000 cubic yards of intermittent and geographically dispersed grading on a 166.53 acre site over a 7 month period. Mitigation for both projects requires that diesel equipment and grading activities will be spread out over a longer time period and larger area than the driving range relocation. Diesel particulate matter represents a "localized" impact and so cannot be combined with diesel emissions from other portions of the Pebble Beach Company distant projects. The DEIR for the PBC project concludes that with the prescribed mitigations, there would be a less than significant impact to sensitive receptors. Therefore, the cumulative impact from diesel emissions would be less than significant.
- Greenhouse Gas Emissions/Climate Change. Mitigation measures identified for both projects (Mitigation Measure No. 2 for the Poppy Hills and Mitigation Measure CC-A1 for the PBC project) require best management practices to be included in the construction specifications to reduce construction-related GHG emissions to a less than significant level. For the Poppy Hills project, the majority of trees to be removed are in poor condition and approximately 16% are standing dead. They are located along the edges of the course where dead and hazardous trees are removed for safety reasons on an annual basis and would be likely candidates for removal in the foreseeable future. The planting of approximately 4 acres of new trees and the implementation of the Forest Management Plan (required by Mitigation Measure No. 8) will result in an increased number of acres of healthy forest that can sequester carbon. Therefore, the cumulative impact to construction greenhouse gas emissions will be less than significant. Also refer to response to Comment 21-3. The Poppy Hills Golf Course project does not include changes in operational emissions, and thus the combination of that project and the PBC project does not result in cumulative operational emissions beyond those of the PBC project. Page 3-2 of Volume I has been revised to clarify that the Poppy Hills Golf Course project has been considered. Additionally, the technical analyses contained within Chapter 3 have been revised as described above to address the cumulative effect of both projects. Please see Chapter 4 of this document for specific changes. The changes do not result in a new or substantially more severe impact than was disclosed in the EIR; therefore, recirculation is not required.

Comment 11-3

The commenter requests that consistency with the 2008 AQMP be analyzed using MBUAPCD's Consistency Procedure 4.0, which was revised in September2011, including the identification of approved and unconstructed projects.

The MBUAPCD changed its consistency procedures in September 2011 whereas the NOP for this EIR was released on April 8, 2011 before the new procedure was issued. As described on page 3.2-17 (Section 3.2 of Volume I), the County contacted MBUAPCD for a review of project consistency with the 2008 AQMP, and MBUACPD confirmed that the project is consistent on May 12, 2011 (Getchell, pers. comm.), using the new procedure (version 4.0). It should be noted that version 4.0 of the consistency procedure was presented to the MBUAPCD Advisory Committee on May 5, 2011, one week before the project was found to be consistent by the MBUAPCD on May 12, 2011. MBUAPCD's guidance for the new procedure (MBUAPCD 2011) specifically says use of the new procedure is not required and that jurisdictions are "free to use any other system they feel is most appropriate for their area". The County decided not to use the new procedure as the consistency determination had already been made by MBUAPCD prior to release of the new procedure. Finally, MBUAPCD in their comment letter on the DEIR had no comments on consistency with the 2008 AQMP, precisely because they had previously determined the project was consistent.

The MBUAPCD consistency analysis has been added to Appendix E. Please see Chapter 4 of this document.

Comment 11-4

The comment states that the Table 3.2-6 title identifies emissions as lbs/day, while the text indicates lbs/year.

Pages 3.2-18 and 3.2-19 with the Table 3.2-6 title have been revised to clarify that table values are in lbs/day. Please see Chapter 4 of this document for the specific changes.

Comment 11-5

The commenter requests documentation that the efficacy of Tier 3 diesel particulate filters (DPF) specified in Mitigation Measure AQ-D1 is an 85% reduction in PM10 emissions.

The California Air Resources Board's list of verified diesel emission control strategies indicates that Level 3 DPFs will achieve an 85% reduction in PM emissions (California Air Resources Board 2012). In addition, as discussed in response to Comment 5-14, the health risk assessment has been updated to reflect equipment activity, construction equipment location, and site-specific levels of emissions and the resultant health risks at all locations are now estimated to be less than that disclosed in the DEIR.

No revisions to the draft EIR are necessary.

Comment 11-6

The commenter supports the numerous mitigation measures identified for impacts to biological resources and urge they be project conditions.

Comment noted. The comment does not concern the adequacy of the EIR. No revisions to the draft EIR are necessary. Per CEQA Guidelines 15097, when a public agency approves a project, it must also adopt a program for monitoring the mitigation measures to ensure the mitigation measures and project revisions identified in the EIR are implemented. The County will adopt mitigation measures as conditions of approval.

Comment 11-7

The commenter states that the project would amend LUP Policy 113 and states that the analysis in the DEIR shows that the project would contribute to significant and unavoidable impacts on traffic and therefore that Policy 113 should be retained.

The project would not amend LUP Policy 113. The proposed LCP Amendment would amend Policy 113. As described on page 2-23 of the DEIR (Volume I), the LCP Amendment is not part of the project analyzed in the EIR and is being processed separately under the requirements of the Coastal Act.

Regarding Policy 113 in the current LUP, this is what it says regarding traffic:

> The Resource Constraint Area designation shall be removed only when water and sewer capacity sufficient to serve such development becomes available and that highway capacity and circulation solutions have been agreed upon and adopted.

The circulation section of the LUP identifies traffic concerns in regards to Highway 68, 17-Mile Drive, the DMF gates and internal DMF roads. The circulation section of the LUP does not concern regional roadways or County traffic conditions in general. The language noted above does not state the resource constraints designation should remain until highway capacity is provided, it states that capacity and circulation solutions "have been agreed upon and adopted". The DMF gate and DMF internal roadway solutions have been implemented. Regarding Highway 68, a solution has been agreed upon (the Highway 68 Widening Project), and has been adopted by TAMC, and is part of the Regional Impact Fee Program. As such, the LCP Amendment identifies that the standard in existing Policy 113 has been met.

Concerning the EIR analysis of traffic impacts, the EIR identifies that all project impacts to SR 68 can be mitigated to a less than significant level with full mitigation, but that, due to the fact that the project's fair share is but a portion of the needed funding to address existing or cumulative traffic impacts along SR 68, there will be a period in which traffic impacts will be significant and unavoidable until sufficient funds are generated to complete all the mitigation. Thus, the evidence in the EIR is consistent with the finding in the LCP amendment that solutions to local roadway issues around the DMF "have been agreed upon and adopted".

No revisions to the draft EIR are necessary.

Comment 11-8

The commenter supports the approach used for analyzing regional traffic impacts and the determination that certain traffic impacts are significant and unavoidable because, although the Applicant will contribute its fair share of regional impact fees, the mitigating transportation projects do not have sufficient funding in the foreseeable future.

Comment noted. The comment does not concern the adequacy of the EIR. No revisions to the draft EIR are necessary. Also refer to response to Comment 11-7.

Comment 11-9

The commenter describes the DEIR's analysis of water supply before and after 2016, notes that mitigation is not identified for water supply impacts, notes that the LCP Amendment exception language relative to the use of the Applicant's water entitlement is not described in the DEIR, and

asserts that the project does not have a long-term water supply and that the inconsistency between the DEIR's water supply impact analysis and the statement on Page 2-36 should be addressed.

As described on Pages 3.12-31 and 3.12-32 in the DEIR (Volume I), mitigation is not proposed for water supply impacts because imposing any mitigation for use of the Applicant's water entitlement would be unconstitutional. The Applicant's financing of the recycled water project has resulted in a reduction in water use that will remain a net reduction in water use even if all of the water entitlement is ultimately used. The issuance of the water entitlements is directly tied to the Applicant's financing of the recycled water project. Thus, to impose additional mitigation would be to require mitigation that is disproportionate to the Applicant's impact.

The comment is incorrect that the specific LCP Amendment language is not provided in the DEIR. The entire LCP Amendment is included in Appendix D in the DEIR (Volume II). The LCP Amendment discusses the water entitlement on Page 38, Pages 47-48, and in Policy 111 on Page 49. Proposed Policy 111 specifically provides for an exception to the requirement for no net increase in water demand from Cal-Am for use of the Applicant's water entitlement. The reason for this exception is that the Applicant's financing of the recycled water project has resulted in the prior reduction of potable water use for golf course use in the Del Monte Forest.

There is no inconsistency between the statement on page 2-36 and the water supply analysis in Section 3.12. The intention of the statement on page 2-36, which was describing the LCP Amendment, was to refer to "adequate water entitlement." This has been revised in the FEIR. Please see Chapter 4 of this document for the specific changes.

Comment 11-10

The comment states that the source of the 2005 and 2020 emissions inventory is not provided in the DEIR or Air Quality and Climate change appendix, and that the 2009 AMBAG update indicates a 2005 emission inventory of 1.3 million MT CO_2e and that updated 2020 forecasts are not available.

The DEIR used the greenhouse gas inventory in the Draft Inventory report prepared by AMBAG (AMBAG 2010a), which estimated 2005 emissions as 1.713 million MT CO_2e and forecasted 2020 emissions as 1.907 million MT CO_2e. AMBAG subsequently produced a final inventory report (AMBAG 2010b) that changed the estimated emissions for 2005 to 1.648 million MT CO_2e and the forecasted emissions for 2020 to 1.831 million MT CO_2e. Subsequent to the preparation of the final report, AMBAG released a 2009 inventory for the County, within which was contained an "adjusted "2005 inventory as 1.304 million MT CO_2e. The "adjusted" 2005 inventory excluded emissions from highway travel and direct access electricity that was included in the final 2005 inventory report; these emissions were excluded for the 2009 inventory report because the 2009 inventory did not include these sectors and thus the inventory wanted to make an "apples to apples" comparison of 2005 and 2009. While the 2009 inventory update presented an "adjusted" estimate, this was only for the purposes of comparison and the final 2005 inventory report is the latest estimate of 2005 emissions. The 2009 report did not include a revised 2020 forecast.

In order to use the most current data available, the EIR has been updated to indicate the final 2005 inventory and 2020 forecast in the final AMBAG report (AMBAG 2010b). By examining the final 2005 inventory (1.648 million MT CO_2e) and 2020 forecast (1.831 million MT CO_2e), and the County's goal of reducing emissions by 15% below 2005 levels, the County will need to reduce its emissions by 24% (23.5% rounded up) below estimated Business as Usual conditions (BAU).

The EIR significance threshold and Mitigation Measure CC-A2-2 are unchanged as the DEIR used 24% and the revised inventory numbers lead to an estimate of 24% as well. As part of developing its climate action plan, the County will be examining new forecasts for 2020 and expects that forecasts may be less robust than what was included in the AMBAG 2020 forecast due to the long effect of the recent recession on long-term growth. At this time, the use of the AMBAG growth assumptions noted above is considered appropriate.

The change in the County inventory estimates does not change the severity of the project's greenhouse gas emissions impact, because the DEIR disclosed a significant impact and identified that mitigation could reduce the impact to a less than significant level with a proportional reduction to that which the county has committed to do overall, and because these conclusions are unchanged for the FEIR. Further, the DEIR analyzed a feasible hypothetical set of specific reduction measures that could be applied to the project to meet the performance standard and these measures would reduce project emissions by approximately 24%, which is the mitigation performance standard (several technical updates were made to the mitigation estimate – see Chapter 4 for revisions). As a result, there is no need for recirculation of the climate change analysis because no new significant impacts or substantially more severe impacts have been identified.

The revisions regarding the inventory are included in revisions to Section 3.12, Climate Change (Volume I) and Revisions to Appendix E (Volume II). Please see Chapter 4 of this document for the specific changes.

Comment 11-11

The commenter states the DEIR does not address consistency between project level emissions and the 2020 forecast of 1.91million MT $C0_2e$, and if the emissions presented in the DEIR are in excess of the 2020 Monterey County forecast, they would have an unavoidable and significant cumulative impact on climate change.

As indicated in the Approach to Developing Significance Criteria section (Section 3.4 of Volume I), the threshold used to evaluate the project's contribution to climate change impacts is tied to the County's reduction target, which is to reduce GHG emissions by 15% below 2005 levels by 2020. Based on the updated GHG inventory for Monterey County for 2005 of 1.648 million MT CO_2e (see response to Comment 11-10 above), the corresponding target for 2020 would be 1.401 million MT CO_2e. When compared to the updated forecast 2020 BAU emissions of 1.831 million MT CO_2e (see response to Comment 11-10 above), the County will need to reduce 2020 BAU emissions by 430,000 MT CO_2e, which is a reduction of 24% (23.5% rounded up), to meet the target.

As noted above, the change in the County inventory estimates does not change the severity of the project's greenhouse gas emissions impact, and there is no need for recirculation of the climate change analysis as no new significant impacts nor substantially more severe impacts have been identified.

Regarding the question as to whether project emissions would result in County emissions overall that would exceed the 2020 forecast for Monterey County, the answer is no. Project annual emissions (see revisions in Chapter 4 of this document) for Option 1 would be 5,187 MT CO_2e/year (excluding one-time emissions associated with tree removal), which represents a small fraction of 2020 emissions (BAU forecast of 1.831 million MT CO_2e). Actual County overall 2020 GHG emissions would depend on changes in emissions and growth between now and 2020 but the project, as

mitigated, would not cause the County to exceed its 2020 target because the project is being required to lower its emissions by the same reduction target for emissions of the County overall.

The EIR has used a significance and mitigation framework to ensure that the project would reduce its emissions on a proportional basis to that which the County would need to reduce overall. As discussed in the EIR, greenhouse gas emissions are a cumulative issue as opposed to a specific project impact issue. With the mitigation in the EIR, the project will be required to mitigate its cumulative contribution to greenhouse gas emissions to a less than considerable (less than significant) level.

Refer to revisions to Appendix E of Volume II (see Chapter 4 of this document for the specific changes) for updates on the GHG inventory estimates and the relevant mitigation performance standard.

Comment 11-12

The comment states that the BAAQMD's adopted climate change thresholds should be used to evaluate the project's climate change impacts because neither the County of Monterey nor MBUAPCD have established thresholds of significance nor has the County identified an approach pursuant to the CEQA Guidelines.

As indicated in the Approach to Developing Significance Criteria (Section 3.4 in Volume I of the DEIR), the determination of significance of GHG emissions is up to the lead agency, provided the thresholds are supported by substantial evidence. In this same Section, the County identifies the threshold of significance and provides substantial evidence for the applicability and appropriateness of the threshold used to evaluate climate change impacts associated with the project.

No revisions to the draft EIR are necessary.

Comment 11-13

The comment states that the project may have a significant and unavoidable cumulative impact on climate change if the BAAQMD's threshold of significant for land use projects is used.

Please see response to Comment 11-12.

Comment 11-14

The comment states that the use of a 100-year average for stock removal listed in Table 3.4-8 should be justified, since development would occur at a much more rapid rate. The comment also says that emissions estimate for chipping vs. burning should be provided.

The DEIR discloses the total amount of emissions associated with tree removal due to loss of carbon stock (4,605 MT CO_2e in Table 3.4-8) and due to loss of annual sequestration (216 MT CO_2e per year in Table 3.4-8). The carbon stock loss was annualized to allow the addition of the stock removal emissions on an annual basis to the loss of carbon sequestration emissions and other project annual emissions. As noted in the note to Table 3.4-9 (Section 3.4 of Volume I), the 100-year averaging was derived from methodology from the Climate Action Reserve's Forest Project Protocol. The Protocol requires baseline modeling of carbon stock changes for 100 years and then compares to that baseline to determine credit for offset projects. The DEIR used the same concept in assessing the

changes in baseline carbon stock and sequestration by identifying the amount of carbon stock lost over 100 years, then annualizing that amount to add to the sequestration loss and other emissions.

The mitigation in the DEIR required mitigation of 26% (corrected to 24%; see revisions in Chapter 4 of this document) of the overall GHG emissions, including those related to tree removal. The commenter is correct that the emissions associated with tree removal will happen much sooner than 100 years. In order to ensure that mitigation for the one-time carbon emissions that would occur with tree removal happens close to the point of tree removal, Mitigation Measure CC-A2-A (in Section 3.4 of Volume I) has been revised to require mitigation for 24% of stock removal one-time carbon losses to occur no later than two years after tree removal. Given this timeframe, it is probable that the Applicant will have to purchase carbon offsets. There are available carbon offsets for the forestry sector, for example, that have been validated using the Forest Projects Protocol issued by CARB, so this mitigation is feasible. The Applicant can use offsets from other sources (it need not be forestry offsets) as long as they are validated per a proposal determined acceptable by the County.

Regarding the emissions from chipping versus burning, burning would result in faster release of carbon dioxide to the atmosphere, but chipping also results in release of carbon dioxide to the atmosphere in a matter of months to a year or two, so the long-term effect is the same. The EIR assumes that all of the carbon in removed trees is released in the atmosphere and thus represents an emission. Since that release would happen with a year or two either way, there is no need to calculate the different emissions for chipping versus burning. No changes to the EIR are required to address this point.

Comment 11-15

The commenter asserts that Policy 113 would limit development on the proposed preservation areas, and thus that it will not be possible to validate greenhouse gas offset values for the preserved areas.

As described in Section 3.12, Water Supply, of the draft EIR (Volume I) and in the LUP Amendment (Appendix D in Volume II), there is water available through the Applicant's Water Entitlement that could be used to support development on the proposed preservation areas. As described in Section3.10, Public Services and Utilities (Volume I), there is adequate sewer and wastewater treatment capacity to support further development in the DMF. As described in response to comments above, circulation solutions have been developed and adopted for roadways relevant to the DMF. As such, Policy 113 in the current LUP would not necessarily be a constraint to development of areas allowed for development in the current LUP.

As noted in the DEIR, if the Applicant cannot validate the greenhouse gas offset value for the preservation areas, then they will be required to provide for greenhouse gas emission reductions as described in Mitigation Measure CC-A2-A.

No revisions to the draft EIR are necessary.

Comment 11-16

The commenter states that the methodology used to assess climate change impacts is different in this EIR compared to the CEQA document for the Poppy Hills Golf Course project and requests the discrepancy be addressed.

While there are differences in how the two documents analyzed climate change impacts, this does not mean that either of the analyses is inadequate. Further, the commenter provides no evaluation of why or whether the methods used in the two documents are or are not adequate and appropriate. As such, this comment does not identify any inadequacy in either CEQA document, only that the two documents used different methods. It should be noted that neither Monterey County nor MBUAPCD have adopted set significance thresholds for evaluation of GHG emissions under CEQA and there are no adopted state thresholds either.

The EIR for this project analyzed greenhouse gas emissions and associated climate change impacts in Section 3.4, Climate Change (Volume I) and quantified greenhouse gas emissions from construction and operations, including impacts from tree removal on carbon stocks and sequestration. This EIR used a significance threshold tied to the County's overall GHG reduction target, disclosed that a significant impact would occur, and required mitigation to reduce emissions below the significance threshold. This approach meets CEQA requirements.

The IS/MND for the Poppy Hills Golf Course project disclosed GHG emissions from construction and required mitigation measures to minimize these one-time emissions by use of feasible best management practices (similar to Mitigation Measure CC-A1 in Section 3.4 of Volume I of this EIR). Regarding operational emissions, the Poppy Hills project would not result in increased emissions primarily because it would not increase golf use or activities. The project would lower GHG emissions associated with water pumping as it would reduce water use. While the project would remove existing trees, it would plant more trees than it removes such that in time the new trees will more than offset the lost carbon sequestration and stock initially lost from tree removal during construction. Given that the Poppy Hills project would not result in any long-term increase in GHG emissions, there was no need for a formal comparison of the long-term GHG emissions to a significance threshold.

The Pebble Beach Company's project would result in an increase in long-term operational emissions and thus comparison to a quantitative threshold was determined to be appropriate by the County. Although there are no adopted GHG thresholds in the County or by the MBUAPCD, the County has determined that consistency with the County's GHG reduction target of 15% below 2005 levels (corresponding to a 24% reduction of Business as Usual conditions) was an appropriate significance threshold.

Thus, the two different approaches are each appropriate to the projects being analyzed, and a difference in approaches does not indicate any inadequacy in either CEQA document.

No revisions to the draft EIR are necessary.

Comment 11-17

The comment states information identified in the draft EIR, including 1) proposed residential development would have greatest impacts on biological resources including removal of up to 4,605 Monterey pines, and 2) three clustered development and three reduced development alternatives are evaluated.

Comment noted. The comment does not concern the adequacy of the EIR. No revisions to the draft EIR are necessary.

Comment 11-18

The commenter asks for clarification about the areas of effect on Monterey pine forest and Yadon's piperia for Alternative 1C.

The commenter is correct that the text states that Alternative 1C would have reduced overall (direct + indirect) impacts to the Monterey pine forest (-3.49 acres) and Yadon's piperia (-3.30 acres) compared to the proposed project. There was a typo in Table 5-6 (Chapter 5 of Volume I) concerning Alternative 1C indirect impacts. The table correctly shows the indirect impacts of Alternative 1C would be 5.40 acres but then showed the comparative impact as (-2.85 acres) when it should have showed as (+2.85 acres) to reflect that indirect impacts would occur in a larger area than the proposed project. The net effect of 6.15 acres less direct impact and 2.85 more indirect acres of impact is 3.3 acres less overall impact.

It may seem counterintuitive that indirect impacts would be greater with Alternative 1C than the proposed project. However, this alternative would have the same amount of market-rate lots as the proposed project but they could be clustered at certain sites, such that the overall intensity of development within the Del Monte Forest as a whole would be the same as the proposed project, but would be more concentrated at the clustered sites. The convention used in this EIR to identify the area of probable indirect effects was to count all the adjacent area not directly removed by the project within each development area as an indirect effect area. Thus, if you concentrate development at a site to avoid Yadon's piperia at another site, you will reduce the direct effect area overall by avoiding certain sites, but the intensity of development will be increased at the more concentrated sites. Because there is more concentrated development at the clustered sites, their indirect impacts on adjacent undeveloped areas could increase. Precisely estimating indirect effect areas is difficult given that indirect effects such as runoff or the spread of non-native plants do not occur uniformly in adjacent areas, but the approach in the EIR is considered a reasonable method to allow reasonable estimates of impact and comparisons of alternatives.

Table 5-6 on Page 36 of Volume I has been revised to correct the typographical error concerning Alternative 1C. Please see Chapter 4 of this document for the specific changes.

Comment 11-19

The comment states that Alternatives 2A-2C would include fewer residential and inclusionary housing units and specifies how much each alternative would reduce impacts to Monterey pine forest and Yadon's piperia.

Comment noted. The comment does not concern the adequacy of the EIR. No revisions to the draft EIR are necessary.

Comment 11-20

The comment indicates a discrepancy in the alternatives analysis where it is stated that the environmentally superior alternative is "Alternative 2C (Clustered Development Alternative C)" yet the clustered development alternatives are 1A-1C.

This is a typographical error. The text has been revised on Page 3-35 of Volume I to clarify that the environmentally superior alternative, other than No Action Alternative, is "Alternative 2C (Reduced Development Alternative C)". Please see Chapter 4 of this document for the specific changes.

Comment 11-21

The commenter requests quantification of the GHG emissions for each of the residential alternatives in light of the fact that alternatives with lesser tree removal would have lower GHG emissions than the proposed project.

The impact on GHG emissions for each of the residential alternatives (Alternative 1 and 2, including their variants) were quantified and added to Chapter 5, Project Alternatives. Alternative 1 would have less GHG emissions than the proposed project due to less tree removal. Alternative 2 would have less GHG emissions than the proposed project due to less tree removal and less residential development. Please see Chapter 4 of this document for the specific changes.

Comment 11-22

The commenter states that the roundabout alternative would address a significant impact because it would reduce GHG and ozone precursor emissions compared to the proposed SR 68/SR 1/17-mile interchange improvement in the proposed project.

The DEIR concludes that the roundabout alternative would not avoid any significant unavoidable impacts of the proposed project. The text on Pages 5-6 (Table 5-1) and on Page 5-26 has been revised to clarify this. Please see Chapter 4 of this document for the specific changes.

The commenter is correct that a roundabout would have lower ozone precursor emissions than the Phase 1B improvement included in the proposed project. The air quality discussion on Page 5-28 (in Chapter 5 of Volume I) has been revised to note that the roundabout would result in less operational ozone precursors due to shorter vehicle queues than the proposed project. However, the proposed project would not result in a significant impact related to operational air quality related to vehicle traffic, so this alternative would not avoid a significant impact of the proposed project relative to air quality.

The commenter is correct that a roundabout would have lower GHG emissions than the Phase 1B improvement included in the proposed project. This was described in the DEIR on Page 5-29 (in Chapter 5 of Volume I). The proposed project would result in significant GHG emissions before mitigation. The differences in GHG emissions between a roundabout and the Phase 1B interchange were estimated based on the changes in vehicle delay and idling emission factors. Alternative 5 was found to result in up to 249 MT less GHG emissions per year than the proposed project. As described in the revisions to Section 3.4, Climate Change (see Chapter 4 of this document), the proposed project (Option 1) overall would result in 5,187 MT of GHG emissions per year (exclusive of one-time stock loss). With the Alternative 5 (roundabout) reductions noted above, emissions would be lowered to 4,938 MT of GHG emissions per year, a reduction of 4.5%. Using the revised impact analysis in the EIR, the project (Option 1) would need to reduce emissions by 24% to 3,942 MT CO_2e per year. Thus, the roundabout alone would not reduce this impact to a less than significant level without the need for additional mitigation as identified in Mitigation Measures CC-A1 and CC-A2 (in Section 3.4 of Volume I).

The discussion of Alternative 5 in the DEIR (in Chapter 5 of Volume I) has been revised to include the information noted above. Please see Chapter 4 of this document for the specific changes.

Comment 11-23

The comment states that existing comparative studies of signalized intersections versus roundabout intersections indicated substantial reductions in vehicle emissions and explains the reasons based on the studies referenced.

Comment noted. As noted in the response to Comment 11-22, the roundabout alternative would have lower criteria pollutant and greenhouse gas emissions compared to the proposed signalized intersection. However, the project would not result in significant criteria pollutant emissions and the lowered greenhouse gas emissions of the roundabout compared to the proposed project would not eliminate the need for mitigation to reduce emission below the significance threshold.

The comment does not concern the adequacy of the EIR. No revisions to the draft EIR are necessary.

Comment 11-24

The comment states that the draft EIR reports that the roundabout alternative improves the level of service and results in less vehicle queues compared to signalizing the intersection.

The comment is correct. The comment does not concern the adequacy of the EIR. No revisions to the draft EIR are necessary.

Comment 11-25

The comment states that roundabouts have resulted in a 90 percent reduction in fatal and incapacitating accidents compared to signalized intersections, and perform more favorably in terms of improved safety, increased capacity, reduced overall delay and improved aesthetics because of the specific design and traffic control features of roundabouts.

The comment is correct. The comment does not concern the adequacy of the EIR. No revisions to the draft EIR are necessary.

Response to Comment Letter 12 (LWV-1)

Comment 12-1

The comment states that while the Pebble Beach Company is the applicant for both the proposed project and the Poppy Hills Golf Course project, they are being processed separately with two different environmental documents.

The Pebble Beach Company is the applicant for the proposed project but not the Poppy Hills Golf Course project, as the commenter recognized in their second comment letter (Comment Letter 21).

The comment does not concern the adequacy of the EIR. No revisions to the draft EIR are necessary.

Comment 12-2

The comment states that because the proposed project and Poppy Hills Golf Course project are evaluated in two separate documents, the totality of environmental impacts of both projects is not evaluated. The commenter specifically mentions the impacts of tree removal and construction emissions.

Refer to response to Comment 11-2.

Comment 12-3

The commenter states that the methodology used to assess climate change impacts is different in this EIR for the Pebble Beach Company Project compared to the CEQA document for the Poppy Hill Golf Course project and requests the discrepancy be addressed.

Refer to response to Comment 11-16.

Comment 12-4

The comment states that neither environmental document includes the impacts of both projects in the cumulative analysis.

Refer to response to Comment 11-2.

Comment 12-5

The commenter requests that the projects be considered together and that one environmental impact report be prepared for all activities currently proposed by the Pebble Beach Company, and that the revised document should be circulated for public review and comment.

Refer to response to Comment 11-2.

Response to Comment Letter 13 (MPFW-1)

Comment 13-1

The commenter expresses concern about the proximity of a proposed hotel or residential development in Area M next to sensitive dune and Monterey pine forest habitat, and recommends permanent barrier fencing around the development, use of pedestrian boardwalks, and educational panels.

The commenter's suggestions are already required by mitigation in the DEIR. The DEIR describes direct and indirect impacts to the coastal dune habitat near Area M under Impact BIO-B2 starting on Page 3.3-49 of Volume I. Mitigation Measure BIO-B2 describes the required resource management to protect and enhance the Signal Hill dune area. As noted on Page 3.3-50, permanent physical barriers will be required as necessary to prevent encroachment and signage will identify dune habitat and indicate that pedestrian traffic within such areas is not permissible. Further detail is described in the Master RMP (Appendix C, Page 5-4, lines 24-29, of Volume II), which is mandated by Mitigation Measure BIO-B2:

> Permanent physical barriers shall be constructed between the edge of the proposed Area M Spyglass Hill Hotel or Area M residential areas and all portions of the Dune ESHA to prevent all direct access. Permanent physical barriers shall also be constructed along the edge of the "Green Trail" and other portions of the Dune ESHA as necessary to prevent pedestrians from use or creation of informal trails in the remnant dune area. The barriers shall be a minimum of 42 inches high, and shall be constructed in a manner that discourages pedestrians from crossing the barrier.

No changes to the draft EIR are necessary.

Comment 13-2

The comment states concern about the proposed residential subdivision in Area L having negative environmental impacts on the wet meadow habitat that supports Hickman's cinquefoil in Indian Village due to changes in surface runoff or subsurface groundwater flow. MPFW recommends elimination of residential development in the area.

The impacts to biological resources in Area L are addressed in Section 3.3 of Volume I, specifically under Impact BIO-D6 (Project development in Area L could result in indirect effects on one occurrence of Hickman's potentilla). The impact would be reduced to a less than significant level by implementing Mitigation Measure BIO-D6, which requires drainage design to avoid hydrologic effects, management of recreational access, and management of non-native species, and other measures. The DEIR concludes that implementation of this measure would reduce impacts to a less than significant level. Hydrological impacts are also addressed in Section 3.7 of Volume I, specifically under Impact HYD-A1 (The proposed project would result in the alteration of surface drainage patterns…) and Mitigation measure HYD-A1 (Ensure on-site detention of stormwater runoff at development sites…).

The DEIR evaluated two alternatives (Alternatives 1B and 2B) that would eliminate residential lots in Areas K and L (refer to Chapter 5 in Volume I) as the commenter suggests

Also refer to response to Comment 10-3.

No revisions to the draft EIR are necessary.

Comment 13-3

The comment states concerns about the proposed residential subdivision in the Corporation Yard creating a development zone surrounded by protected lands of the SFB Morse Reserve and Huckleberry Hill Natural Habitat Area. MPFW recommends no development in this area and the area be restored to Monterey pine forest habitat.

The potential impacts of the proposed residential lots in the Corporation Yard have been fully disclosed in Chapter 3 of Volume I. The proposed residential lots would be situated on an area previously disturbed for a former quarry and current Corporation Yard functions and on an area adjacent to existing Corporation Yard uses that would remain in use. The project includes a 1.45-acre open space area, that could be used for passive recreation but would not include formal recreation structures, north of the proposed residential lot; and includes a 6.96-acre preservation area, located north of the open space and adjacent to the Huckleberry Hill Natural Habitat Area (HHNHA). Refer to Figure 2-27 in Volume I. The County considers the proposed residential lot subdivision, open space, and preservation areas to be an appropriate transition from existing Corporation Yard uses to the HHNHA.

In addition, the analysis of biological impacts in Section 3.3, Biological Resources, examines the indirect effects of development of the Corporation Yard area and the increased use of the adjacent HHNHA due to such development. The EIR includes mitigation to reduce the indirect effects of light and glare on the adjacent HHNHA, to address potential impacts of additional trail use on biological resources in the HNHNA, and to address impacts related to non-native invasive plants in preservation areas (see the Master RMP in Appendix C).

No revisions to the draft EIR are necessary.

Comment 13-4

The commenter asks whether environmental protections included for the proposed project also apply to non-Pebble Beach Company holdings like Poppy Hills and the Monterey Peninsula Country Club in the future.

The EIR analyzes the Applicant's proposed development and preservation areas. Under CEQA, required mitigations must be related to the impacts of the proposed project. All mitigation in the DEIR would be located on either the Applicant's property included in the proposed project, or in certain specified adjacent areas (such as the HHNHA or Indian Village) to address indirect impacts of proposed development. Thus, the environmental protections included in the proposed project or included as mitigation do not apply to non-PBC owned areas like Poppy Hills or Monterey Peninsula Country Club.

No changes to the draft EIR are necessary.

Comment 13-5

The commenter suggests control of non-native invasive plants be a condition of approval.

The Master RMP, required by Mitigation Measure BIO-A1 and other mitigation measures, includes control of non-native invasive plants for all proposed preservation areas as described in Appendix C, Chapter 3 (Volume II). Implementation of the Site-Specific RMPs, in accordance with the Master RMP, is a proposed condition of approval.

No changes to the draft EIR are necessary.

Comment 13-6

The commenter suggests maintenance of special habitat areas as a condition of approval.

The Master RMP, required by Mitigation Measure BIO-A1 and other mitigation measures, includes preservation and enhancement for all proposed preservation areas including for Monterey pine forest, maritime chaparral, coastal dunes, wetlands and other sensitive habitats as described in Appendix C, Chapter 3 (Volume II). Implementation of the Site-Specific RMPs in accordance with the Master RMP is required by Mitigation Measure BIO-A1.

No changes to the draft EIR are necessary.

Comment 13-7

The commenter suggests preservation and enhancement of special status plant and wildlife species as a condition of approval.

The Master RMP, required by Mitigation Measure BIO-A1 and other mitigation measures, includes preservation and enhancement for all proposed preservation areas including for special status plant and wildlife species as described in Appendix C, Chapter 4 (Volume II). Implementation of the Site-Specific RMPs in accordance with the Master RMP, is required by Mitigation Measure BIO-A1.

No changes to the draft EIR are necessary.

Comment 13-8

The commenter suggests preservation of the "ecological staircase" habitats described by Jones & Stokes in 1994 should be considered when selecting construction sites.

The "ecological staircase" concept is also referred to as the geomorphic surfaces approach to characterizing different parts of the Monterey pine forest. In the mid-1990's, Jones & Stokes characterized Monterey pine forest at Monterey using geomorphic surfaces as a summary of key features concerning forest qualities. The different geomorphic surfaces were associated with soils, elevation, and relationships to the coast that result in the occurrence of varied canopy and understory structures and species composition in the Monterey pine forest (Jones & Stokes 1994a, 1994b). A classification of Monterey pine forest into forest subtypes was developed wherein the canopy and understory vegetation were characterized as they vary with the different soils found on different geomorphic surfaces. This classification was then used as part of development of a conservation strategy for Monterey pine forest prepared for the CDFG (Jones & Stokes 1996).

The proposed project will preserve substantial areas that contain all of the different habitats described by Jones & Stokes as part of the "ecological staircase" conceptual approach. These are the preservation areas included in the proposed project for each of the different geomorphic surfaces characterized by Jones & Stokes in the prior studies: Youngest Dunes (preservation of Signal Hill Dune); Middle-aged dunes (preservation in Areas B and C); Oldest dunes (preservation of the Signal Hill Dune and in Areas B, K, and L); Marine Terrace 1 (project would not remove intact Monterey pine forest on this surface and no preservation areas); Marine Terrace 2 (project would not remove intact Monterey pine forest on this surface and no preservation areas); Marine Terrace 3 (preservation in Area MNOUV and part of Area K); Marine Terrace 4 (preservation in Area I-1);

Marine Terrace 5 (preservation in Area F-3, H, and PQR); Undetermined Marine Terrace (preservation adjacent to the Corporation Yard); Marine Terrace 6 (preservation in Areas G and PQR); Drainages – coastal (drainages in Preservation Areas B, H, I-1, J, K, L, and PQR); Pre-Quartenary Shale (Preservation Area PQR); and Pre-Quartenary Granitic (preservation in Areas F-3, G, H, I-1,O, PQR, and adjacent to the Corporation Yard).

No changes to the draft EIR are necessary.

Comment 13-9

The commenter suggests preservation of forest edges and ecotone areas to allow habitat changes over time.

The 635 acres of preservation included in the proposed project preserves forest edge in the preserve areas as well as many ecotone areas. For example, preservation of the Signal Hill Dunes Area and the adjacent forested Areas of Area MNOUV preserve the dunes-forest ecotone.

No changes to the draft EIR are necessary.

Comment 13-10

The commenter recommends baseline biological surveys of all preservation sites and of special status plants and animals to allow proper project monitoring.

As described in Appendix F of Volume II, there have been extensive biological surveys in all preservation areas that provide sufficient characterization of extant biological resources in these areas. As described in the Master RMP in Appendix C of Volume II, implementation of the site-specific RMPs will require periodic monitoring of the preservation areas to ensure that present biological resources are being properly maintained for the future.

No changes to the draft EIR are necessary.

Comment 13-11

The commenter supports the 4:1 planting mitigation ratio used for prior Pebble Beach Company projects for significant plant species, including Monterey pine and coast live oak trees, and supports propagation of replacement trees from local seed and monitoring for survival.

The comment is noted. There was never a 4:1 planting mitigation ratio adopted for any prior PBC projects. The California Department of Fish and Game had, at one point during review of the Del Monte Forest Preservation and Development Plan (DMF/PDP), recommended a 4:1 preservation mitigation ratio for Monterey pine forest that may be what the commenter is referencing.

This project proposes a preservation mitigation ratio for Monterey pine forest of approximately 7:1 (597 acres of Monterey pine forest habitat preserved compared to a total of 86 acres of directly or indirectly affected Monterey pine forest habitat, see Table 3.3-6 in the DEIR), so the preservation mitigation ratio for the current project greatly exceeds the ratio previously recommended by CDFG for the prior project.

In the event that the commenter did in fact mean a 4:1 planting mitigation ratio, the actual replacement planting mitigation ratio for the prior DMF/PDP project was 1:1, not 4:1 (see Mitigation Measure BIO-I1-1 in the DEIR for the DMF/PDP, Monterey County, 2004). However, the previous

proposals for development would have resulted in far greater removal of Monterey pine forest (and other trees) with smaller areas of applicant-proposed preservation. The current project has lowered the amount of tree removal/Monterey pine forest removal and increased the areas of proposed preservation. As discussed in Section 3.3, Biological Resources (Volume I), the preservation of large areas of intact high-value Monterey pine forest and management of these preserved areas through specified RMPs (including additional forest preservation required to address cumulative impacts) is considered sufficient mitigation to reduce overall impacts to the Monterey pine forest as a whole to a less than significant level without mandating tree replacement. Tree replanting within forested areas can be used as a management and enhancement tool in the SSRMPs, but is not mandated to provide a specific replacement ratio. Replanting of additional trees within healthy forests, can result in adverse effects on biological resources by promoting overcrowding and unnatural shading of understory plants and shrubs, and thus should only be done where necessary to promote overall forest health. It should also be noted that Mitigation Measure BIO-D2 requires the applicant to restore 1.6 acre of Gowen Cypress/Bishop pine habitat at the Huckleberry Hill Natural habitat Area, which will involve extensive new plantings.

No changes to the draft EIR are necessary.

Comment 13-12

The commenter suggests the addition of the Aguajito area as additional mitigation.

As described in the DEIR beginning on pages 3.3-91 (Volume I), the cumulative effects of the project on Monterey pine forest were analyzed using a quantitative scheme of supporting the preservation of 95% of the extant Monterey pine forest in the entire Monterey region. As concluded in the DEIR, the project would need to dedicate an additional 7 acres of Monterey pine forest in order to mitigate its cumulative contribution to a less than significant level (per Mitigation Measure BIO-B1(C). This additional dedication could be at the Old Capitol or Aguajito sites or at Del Monte Forest Area D.

In addition, the Applicant will also be preserving 99 acres of Monterey pine forest as a condition of a MOU between the Applicant and the USFWS, as described in Footnote 5 on Page 3.3-54:

> The applicant has also entered into a MOU with the USFWS to preserve another 99 acres of Monterey pine forest/Yadon's piperia habitat (83 acres at the Aguajito site in the County of Monterey and 16 acres at the Old Capitol site in the City of Monterey)…. As described in this Draft EIR, the County has determined that the proposed preservation included with the project in the Del Monte Forest, along with resource management, is adequate to reduce identified significant impacts to a less than significant level. Thus, the preservation of additional piperia habitat at the Old Capitol and Aguajito sites under the Applicant's MOU with the USFWS is considered in addition to that proposed or required to address significant impacts identified in this EIR.

No changes to the draft EIR are necessary.

Response to Comment Letter 14 (MPFW-2)

Comment 14-1

The comment is an introduction stating that MPFW appreciates the years of negotiation (2007-2009) between the Coastal Commission and Pebble Beach Company. It has resulted in major improvements to a complicated project that began in the 1970s when the proposed development included thousands of units, no preservation and a golf course. The smaller project removed major ESHA and other environmental concerns.

Comment noted. The comment does not concern the adequacy of the EIR. No revisions to the draft EIR are necessary.

Comment 14-2

The comment states the MPFW recommendation for a long-term comprehensive eradication program addressing non-native invasive plants.

Refer to response to Comment 13-5.

Comment 14-3

The comment states the MPFW recommendation for preservation of special natural plant communities including Maritime Chaparral, Coastal Prairie, Dunes, and wetlands as a condition of approval.

Refer to response to Comment 13-6.

Comment 14-4

The comment states that there are many special status plants and special status wildlife species that require serious permanent protection.

Refer to response to Comment 13-7.

Comment 14-5

The comment states the MPFW recommendation for the preservation of unique ecological staircase habitats (noted by Jones & Stokes 1994 report) when considering the location of construction sites.

Refer to response to Comment 13-8.

Comment 14-6

The comment states the MPFW recommendation for the preservation of forest edges to provide the requisite space needed for Monterey pine forest habitats to expand and contract naturally.

Refer to response to Comment 13-9.

Comment 14-7

The comment states the MPFW recommendation to conduct baseline studies and regular monitoring for all species habitats and species with follow up restoration.

Refer to response to Comment 13-10.

Comment 14-8

The comment states the MPFW recommendation that residential development planned for the Corporation Yard should not encroach on Monterey pine forest.

As discussed in the impact discussion for Impact BIO-B1 and shown in Table 3.3-6 (Section 3.3 of Volume I), the residential development planned for the Corporation Yard would result in no direct or indirect disturbance to Monterey pine forest and preserve 4.25 acres of Monterey pine forest.

No revisions to the draft EIR are necessary.

Comment 14-9

The comment states that additional mitigation habitat could be found in the Pebble Beach Company's Jacks Peak property.

Comment noted. Also refer to response to Comment 13-12. The comment does not pertain to the adequacy of the EIR. No changes to the draft EIR are necessary.

Comment 14-10

The comment states that MPFW recommends acceptance of the LCP Amendment.

Comment noted. Also refer to response to Comment 13-12. No revisions to the draft EIR are necessary.

Response to Comment Letter 15 (Skyline)

Comment 15-1

The comment states that the Monterey Skyline Forest Neighborhood Association (Skyline) supports the roundabout alternative (Alternative 5) and is opposed to the proposed additional traffic lanes and increased signalization at the SR 1/SR 68 intersection. Their comments pertain to traffic.

Comment noted. The comment does not concern the adequacy of the EIR. No revisions to the draft EIR are necessary.

Comment 15-2

The comment states that the project proposes to mitigate traffic impacts by implementing Phase 1B Roadway Improvements as a subset of the Highway 68 Widening Project, and states that the DEIR alludes to a Caltrans PSR completed in 2000 as the basis for the Widening project. The commenter believes the 2000 PSR is out of date and predated currently available design criteria for roundabouts. The City of Monterey supports incorporating a roundabout at the SR 1/SR 68 intersection.

TAMC and AMBAG have not formally changed the SR 68 Widening project to a roundabout design, and they still use the 2000 PSR as the design basis for the project. The comment correctly notes that the City of Monterey supports a roundabout alternative.

As discussed in response to Comment 3-2, neither the current double-roundabout alternative (Alternative 5) nor a single roundabout alternative (Fehr & Peers 2012) contain a design that can meet Caltrans mandatory design requirements concerning access because they both propose an intersection on the approach to the southbound onramp to SR 1. This access issue is the reason Caltrans required traffic from the DMF gate to SR 68 to be separated from the traffic from SR 68 to southbound SR 1 in the design of the Highway 68 Widening Project and the Phase 1B improvement. Caltrans indicated in their comments on this DEIR that it does not support a double roundabout design, but may be open to a single roundabout design (refer to Comment Letter 3 in Chapter 2). However, no single roundabout design has been proposed that both provides the operational improvements desired for this location and can be approved by Caltrans. Further, as described in the DEIR, a roundabout is not identified as required mitigation for the proposed project as the project would improve conditions at the SR 1/SR 68 intersection with the Phase 1B improvement. Mitigation identified in the DEIR would address other impacts. As a result, the County is not in a position to adopt a roundabout alternative as an alternative or mitigation to the current proposed project as it has not been demonstrated as feasible. However, as noted in response to Comment 3-2, the County has identified that it can allow for fair-share mitigation related to the project's impact to SR 68 to be used for a roundabout alternative if such an alternative is approved by Caltrans and TAMC soon enough to avoid any substantial delay in improvement to the SR 1/SR 68 intersection.

The comment does not concern the adequacy of the EIR. No revisions to the draft EIR analysis are necessary.

Comment 15-3

The comment states that Skyline believes the adoption of Alternative 5 (roundabout) would mitigate many traffic impacts of the DMFP, as well as existing congestion, without a second eastbound lane

on SR 68, a third lane on the SR 1 off-ramp, or second right turn lane from SR 68 southbound; and that the roundabout would use smaller retaining walls with less air quality impacts and improved safety compared to the proposed improvements. Additionally, this comment states that a roundabout would work better than the SR 68 Widening Project as proposed in the 2000 PSR.

To clarify, the roundabout would include an eastbound lane on SR 68 from the CHOMP entrance to SR 1 and would flare out the SR 1 SB off-ramp from 2 to 3 lanes approaching the roundabout (refer to pages 5-26 and 5-27 in Volume I).

The comment is correct in that the roundabout would have smaller retaining walls than the proposed project (refer to page 5-27 in Volume I). The roundabout would reduce congestion relative to the proposed project (refer to page 5-32 of Volume I) and thus would lower vehicle emissions at this one section, but the proposed project would not result in significant operational impacts relative to vehicle criteria pollutant emissions (refer to page 3.2-2 of Volume I) and thus is not necessary to avoid or reduce a significant criteria pollutant emissions impact.

The commenter is correct that a roundabout would have lower GHG emissions than the Phase 1B improvement included in the proposed project. Refer to response to Comment 11-22.

The proposed project is not expected to result in a significant impact related to traffic safety at the SR 1/SR 68/17-Mile drive intersection, as conditions at the intersection would improve safety relative to existing conditions with the Phase 1B improvement and the SR 68 Widening Project (refer to page 3.11-32 of Volume I).

The commenter is correct that, in general, the roundabout design is a proven strategy for improving intersection safety. In December 2010, the Federal Highway Administration (FHWA) published NCHRP Report 672, *Roundabouts: An Informational Guide*, which states that the use of roundabouts is a proven safety strategy for improving intersection safety by eliminating traffic conflicts (Transportation Research Board 2010). The roundabout causes drivers to reduce speeds as they proceed into and through the roundabout and eliminates crossing conflicts for vehicles, pedestrians and bicyclists which are present at conventional intersections, thereby reducing crash severity and the total number of potential conflict points. A comparison study shows that implementing a roundabout results in an overall reduction of 35 percent in total crashes and 76 percent in injury crashes.

Although it has been demonstrated that a roundabout would improve operation at the SR 1/SR 68/17-Mile Drive intersection, it has not been demonstrated that a roundabout is feasible. As discussed in response to Comment 3-2, the County's conclusion is that neither a single or double roundabout is currently feasible because they will not meet Caltrans design requirements concerning access. Both the double-roundabout option (Alternative 5) and the single-roundabout option (described in Fehr & Peers 2012) would place an intersection (either a second roundabout or a side-street stop-sign controlled T-intersection) on the on-ramp to southbound SR 1 which would not meet Caltrans mandatory access requirements

The text has been revised on Page 5-28 of Volume I to clarify that the roundabout would reduce congestion relative to the proposed project (refer to page 5-32 of Volume I) and thus would lower vehicle emissions at this one section. Please see Chapter 4 of this document for the specific changes.

Comment 15-4

The commenter described their opinion that the project will result in an unmitigated impact to the SR 68/Skyline Forest Drive intersection, that a roundabout can mitigate the impact to the SR 68/Skyline Forest Drive intersection and that the traffic through the Skyline Forest Neighborhood is 50% or more from through traffic during the peak hours.

The commenter is correct that the DEIR identifies a significant impact at the SR 68/Skyline Forest Drive Intersection. However, this impact would not necessarily be unmitigated permanently. Installation of a signal at this location per Mitigation Measure TRA-C1 would mitigate conditions to acceptable levels (refer to page 3.11-56 of Volume I). Upon signal installation, the impact would be less than significant. The project's contribution to this impact is very small (1.68 percent). Thus, as noted in the DEIR, the County may need to concentrate funds derived from the Applicant's fair-share contributions to other mitigation measures to ensure implementation of one or more mitigation measures wherein the project's contribution is small.

Regarding the roundabout, which would be located at SR 1/SR 68, it is unlikely to change conditions along SR 68 at the Skyline Forest Drive as it is too far away. The distance from the SR 1/SR 68 intersection to the Skyline Forest Drive is approximately 4,400 feet. Table 5-5 in the DEIR (in Chapter 5 of Volume I) has been modified to include the existing queue lengths. As indicated in the modified Table 5-5 (see Chapter 4 of this document for the specific changes), the existing eastbound peak hour queue length at the SR 1/SR 68 intersection is up to approximately 3,760 feet, well short of reaching Skyline Forest Drive. In the near-term (2015), with either the Phase 1B project (queue of up to 2,160 feet) or the roundabout (EB queue of up to 300 feet), the eastbound queue length would be reduced from existing conditions. In the long-term (2030), with either the Highway 68 Widening Project (2,217 feet) or a modified widening project with the roundabout (94 feet), the eastbound queue length would be reduced from existing conditions.

The 2003 Skyline Traffic Study was based on data collection, observations, and surveys collected in September 2003 when area schools were in session. The 20% estimate for through traffic was based on license plate surveys that identified cars entering and leaving the neighborhood. This information was documented in the 2003 Study (Fehr & Peers 2003). The commenter does not substantiate their assertion that 50% of traffic during peak hours is cut through traffic by reference to data.

The roundabout, by improving movement along SR 68 near the SR 1 intersection, will likely reduce the incentive of some drivers to cut through the Skyline Forest neighborhood. This is also likely to occur with the Phase 1B/Highway Widening Project, which also improves traffic conditions substantially compared to existing conditions, though the improvement would be less than with the roundabout. The DEIR acknowledges that a roundabout would perform better in terms of traffic than the Phase 1B project/Highway 68 Widening Project.

However, relative to existing conditions, the project would improve intersection conditions at SR 1/SR 68 and would reduce queues, such that impacts at the SR 1/SR 68 intersection would not be worsened in any way that would contribute to effects at the SR 68/Skyline Forest Drive. The project's impacts at the SR 68/Skyline Forest Drive are limited to contributions of direct traffic to the intersection, which are addressed in the EIR with proposed mitigation.

Comment 15-5

The commenter described their opinion that the cause of problems at the SR 68/Skyline Forest Drive is the left turn from SR 68 (east) onto Skyline Forest Drive not the turn from Skyline Forest Drive onto SR 68 (east), that the best solution is to keep eastbound traffic moving on SR 68 so drivers have less incentive to bypass through the neighborhood and that in the commenter's opinion, this will only happen with a roundabout at SR 1/SR 68.

As described above in response to Comment 15-4, the existing queue length would be reduced substantially with either the Phase 1B/Highway 68 Widening Project or the roundabout such that is will not reach the SR 68/Skyline Forest Drive intersection.

The operational traffic issues at the SR 68/Skyline Forest Drive with the project will not be the queue length at SR 1/SR 68 but rather the sheer volume of traffic on SR 68 during peak hours, which reduces the available gaps in traffic on this two-lane road to allow for safe left turns. As volumes are projected to increase, with either the roundabout or the Phase 1B/Highway 68 Widening Project, it will remain difficult to complete left turns without improvement at the SR 68/Skyline Forest Drive intersection.

As noted in the prior response, the roundabout, by improving movement along SR 68 near the SR 1 intersection, will reduce the incentive of some drivers to cut through the Skyline Forest neighborhood, but the Phase 1B project/Highway 68 Widening Project will also provide a similar incentive, though not to the same degree as the roundabout.

Comment 15-6

The commenter describes their opinion that the project will result in unmitigated impacts to Carmel Hill Professional Center, that impacts can be mitigated if there would be an at-grade crossing of Scenic Road between CHOMP and the Professional Center, eliminating the need for left turns into or out of the Professional Park and related U-turns at the CHOMP entrance. The commenter notes that a second alternative is to limit left turns from Carmel Hill Profession Center to eastbound SR 68 and that they are opposed to a traffic signal at this location.

The commenter is correct that the DEIR identifies a significant impact at the SR 68/Carmel Hill Professional Center intersection. However, the comment is incorrect that the impact would be unmitigated permanently. Installation of a signal at this location along with the SR 68 Widening Project would mitigate conditions to acceptable levels (refer to page3.11-57 in Chapter 3.11 of Volume I). Once completed, the impact would be less than significant. However, as noted in the DEIR, there would be an interim impact until the widening project could be completed with the new signal.

Based on this and comments from the City of Monterey concerning the SR 68/Carmel Hill Professional Center, the suggestion of eliminating left turns to eastbound SR 68 was analyzed. With the Highway 68 Widening Project and the project, the prohibition of left turns to eastbound SR 68, conditions would improve this intersection to operate at acceptable (LOS C or better) conditions in the near-term and long-term. Similar to that noted above with a signal option, until the Highway 68 Widening Project is implemented, this intersection will continue to operate at an unacceptable level.

The revision from a signalized intersection to prohibition of left turns is equally as effective as the proposed mitigation in the DEIR and either option would be adequate to address the identified impact at this intersection.

In response to this comment and a similar request by the City of Monterey, the EIR Mitigation Measure TRA-C2 (in Section 3.11 of Volume I) has been revised to delete the signalization of the SR 68/Carmel Hill Professional Center intersection in favor of prohibition of left-turns onto eastbound SR 68. This is also consistent with the City of Monterey's recent condition of approval for a project at the CHOMP. Please see Chapter 4 of this document for the specific changes.

The comment suggestion of an at-grade crossing of Scenic Road is noted, but is not necessary to address the impact at the subject intersection as an acceptable alternative (prohibiting left turns out of Carmel Hill Professional Center) has been identified that is easier to implement and has less need for construction or right of way.

Comment 15-7

The commenter describes a problem at the CHOMP intersection with eastbound traffic from CHOMP stopping over the detector loops when SR 68 is congested, thereby keeping the traffic light red in both directions on SR 68, and resulting in traffic backing up in both directions on SR 68. The commenter suggests that this problem can be best addressed by the roundabout alternative.

The SR 68/CHOMP intersection is located approximately 1,650 feet west of the SR 1/SR 68 intersection. As noted above the SR 1/SR 68 intersection eastbound queue length is up to approximately 3,760 feet, and queues are presently affecting the SR 68/CHOMP intersection. In the near-term (2015), with the Phase 1B project (queue of up to 2,160 feet), queues would be better than the existing condition, but would still back up through the SR 68/CHOMP intersection. With the dual roundabout, the eastbound queue length (300 feet) would be reduced from existing conditions such that queues would not reach the CHOMP intersection. A similar result would occur for long-term (2030) conditions.

The SR 68/CHOMP intersection operates at acceptable conditions during peak hours under existing conditions (see Table 3.11-8 in Section 3.11 of Volume I) and would operate at acceptable conditions in the near-term (2015) with the proposed project (see Tables 3.11-25 and 3.11-26 in Volume I) and in the long-term (2030) with the proposed project (see Tables 3.11-34 and 3.11-35 in Volume I). Thus, the project would not have a significant impact at this intersection.

The roundabout would also result in acceptable conditions at this intersection, as described in Table 5-4 in the DEIR (in Chapter 5 of Volume I).

The commenter is correct that the roundabout would improve congestion at the CHOMP intersection. However, the proposed project with the Highway 68 Widening project would also improve conditions relative to existing conditions, but not to the degree that the roundabout would. No additional mitigation is warranted concerning the CHOMP intersection.

Comment 15-8

The commenter asserts that the DEIR makes an unfair comparison of the roundabout with bike route facilities and a Highway 68 Widening Project without bike route facilities.

The roundabout design analyzed in the DEIR is as provided by the City of Monterey (who requested this alternative be analyzed) compared to the Phase 1B improvement identified by the Applicant as part of the SR 68 Widening Project. The DEIR analysis does not identify the bike facilities as making the impacts of the roundabout substantially greater than the Phase 1B improvements.

The commenter is correct that the addition of bike facilities to Phase 1B or the Highway 68 Widening Project would result in some additional construction impacts. However, these differences in impact are immaterial to the analysis in the DEIR as they would ultimately represent small differences. The DEIR concludes that the construction impact of the roundabout alternative would be similar to the proposed project, but less in relation to aesthetics, air quality, biological resources, greenhouse gas emissions, erosion, and water quality (see the discussion beginning on page 3.11-27of Volume I) taking into account lesser grading and less tree removal. If the bike facilities were removed from the roundabout, then these impacts would be less than described for Alternative 5.

Bike facilities are not included in the Phase 1B or Highway 68 Widening Project as they are not part of the Applicant's proposal nor are they part of the approved widening project, and their addition would be inappropriate as they are neither proposed nor approved at this time.

Comment 15-9

The commenter asserts that the DEIR makes an unfair comparison of the Phase 1B project with a roundabout with the full build out of the widening project.

The commenter is incorrect. On page 5-26 (in Chapter 5 of Volume I), the DEIR describes the proposed roundabout as provided by the City of Monterey, who requested the analysis of the roundabout alternative in this DEIR. The layouts for the roundabout alternative are shown in Figure 5-1 (full build) and Figure 5-2 (interim build) in the DEIR (Chapter 5 of Volume I). As shown in Figure 5-1, the full build-out of this alternative includes a number of improvements outside the roundabout itself, including the features described on Page 5-26 such as widening of the bridge over SR 1 to three lanes and widening of SR 68 west of the roundabout. Thus, the alternative analyzed in the DEIR is not just a roundabout improvement, but takes into account the features of the widening project that would be needed in the long-term to address cumulative traffic.

As the footnote on page 5-26 describes, the Phase 1B project is part of the SR 68 Widening Project. There are two comparisons made in the DEIR: 1) the short-term comparison between Phase 1B and a Roundabout (2015); and 2) the long-term comparison between a Widening Project with Phase 1B or a modified Widening Project with a Roundabout (2030).

As a result, page 5-26 includes the description of how the roundabout could be integrated with the overall Widening Project.

No revisions to the draft EIR are necessary.

Comment 15-10

The comment states that the Alternative analysis makes extensive use of the phrase "slightly less" and "similar" when comparing the benefits of the roundabout with no evidence to back up the assertions, and it states that the analysis (climate change, air quality aesthetics, geology, land use, noise and transportation) is suspect.

The comment did not provide any substantiation or clarification as to why the DEIR analysis is suspect. Thus, a specific response cannot be developed to address why the commenter believes the analysis is not correct.

Regarding Alternative 5 (roundabout), which was suggested by the City of Monterey, the City did not provide quantitative analysis of footprints of the roundabout alternative in its information and only

provided general qualitative analysis. CEQA (Guidelines 15126.6[f]) allows that alternative analysis does not need to be at the same level of detail as the proposed project and allows for qualitative comparison of the merits of the alternatives compared to the proposed project in matrix format. The DEIR uses available information to characterize the difference in impacts between different alternatives (not just Alternative 5).

The City of Monterey did not provide any quantification of the reduced emissions associated with congestion relief as it relates to criteria pollutants or greenhouse gas emissions for inclusion in the DEIR. Since the proposed project's criteria pollutant emissions are already less than significant, there is no need to quantify the reduction of these emissions with the alternative.

The DEIR described that the roundabout would have lower GHG emissions due to the reduction of queuing. To provide additional information, the congestion benefits for reducing GHG emissions at the SR 68/SR 1/17-Mile drive intersection have been quantified (see response to Comment 15-3 above) as approximately 249 MT CO_2e /year compared to the proposed project. Compared to the overall project GHG annual emissions of 5,187 MT CO_2e /year, this would be a reduction of 5%, which would not reduce the impacts of the proposed project to a less than significant level. The DEIR properly noted that mitigation required for project GHG emissions would also be required with the roundabout alternative as well.

Please see Chapter 4 of this document for the specific changes in the GHG analysis of Alternative 5.

Comment 15-11

The comment states that Tables 5-4 and 5-5 in DEIR indicate advantages of roundabout compared to the current Widening Project planned, and that Skyline believes Impacts TRA-C1 and TRA-C3 can be adequately addressed by constructing the roundabout.

The commenter is correct that Tables 5-4 and 5-5 in the DEIR identify that the roundabout has better traffic conditions than the proposed project. Both the proposed project (including the identified mitigation for impacts not addressed by Phase 1B) and the roundabout (with the additionally required mitigation to address impacts not addressed by the roundabout) would address the project's traffic impacts.

The commenter's opinion on the mitigation is noted. No revisions to the draft EIR are necessary.

Comment 15-12

The comment states that Caltrans may need to approve a design exception for a roundabout, and that TAMC will need to support a final design incorporating the roundabout.

As Caltrans noted in its comments on this DEIR (see Letter 3 in Chapter 2 of this document), they do not support the double-roundabout design. As noted in response to Comment 3-2, Caltrans opposed designs for the Highway 68 Widening Project that included an intersection on the approach to the southbound SR 1 onramp (included in both double and single roundabout designs), so it is uncertain whether a roundabout design that will provide the operational improvements desired by the commenter can be approved by Caltrans. As long as the affected areas are under the jurisdiction of Caltrans, Caltrans would have to approve any new roadway designs. If roadway improvements are included in a regional traffic impact fee program, then TAMC will need to approve it.

The comment does not concern the adequacy of the EIR. No revisions to the draft EIR are necessary.

Response to Comment Letter 16 (TOMP)

Comment 16-1

The commenter states that the NOP and the EIR project description are deficient because they don't include the inclusionary housing that is required to be built under County ordinance.

The project proposed by the Applicant does not include the construction of inclusionary housing. The Applicant has proposed to pay an in-lieu fee to comply with the inclusionary housing ordinance.

Section 18.40.130 of the County's Inclusionary Housing Ordinance No.04185, codified at Chapter 18.40 of the Monterey County Code describes the use of fees:

> 18.40.130 COLLECTION AND USE OF IN-LIEU FEES
>
> A. Use of Fees:
>
> Any monies received by the County pursuant to this Chapter shall be used to provide very low, low and/or moderate income housing except to the extent allocated to monitoring, enforcement and administrative costs. Any monies collected pursuant to this Chapter, and the interest accrued thereon, shall be committed within five (5) years after the payment of such fees or the approval of the residential development, whichever occurs later. All such monies on deposit with the County shall be separately accounted for and shall not be used for purposes not authorized by this section 18.40.130. Any monies generated as a result of this Chapter shall be used by the County for assistance in the development of affordable housing within the County.

According to the Monterey County Economic Development Department Assistant Director (Noel 2012), the In-Lieu Fees are collected and deposited into a separate County fund. The fees are used to assist affordable housing developers with the planning and implementation of projects through the County's annual Notice of Funding Availability (NOFA) which is part of the Annual Housing Report process. In addition, funding has been in past years used to assist housing programs and activities that further the creation of affordable housing, such as housing feasibility studies, down-payment assistance programs, and preparation of housing grant applications. Finally, the funding is used to administer the Inclusionary Housing Program including undertaking the required annual monitoring of the County's stock of deed restricted housing which currently totals over 300 units, processing sales, re-sales and refinances of Inclusionary Units, and reviewing development applications to determine Inclusionary compliance requirements, prepare conditions of approval and prepare and process Inclusionary Housing Agreements.

Given the variety of uses to which the County puts in-lieu fees, it is speculative to assert that the proposed project includes construction of inclusionary housing because the in-lieu fees used by the County may or may not result in new inclusionary housing units. For example, it is equally likely that the fees could be used to monitor existing inclusionary housing stock. It also would be speculative to determine where construction of any such housing would occur within the County. When and if the County proposes an inclusionary housing project, then environmental review pursuant to CEQA, as applicable, will be required. At this time, the County has no specific proposal to construct inclusionary units with the in-lieu funds that may be paid by the Applicant, and it would be speculative to evaluate potential environmental impacts until the County articulates such proposed actions.

As such, neither the NOP nor the Project Description describe the construction of inclusionary housing units as such construction is not part of the proposed project, not part of a proposal by the

Applicant, not a proposed action by the County in use of the in-lieu fees proposed by the Applicant for payment in compliance with the ordinance, and not reasonably foreseeable.

No changes to the draft EIR are necessary.

Comment 16-2

The commenter states that the DEIR fails to analyze the impacts of water use by the mandatory inclusionary housing (whether on-site or offsite), the analysis should be added, and the DEIR should be recirculated.

As discussed in response to Comment 16-1, construction of inclusionary housing units is not part of the project. Therefore, the DEIR did not need to analyze the impacts of water use by inclusionary housing units as part of the project analysis of water supply. As noted in the response to Comment 16-1, analysis of potential inclusionary units facilitated by payment of the in-lieu fee would be speculative without a specific proposal by the County to construct inclusionary units. Location of any housing project and its source of water are not reasonably foreseeable as the County has many different water systems and aquifers/water sources.

As a point of information, the project alternatives section includes analysis of an alternative (Alternative 1) that includes analysis of 18 on-site inclusionary units. Refer to Chapter 5 in Volume I of the EIR.

No revisions to the draft EIR are necessary.

Comment 16-3

The commenter states that the water demand with the affordable housing will exceed any available supply including the Pebble Beach Water Entitlement (PBWE).

The commenter provides no evidence to support their assertion.

As noted above, given the wide range of uses to which in-lieu fees may be put, it is uncertain whether or not inclusionary units would actually be built due to payment of in-lieu fees, and it would be purely speculative to guess where or when units seeded by in-lieu fees would be built. There are no proposals for Pebble Beach Company to build off-site units as a means of complying with the inclusionary housing ordinance. The alternative of providing inclusionary housing units on-site is analyzed as part of the EIR (refer to Chapter 5 of Volume I), and is further amplified in this document (refer to response to Comment 16-35).

If up to 20 inclusionary housing units were to actually be built on-site and utilize a portion of the PBWE, there is ample remaining entitlement to provide water supply for such a project. As described in the DEIR, SWRCB orders and MPWMD ordinance allow provision of water pursuant to the PBWE.

As indicated in Table H.2-2C (revised per other TOMP comments, see below), as of October 2011 there was 58 AFY remaining water entitlement that could still be sold to benefited properties within the Del Monte Forest (out of 175 AFY allowed by MPWMD). After dedicating up to 145 AFY for the project's water demand, and selling the remaining entitlement to benefited properties, the Applicant would still have 34 AFY remaining that could also be utilized for other residential development in the DMF (if allowed by MPWMD). Thus, there is between 34 and 92 AFY available out of the PBWE that is not currently dedicated to use or that would be used by the proposed project.

The proposed project includes two options for Area M Spyglass Hill. With Option 1, there would be a new resort hotel in Area M and 90 market-rate units overall. With Option 2, there would be 10 new residential lots in Area M and 100 market-rate units overall (including the 10 units in Area M). If 100 market-rate units were ultimately included in the project, using the 20% requirement in the Inclusionary Housing Ordinance, perhaps up to 20 units could be built. ICF used the MPWMD fixture unit methodology to estimate the water demand of a hypothetical 3 BR 3BA inclusionary housing unit (see new Table H.2-2D in Appendix H revisions) and derived an estimate of 0.30 AFY; using this factor, 20 inclusionary units would only require 6 AFY. The remaining unused part of the PBWE is much larger than 6 AFY and thus there would be ample remaining entitlement that could be used for inclusionary housing units, contrary to the commenter's assertion.

No revisions to the draft EIR are necessary.

Comment 16-4

The commenter states that there is no water available for inclusionary housing outside the Del Monte Forest (DMF) and that according to County ordinance and County staff, off-site housing would have to be in the Coastal Zone or at least on the Monterey Peninsula and that the DEIR does not analyze these issues.

As noted above, given the wide range of uses to which in-lieu fees are put, it is uncertain whether or not inclusionary units would actually be built directly due to payment of in-lieu fees, and if built, the location and character are unknown at this time. If the County were to propose construction of new inclusionary units, they might be on the Monterey Peninsula (which does have water supply constraints as pointed out by the commenter) but may be in inland areas (that have different water supply conditions). The inclusionary housing ordinance does specify that inclusionary housing units constructed directly as part of the project need to be in the same planning area. For this project, if inclusionary housing units were actually proposed as part of the project, they would need to be within the portion of the Del Monte Forest under the DMF LCP, which is the planning area of the project. As noted above, if inclusionary housing units were proposed within the DMF LCP area, there is ample undedicated remaining entitlement from the PBWE to provide supply (see response to Comment 16-35). The in-lieu fee program does not include a requirement that the in-lieu funds must be used to construct units within the same planning area or even in adjacent areas. Thus it is speculative to assert that payment of the in-lieu fee would result in inclusionary units on the Monterey Peninsula.

Since development of inclusionary housing resulting from in-lieu fees is speculative, there is no need for analysis of water demand for such housing as part of the project analysis.

Analysis of the water demand for on-site inclusionary units as a project alternative is included in the DEIR (refer to Chapter 5 of Volume I), and is amplified and clarified in this document (refer to response to Comment 16-35).

Comment 16-5

The commenter states: the issue of which properties will benefit from the PBWE is controversial; MPWMD rules prohibit use of the PBWE outside the DMF; the EIR anticipates modification of MPWMD rules to allow use of the PBWE outside the DMF; the environmental analysis of potential use outside the DMF should be analyzed in this EIR; and the DEIR should be recirculated. The

commenter's opinion is that any use of the PBWE outside the DMF triggers a new EIR under MPWMD rule 28-B.1 regarding water transfers.

The commenter is correct that MPWMD Rule 23.5 presently prohibits use of the PBWE outside the DMF (plus certain adjacent properties owned by the Applicant in Pacific Grove to which the PBWE had previously been transferred pursuant to MPWMD rules).

The EIR does not anticipate modification of MPWMD rules to allow use of the PBWE outside the DMF. As noted above, the proposed project does not include a proposal to construct inclusionary housing units. As such, the proposed project does not include a proposal to use a portion of the PBWE outside the DMF. As such, there is no need for the analysis of the use of the PBWE outside the DMF. The cited trigger in MPWMD Rule 28-B.1 is not applicable because there is no proposal to use the PBWE outside the DMF included in this project.

While the commenter quotes 28-B.1 accurately, there is nothing in this rule that specifies that a new EIR must be prepared.

No revisions to the draft EIR are necessary.

Comment 16-6

The commenter states that per MPWMD Rule 25.5 only 85 percent of water use capacity is actually transferred in a water credit transfer and that this would apply to any transfer of the PBWE outside the DMF.

MPWMD Rule 25.5 applies to water credit transfers. The PBWE is governed under a different rule. Use of the PBWE for benefited properties within the Del Monte Forest is not a water credit transfer per Rule 25.5. As noted above, the proposed project does not include a proposal to construct inclusionary units or to transfer a portion of the PBWE outside the DMF. As such, MPWMD Rule 25.5 does not apply to the proposed project. Rule 23.5 requires no deduction of 15% for use on benefited properties within the DMF.

No revisions to the draft EIR are necessary.

Comment 16-7

The commenter states that the 2002 settlement agreement between Ed Leeper, Save our Peninsula Committee and the County of Monterey applies to any transfer of the PBWE outside the DMF including preparation of a "stand alone EIR" separate from any project approval EIR.

As noted above, the proposed project does not include a proposal to transfer a portion of the PBWE outside the DMF. As such, the settlement agreement does not apply to the proposed project.

No revisions to the draft EIR are necessary.

Comment 16-8

The commenter states that the use of the PBWE is subject to the CDO and that the DEIR fails to adequately evaluate impacts of water use or to mitigate for those impacts or consider alternatives and the uncertainty about the CDO should be disclosed.

As discussed on Page 3.12-16 Line 15 – 42 and Page 3.12-17 Lines 1-6 (Volume I), while the CDO does apply to the PBWE, customers in the DMF using a portion of the PBWE are not subject to the

moratorium on new connections, but are subject to any rationing program that affects the Cal-Am water system. The "uncertainty" in the CDO is described on Page 3.12-17, Lines 4 – 6.

As described on Page 3.12-18, Lines 9 – 32 (Volume I), the original SWRCB Board Order WR 2009-0060 prohibited diversion of Carmel River water to serve the PBWE after 2016. However, upon petition, the order was amended to allow such diversion as long as it was within Cal-Am's legal water rights.

The water supply impact analysis (starting on Page 3.12-26 of Volume I) took into account the requirements of the CDO (see specific mention of SWRCB Order WR 2009-0060 in footnotes to Table 3.12-10). The analysis notes that while the amended order allows PBWE to be served by water from the Carmel River as long as withdrawals are within Cal-Am's legal limits, the PBWE, like other water connections, is subject to potential rationing. The DEIR includes specific analysis of potential rationing after 2016 in the event of lack of a regional water supply project and the impact of the additional project water demand.

The DEIR analyzed the direct, indirect, and cumulative impacts of water use contrary to the assertions of this comment. No revisions to the draft EIR are necessary.

Comment 16-9

The commenter states that to the extent the Applicant proposes to use its water entitlement as part of its affordable housing in-lieu fees, the DEIR fails to analyze it; that this would not satisfy the County inclusionary housing ordinance; and that the DEIR should disclose the change in fee and the potential to actually use the PBWE outside the DMF.

Use of the PBC water credit to satisfy the inclusionary housing in-lieu fee is not part of the project proposed by the Applicant and is not under consideration. The Applicant proposed to Monterey County in April 2011 to make an in-lieu payment in compliance with the inclusionary housing ordinance instead of constructing inclusionary units as part of the proposed project. The Applicant suggested that the County may want to consider accepting a portion of the PBWE (which the Applicant values at $250,000/AF) as part of the in-lieu fee requirement (PBC, 2011). The Applicant noted that use of the entitlement outside the DMF would require approval of MPWMD. The Applicant has since eliminated this suggestion from its in-lieu fee proposal (PBC, 2012), so this is moot.

Additionally, even if the suggestion were not moot, the County has not accepted the use of a portion of the PBWE as part of the in-lieu fee at this time. The potential transfer of a portion of the PBWE outside the DMF is not part of the project considered in the EIR. As such, the County is not presently considering accepting a portion of the PBWE as part of payment of in-lieu fee nor as part of the project under consideration at this time. Should this be actually under consideration at a future date, then supplemental environmental review may be necessary to analyze the potential effects of such a transfer of entitlement.

No revisions to the draft EIR are necessary.

Comment 16-10

The commenter states that the Applicant values the PBWE at $250,000 per acre foot and asks what value the County will place on the PBWE, and asserts that the decision about value are potential

environmental impacts that should be evaluated in the EIR because they would affect how much inclusionary housing might be built and where.

The commenter is correct that the Applicant values the PBWE at $250,000/AF. As described in the response to the comment above, the Applicant has since eliminated this suggestion from its in-lieu fee proposal (PBC, 2012), so this issue is moot. Additionally, even if the suggestion were not moot, the County has not accepted the Applicant's suggestion to use a portion of the PBWE as part of the in-lieu fee and the potential transfer of a portion of the PBWE outside the DMF is not part of the project considered in the EIR. Thus, the County has not made any determination as to the value of the PBWE because it is not part of the current project.

No revisions to the draft EIR are necessary.

Comment 16-11

The commenter asks whether the EIR preparer agrees with the characterization of entitlements as "rights to water service" as described by the Applicant and that the characterization may impact the analysis of water demand, supply and rights in the EIR.

The DEIR describes the entitlement on Page 3.12-17, Line 36, through Page 3.12-18, Line 6 (Volume I). The Fiscal Sponsorship Agreement signed by MPWMD and the Applicant that established the water entitlement identifies the entitlement as a "vested property right". The entitlement allows for water connections and service to be provided to the benefited properties. However, per MPWMD Rule 23.5, users of the entitlement are subject to water restrictions and rationing in a water emergency like other current Cal-Am customers.

No revisions to the draft EIR are necessary.

Comment 16-12

The commenter states that the DEIR's water supply analysis is inadequate because it does not consider the water demand of inclusionary housing or whether there is sufficient remaining PBWE.

As noted in responses above, the construction of inclusionary housing is not part of the proposed project, it is speculative to conclude that the use of an in-lieu fee will definitively result in inclusionary housing units, there is no current County proposal to construct inclusionary housing units with the in-lieu fee, and it is premature to analyze the environmental effects of a housing project that may not occur, that is not proposed, and whose character and location are undefined. As such, there is no need to analyze the water demand from expenditure of in-lieu fees. Prior responses provide the evidence that there is sufficient remaining PBWE to provide water to inclusionary housing if it were to be constructed within the DMF. Transfer of a portion of the PBWE outside the DMF is not part of the proposed project; if done it would require approval by the MPWMD and compliance with all relevant requirements, including environmental review requirements. If such a transfer were ultimately approved, there is sufficient remaining water entitlement to provide supply to off-site inclusionary housing outside the DMF.

No revisions to the draft EIR are necessary.

Comment 16-13

The commenter asserts that the DEIR's water demand estimates are questionable because they use an average use of all houses in the Forest and that newer houses in the last 10 years have higher than average use and higher than the figures used in the DEIR and describes that MPWMD uses a fixture unit methodology and exterior landscaping approach instead of an average use approach and therefore that the DEIR analysis is deficient.

The DEIR's water demand estimates for residential elements of the proposed project were based on the water demand estimate submitted by the Applicant (WWD, 2011). ICF independently reviewed the factors used in the Applicant's estimate and made certain adjustments to the factors used by the Applicant. The Applicant proposed to use a factor of 1.0 AFY for larger residential lots (+/- 1.0 acre, meaning lots approximately 1 acre more or less) and a factor of 0.50 AFY for more moderately size residential lots (+/- 0.5 acre, meaning lots approximately 0.5-acre more or less).

ICF identified that the 1.0 AFY factor for larger lots was used in the EIR for the prior PBC project (Monterey County, 2005) for residential lots and that MPWMD, in comment on that EIR, concurred that use of the 1.0 AFY factor was appropriate (MPWMD 2004). The prior EIR used 1.0 AFY based on a prior estimate in the Final EIR for the Pebble Beach Lot Program (Monterey County, 1997).

Regarding the 0.50 AFY factor for more relatively moderately size lots, ICF identified during EIR preparation that MPWMD had used a 0.42 AFY factor for estimating future water demand in unincorporated Monterey County in the MPWMD staff report from May 18, 2006, *Water Needs Analysis: Future Water Needs* (MPWMD, 2006c). This factor is mentioned on Page 3.12 – 16 in the DEIR (Volume I). As this average is less than the Applicant's proposed 0.50 AFY factor for lots of approximately 0.5-acre, ICF decided to use the 0.50 AFY factor to provide a conservative estimate of water demand for those lots.

In response to comments received on the DEIR to verify that the DEIR's water demand estimates for residential units were reasonable for the proposed project, ICF did further investigation of actual water use demand within the Del Monte Forest and among other recent project approvals in unincorporated County. Data reviewed included Cal-Am data from 2006 to 2011 (Cal-Am, 2006 to 2011), the Revised Water Demand Analysis for the September Ranch Project (Monterey County, 2009), and the Final Revised Water Demand Analysis, 2010 (Monterey County, 2010). ICF also prepared an estimate of a hypothetical new residence included in the proposed project using the MPWMD's fixture unit and landscape water budget methodology (all new residences will be required to use MPWMD's methodology at the time of application for a water connection).

The estimate using the fixture unit and landscape water budget methodology was 0.79 AFY (see Table H.2-2D in the revisions to Appendix H). This estimate was derived by assuming a hypothetical residence with 6 bedrooms and 6 bathrooms with additional water uses that might be used in a large residence, as well as a pool. Instead of deriving a separate estimate for relatively moderate lots and larger lots, it was assumed that all new lots would be like this hypothetical residence. The water use assumptions were also sufficiently robust to account for the potential for accessory units (the estimate would also cover, for example a 5 bedroom main house and a 1 bedroom accessory unit). Landscape water demand estimates were made using the Maximum Applied Water Allowance (MAWA) methodology used by MPWMD and assumptions of landscaping coverage, taking into account limitations on turf and use of drought tolerant plants per Monterey County Water Resources Agency Ordinance 3932. This estimate has been added to the revisions to Appendix H (see Tables

H.2-2D, H.2-2E, H.2-2F) and the assumptions used for the estimate are included. Please see Chapter 4 of this document for the specific changes.

The DEIR estimated water demand for the 90 new residential units was 78 AFY or 0.87 AFY/unit on average. Using the 0.79 AFY factor noted above, the residential water demand would be 72 AFY, which is less than the DEIR estimate of 78 AFY.

Comparing the DEIR's estimate and the new estimate described above to estimates of actual water use, the estimated residential water use average per unit would be higher than nearly all other recent large unincorporated residential projects such as Monterra Ranch, Canada Woods, or the Santa Lucia Preserve (Monterey County, 2009). Refer to new Table H.2-2F in the revised Appendix H (see Chapter 4 of this document for the specific changes). The DEIR's estimated average per residential unit would be higher than the documented 2008 water used on average by the Macomber Estates in the Del Monte Forest, which had average use of 0.81 AFY. The new estimate described above using the MPWMD methodology would result in an estimated water use average nearly the same as the Macomber Estates actual use average. Of note, the average lot size at Macomber Estates is approximately 3.5 acres, which is far larger than the lots included in the proposed project. The Macomber Estates project, which is one of the most recent subdivisions in the Del Monte Forest coastal zone, consists of 20 lots on a 78.54-acre parcel and 19 of the 20 lots have been developed between 1987 and 2007.

As a result, the DEIR's estimate, by comparison to the new estimate using the MPWMD methodology (which the commenter recommended to use) and to actual usage data from other similar large residential projects in the unincorporated County (including in the Del Monte Forest) appears to be conservative and unlikely to underestimate actual water usage by the proposed project. Although the new estimate developed in this FEIR would result in a lower estimated water demand than in the DEIR, the estimated water demand in the DEIR will continue to be used as the estimate for the project, in order to err on the conservative side in evaluating project impacts on water supply. Thus, the analysis in the DEIR is not deficient in regard to using reasonable assumptions for residential water demand, contrary to the assertion of this comment.

This information presented in the FEIR regarding water demand amplifies the analysis in the DEIR and does not change the significance conclusions of the DEIR.

Comment 16-14

The commenter asserts that the project proposed to transfer part of the PBWE for affordable housing outside the DMF and that studies show that water transfers seem to lead to a higher water use at the destination site than originally estimated.

As described above, the proposed project does not include any proposal to transfer part of the PBWE outside the DMF. The referenced studies to transferring water resulting in higher water use were not for the use of PBWE.

No revisions to the draft EIR are necessary.

Comment 16-15

The commenter states that there are no conditions to limit actual direct demand to that estimated in the DEIR and that mitigation should be required to limit use to that estimated in the EIR.

As described in the response to Comment 16-13, the estimate used in the DEIR is considered a conservative estimate of the potential water use average of new residential lots included in the proposed project. The estimate is higher than the actual water use of other similar large lot residential development in the unincorporated County, including in the Del Monte Forest. As such, it is not considered likely that total water demand of new residences associated with the project will exceed the estimate in the EIR. It should also be noted that new residences will be required to follow the MPWMD fixture unit and landscape water budget estimate requirements when applying for new water connections. The water permits from MPWMD do not allow new connections to install new fixtures or change the assumptions in their water permit allocation without obtaining permission from MPWMD first. MPWMD Rule 23.5 limits all holders of the PBWE to limit their water use to below their entitlement amount and requires compliance with all MPWMD water conservation requirements. MPWMD has the authority to enforce restrictions as determined necessary. Further, MCWRA Ordinance 3932 limits the maximum of new landscaped turf per residence to 1,500 square feet and requires the use of drought-tolerant plants for other landscaped areas.

Thus, there is no evidence that additional mitigation is necessary to ensure that water use of the residential component of the proposed project is within the estimates included in the EIR.

No revisions to the draft EIR are necessary.

Comment 16-16

The commenter states that the County's water use estimates in EIRs are inaccurate and asks what research was done to prepare Appendix H and what documents were reviewed to determine water use in the DMF in recent times.

The comment regarding other EIRs is not relevant to the consideration of the adequacy of this EIR.

Regarding the rationale for the estimates in the DEIR, refer to the response to Comment 16-13 concerning residential water demand. The methodology for the estimate of water demand for other components is described in Appendix H of the DEIR (Volume II) and utilized commonly referenced factors. In particular, ICF utilized MPWMD published water use factors for most non-residential elements. Sources for all factors are identified in Appendix H (Volume II).

As noted in response to Comment 16-13, further explanation and analysis was added to the EIR to substantiate the water demand analysis and the factors used.

Comment 16-17

The commenter suggests additional mitigation to require public access to all actual water use records by each property that uses any of the PBWE to allow or accountability.

As described in the response to Comment 16-15, the EIR estimate of water demand is appropriately conservative, there are controls of water use pursuant to the PBWE, and there is no evidence that additional mitigation is necessary to ensure that water use of the residential component of the proposed project is within the estimates included in the EIR. Further, water use records for individual properties are not provided to the County nor are within the County's control.

No revisions to the draft EIR are necessary.

Comment 16-18

The commenter states that the DEIR should include the water demand for inclusionary housing and the DEIR should be recirculated with this new information.

As noted in prior response, construction of inclusionary housing based on in-lieu fees is not part of the proposed project and thus there is no need to analyze water demand for inclusionary housing as part of the project analysis.

Analysis of on-site inclusionary housing as an alternative is included in the DEIR and amplified in this FEIR (see response to Comment 16-35).

Comment 16-19

The commenter states that there are two errors in Table H.2-1C-3 ("REF").

The error was a file reference problem in the source MS Excel sheet and has been corrected in the revised Table H.2-1C-3 (refer to Chapter 4 of this document). The correct value for 2011 Existing Conditions for a Critically Dry year is 11,773 AF. The resultant change over 2011 existing conditions for a Critically Dry Year is -8346 AF.

The same problem occurred in Table H.2-1C-2 and has been corrected in the revised table. The correct value for 2011 Existing Conditions for a Critically Dry year is 11,773 AF. The resultant change over 2011 existing conditions for a Critically Dry Year is -8397 AF.

These totals were correctly reported in the DEIR in Table 3.12-13 and Table 3.12-14 in Section 3-12, Water Supply (Volume I). Thus the errors in the supporting tables in Appendix H (Volume II) did not affect the analysis of water supply as the correct data was included in Section 3-12.

Comment 16-20

The commenter states that the DEIR does not reveal the size of each lot or the size of development of each lot and this is relevant to water demand and should be provided in a recirculated EIR.

The project application plan set, on file at the Monterey County Planning Department, shows the proposed lot sizes. In the water demand estimate in the DEIR, different factors were used for lots approximately 0.5 acre (more or less) in size and for lots approximately 1.0 acre (more or less). A new summary table (Table H.2-2E) has been added to Appendix H that summarizes the lot sizes for each proposed residential areas (refer to Chapter 4 of this document). As noted above in response to Comment 16-13, even using assumptions for large residential development for all lots (regardless of size), the residential water demand would not result in an estimate larger than that used in the EIR.

No revisions to the draft EIR are necessary.

Comment 16-21

The commenter states that the water demand analysis is "hidden" in Appendix H and that Table H.2-2B has a font size that is too small to read.

Appendix H is not hidden. Its location in Volume II is described in the DEIR Table of Contents clearly and referenced throughout Table H.2-2B.

While the font size in Table H.2-2B is indeed small, the table was formatted to fit on one page, which compressed the apparent print size. However, when printed on a 8.5 X 11 sheet, the table is still readable, despite the small font size.

In order to make the table more readable, it has been split into two pages, in the Final EIR to increase the print size. Please see Chapter 4 of this document.

Comment 16-22

The commenter states that the water analysis is based on an "unreliable" source called WWD, 2011 and that the WWD assumptions of 1.0 and 0.8 for future lots are unsupported.

The "WWD, 2011" reference is the Applicant's estimated water demand submitted to Monterey County. As described in several prior responses, this estimate was independently reviewed by ICF and certain factors were adjusted as determined necessary, in many cases changing factors from the WWD factor to factors used by MPWMD as noted in Table H.2-2B.

As described above in response to Comment 16-13, the residential demand estimate overall is considered conservative in comparison to estimate calculated using MPWMD's fixture/landscape budget methodology and to actual usage of similar large lot developments in unincorporated County.

Regarding the 0.8 AFY factor, this was not actually used by WWD in WWD 2011 and was not used by ICF in estimating residential demand in the EIR. The notes in Table H.2-2B in the DEIR indicated that ICF had used the DMF average factor for residential lots approximately 0.5 acre in size, but this note was in error as the factor actually used (and shown in the table) was 0.50 AFY). The note has been corrected in revisions to this table in Appendix H (refer to Chapter 4 of this document). Of note, the 0.8 AFY factor is approximately the same as the actual usage measured for the Macomber Estates development in 2008, as described in the response to Comment 16-13.

Comment 16-23

The commenter states that Table H.2-2B is different from the WWD 2011 table due to ambiguous symbols ("+/-") in the WWD 2011 table compared to Table H.2-2B that uses different symbols (">=") and that the symbols should be explained.

The symbols in Table H.2-2B were inadvertently in error. The reference to "Lots >=1.0 acres" and "Lots>= 0.5 acres" should have been to Lots +/- 1.0 acre and Lots +/- 0.50 acre. This has been corrected in the revisions to the table in the revisions to Appendix H. Please see Chapter 4 of this document for the specific changes.

Comment 16-24

The commenter states that there is no limit to the amount of water that any proposed lot could use, and that this would result in unanalyzed and unmitigated significant impacts.

As described in the response to Comment 16-15, the EIR estimate of water demand is appropriately conservative, there are controls of water use pursuant to the PBWE, and there is no evidence that additional mitigation is necessary to ensure that water use of the residential component of the proposed project is within the estimates included in the EIR.

Comment 16-25

The commenter states that, with regard to Table H.2-2C (Other Entitlement Demand), the average water demand factor for other entitlement demand is not reasonable because new single family dwelling (SFD) development has higher average use than existing average use.

The 0.8 AFY factor used in Table H.2-2C for future SFD development on vacant lots and in Areas X and Y was not actually a current average water demand for the Pebble Beach portion of the DMF or the DMF as a whole. The "DMF Average" referenced in Table H.2-2C was derived from the 2005 EIR for the DMF/PDP project (Monterey County 2005), which in turn derived the factor based on Del Monte Forest average residential uses for non-rationing use years prior to 2001. Thus, the 0.8 AFY factor is actually an average from the 1990s.

By way of comparison, based on review of Cal-Am data (Cal-Am 2006 – 2011), recent average water use of residential customers in the Cal-Am Pebble Beach service area (which excludes MPCC areas in the DMF) was 0.56 AFY. The average in the same data set for the MPCC area from 2006 to 2011 was 0.21 AFY. Combined, the average for the DMF (including both Pebble Beach and MPCC) from 2006 to 2011 was 0.30 AFY. Use of a current average would substantially lower the estimate of other entitlement demand compared to that in the DEIR.

Based on data from 2008 (Monterey County, 2009), the Macomber Estates actual average water use was 0.81 AFY/residence. This development includes very large lots that would in all likelihood exceed average vacant lot size and potential lots in Areas X and Y. The 0.8 AFY factor used for other entitlement demand thus represents nearly the equivalent of actual usage for a very large lot recent development in the Del Monte Forest and is larger than the average use of many other large-lot developments in unincorporated Monterey County (Monterey County, 2009). Refer to Table H.2-2G in the revisions to Appendix H (in Chapter 4 of this document). As noted in the response to Comment 16-3 above, use of the MPWMD's methodology for a 6-bedroom, 6-bath residence, with conservative assumptions would result in a 0.79 AFY water demand estimate per unit.

Because the 0.8 factor is higher than the measured average use of nearly all recent unincorporated County large-lot developments, is higher than the new estimate for a large residence, and is nearly the same as a development that likely represents greater residential use (on average) than the average other entitlement water use, the factor is considered a reasonably conservative factor and appropriate for estimating other entitlement residential development.

Comment 16-26

The commenter states that, with regard to Table H.2-2C (Other Entitlement Demand), the SFD development water demand does not include accessory unit water demand.

As noted above in the response to Comment 16-25, the 0.8 AFY factor is considered a conservative estimate of potential other entitlement demand. As explained above and in response to Comment 16-13, this factor is nearly the same as a new estimate derived using the MPWMD method (0.79 AFY) and the new estimate could easily represent a main house and an accessory unit. Also refer to response to Comment 16-13.

No revisions to the draft EIR are necessary.

Comment 16-27

The commenter states that, with regard to Table H.2-2C (Other Entitlement Demand), the table should articulate which data came from which of the three sources noted at the bottom.

Table H.2-2C has been revised to indicate the source for different data. Please see Chapter 4 of this document for the specific changes.

Comment 16-28

The commenter states that, with regard to Table H.2-2C (Other Entitlement Demand), the source cited as "DMF residential development calculations – ICF" cannot be found in the DEIR, and that the source should be disclosed and included in a recirculated DEIR.

The reference to ICF as Source 1 for Table H.2-2C for DMF residential development calculations was not to any water use factor. It was to the numbers of existing vacant lots and potential development in Areas X and Y. The reference to "ICF" was actually meant to be to Table 3-2 in Chapter 3 of the DEIR, which shows these same numbers. This has been corrected in the revised table in the revisions to Appendix H. Please see Chapter 4 of this document.

Comment 16-29

The commenter states that, with regard to Table H.2-2C (Other Entitlement Demand), the source "DMF Average from 1997 EIR for PBC Lot Program" cannot be relied upon because the EIR was not certified, and the data was not reliable when it was included in the EIR.

As noted above in the response to Comment 16-25, the 0.8 AFY factor is considered a reasonable factor for estimating other entitlement demand. Also as noted in that response, the factor was actually related to average use in the 1990s. Regardless, based on the data cited in the response to Comment 16-25, the factor is a reasonable estimate as it is larger than actual usage at most recent large-lot development, is nearly the same as the actual usage in a recent large lot development in the Del Monte Forest, and is nearly the same as an estimate for a large residence using the MPWMD methodology.

Since the factor has been demonstrated to be reasonable by comparison to current data, the status of the 1997 EIR does not require alteration of the environmental analysis of this project.

No revisions to the draft EIR are necessary pursuant to this comment, but clarifications and amplifications have been added to the analysis of water demand per responses to other related comments (refer to Chapter 4 of this document).

Comment 16-30

The commenter states that the notes in Table H.2-2C are cut off in the discussion of remaining entitlement and the public is unable to comment on it.

Text in one cell in the table was cut off during printing. The full note with the missing text underline is as follows: "As of September 2011, PBC had sold 117 AF, leaving 58 AF more that could be sold. Of the 175 AF, only 30 AF is being used as of 2011 leaving 145 AF that could be used in future." The table has been reprinted and the missing words are now apparent. Please see Chapter 4 of this document for the specific changes.

The full text concerning the water entitlement was included in Table 3.12-11 on Page 3.12-38 of the DEIR in Volume I (Table 3.12-11 is the same table as Table H.2-2C in Volume II). Thus the public was able to review and comment on this information as it was included in the DEIR.

Comment 16-31

The commenter states that Table H.2-2C shows 117 AF have been sold to DMF benefited properties and is inconsistent with statements elsewhere in the DEIR (Page 3.12-8) that 130 AF has been sold.

Page 3.12-7 and Page 3.12-18 (in Volume I) both said that approximately 130 AF of the PBWE had been sold to others. The actual number is 117 AF as noted in Table 3.12-11 and according to MPWMD records. These two references to 130 AF have been changed to 117 AF and any associated corrections have been made.

The number used in the quantitative analysis was 117 AF, and thus the quantitative impact analysis in the DEIR is correct and unchanged.

Comment 16-32

The commenter states that there are challenges to developing affordable housing outside of the forest and that if it cannot be constructed that this inconsistency with the adopted ordinance should be discussed in the EIR.

As noted before, the proposed project does not include a proposal to construction affordable housing outside the DMF, but rather to pay an in-lieu fee, which is an allowable method of compliance with the inclusionary housing ordinance. Thus, there is no inconsistency with the ordinance and, therefore, no need to disclose it in the EIR.

Comment 16-33

The commenter states that no inclusionary housing has been developed under the County ordinance in the DMF, Carmel Area LUP, or the Big Sur Area LUP.

The comment provided information only and does not concern the EIR or its adequacy. No revisions to the draft EIR are necessary.

Comment 16-34

The commenter states that the proposal to use an in-lieu fee instead of on-site inclusionary housing is inconsistent with the LCP, County ordinance, County policies and good planning, and that these issues have not been adequately analyzed in the DEIR.

The comment states the opinion of the author about the use of in-lieu fees and is noted. The County has used in-lieu fees for prior projects and this is an allowable method of compliance with the ordinance. As such, the EIR does not need to identify an inconsistency with the ordinance and does not need to analyze environmental effects of inconsistency.

No revisions to the draft EIR are necessary. See also response to Comment 16-35 regarding an on-site inclusionary housing alternative.

Comment 16-35

The commenter requests analysis of an alternative with on-site inclusionary housing within the DMF.

Chapter 5, Project Alternatives, in Volume I evaluated three alternatives (Alternatives 1A – 1C and 2A – 2C) that included 18 and 16 inclusionary housing units at the Corporation Yard (18 units for Alternatives 1A – 1C and between 16 and 13 units for Alternatives 2A – 2C). These alternatives included many other changes to the market-rate housing separate from the inclusionary housing component. The potential environmental impacts of 18 inclusionary units included in Alternatives 1A – 1C have been amplified, clarified, and presented separately in the discussion of Alternative 1 in Chapter 5. An 18 inclusionary unit site plan for the Corporation Yard has also been added. Because Alternatives 2A – 2C included a lesser number of inclusionary units (13 to 16) than Alternatives 1A – 2C, the alternatives analysis for the 18 inclusionary units in Alternatives 1A – 1C is considered sufficient to evaluate the lesser number of units in Alternatives 2A – 2C. For that reason, the balance of this response only discusses the 18 units included in Alternatives 1A – 1C.

Please see Chapter 4 of this document for the specific changes to Chapter 5 to amplify and clarify analysis of the on-site inclusionary housing alternative.

The purpose in showing the impacts more clearly is to provide sufficient analysis of this alternative, in case the Board of Supervisors were to decide to require on-site provision of inclusionary housing. The amplifications and clarifications do not change the significance of impacts identified for the alternatives containing the inclusionary housing in the DEIR.

The water demand of the inclusionary housing units was estimated as part of the amplification and clarification of the alternative analysis. The water demand was estimated using the MPWMD fixture unit methodology. The preliminary plan shows 18 units in three buildings. MPWMD methodology specifies that a separate landscape budget need not be estimated for residential units on lots less than 10,000 AF, so landscaping is estimated as 50% of the fixture unit demand. The water demand is estimated at 0.30 AFY/unit and the assumptions used to make this estimate are shown in new Table H.2-2D in the revisions to Appendix H (refer to Chapter 4 of this document). The total estimate for the 18 units, including landscaping, is 5.34 AFY. As noted in prior responses, the Applicant has ample remaining water entitlement to provide this amount of water and the Corporation Yard is a benefited property within the DMF where the water entitlement can be approved.

Should the Board of Supervisors require the inclusionary housing to be built at the Corporation Yard, the additional 5.34 AFY of average year water demand (5.76 AFY for a critically dry year) would increase the project's overall demand (for a critically dry year) from 145 AF to 151 AFY. This would not change the fundamental conclusions regarding water supply in the DEIR for the proposed project. There would be a slight increase in the level of impacts related to water supply, but the change would not be a substantially more severe impact than disclosed in the DEIR, which already disclosed certain significant unavoidable impacts associated with water supply.

Because inclusionary housing at the Corporation Yard would use water derived from the PBWE, the DEIR's cumulative analysis of water supply has already disclosed the overall impacts of the proposed project combined with 18 units of inclusionary housing combined with use of the rest of the PBWE. This is so, because the cumulative analysis included the use of the remaining part of the PBWE allowed for use by others. Whether that remaining amount were used by other residential

users in the DMF or by inclusionary housing residents makes no difference to the overall analysis of effects, as the amount of the remaining PBWE limits the amount of water that could be used.

Comment 16-36

The commenter requests analysis of an alternative with half of the required inclusionary housing in the DMF.

As noted in the prior response, the DEIR already included six alternatives that contained on-site inclusionary housing in the DMF. The DEIR also included other alternatives that used the in-lieu fee like the proposed project as well as the No Project Alternative. This is a reasonable range of alternatives for the EIR. An Alternative with half of the required units would be an intermediary step between the proposed project and Alternatives 1A- 1C and 2A-2C and would obviously have half of the impacts of all of the required units. As this is an obvious conclusion, adding such an alternative would not provide meaningful additional information for the DEIR.

No revisions to the draft EIR are necessary.

Comment 16-37

The commenter asserts that the DEIR's discussion of the PBWE is not accurate in terms of how much of the PBWE is used vs. unused and how much is available for this project.

As noted above in response to Comment 16-31, there were two references in the text of Section 3.12, Water Supply, (Volume I) indicating the amount of the PBWE that had been sold as approximately 130 AF, whereas the actual number as of fall 2011 was 117 AF. This has been corrected in the Final EIR. Please refer to Chapter 4 of this document for specific changes. Also, as noted above, the number actually used for quantitative analysis in the DEIR was 117 AF, so the impact analysis is correct and does not need to change.

The cited paragraph on Page 3.12-7 was intended to describe how much of the PBWE is actually being used as opposed to how much is presently not being used. As the commenter notes, there is a difference between the amount of entitlement that one possesses versus the amount of water actually used pursuant to that entitlement. The statement in the DEIR that there is a remaining unused water entitlement of 325 AFY is factually correct. As described in MPWMD, 2011 Monthly Entitlement Report for September 2011, the final column is titled "Remaining Entitlement/Water Use Permits Available" and the total reported is 325 AFY.

The DEIR is not misleading and did not imply that the Applicant has 325 AFY of the PBWE that it could use. It reported correctly that 325 AFY of the PBWE is not presently being used.

The actual amount of the PBWE available to the Applicant is 237 AF as reported in the MPWMD 2011 Monthly Entitlement Report for September 2011. This has been clarified in edits to pages 3.12-7, 3.12-18, and 3.12-31 and to Table 3.12-11 in Volume I and to Table H.2-2C in Volume II. Please refer to Chapter 4 of this document for the specific changes. As this amount far exceeds the project's water demand estimate (145 AF for a Critically Dry Year), the conclusion in the EIR that there is sufficient remaining entitlement for the project remains correct.

Comment 16-38

The commenter requests clarification on potential water use for open space lands included in the project and questions whether the open space can be developed with park or landscaping and if so that the water demand should be included in the analysis and that there should be a prohibition of potable water use on any property called open space. There are two kinds of open space proposed for the project: preservation/conservation areas of 635 acres and other open space areas of about 4 acres.

In addition to areas that are to be dedicated habitat areas in their entirety, the proposed preservation/conservation areas include all open space in residential areas I-2, J, K, L, and U. None of these open space areas can be developed for park use or landscaping. Per the project description and per Mitigation Measure BIO-A1 and the Master RMP in Appendix C, the proposed preservation/conservation areas are dedicated with conservation easements and to be managed for the benefit of biological resources contained therein. Thus neither park nor landscaping use nor for regular irrigation would be allowed in the 635 acres of preservation/conservation areas. As part of preservation area resource management, there may be a periodic need for spot irrigation to support replanting as needed. The DEIR does not require overall replanting as mitigation for project tree removal, so there will not be large scale tree plantings in the preservation areas, except the 1.6 acres of restoration of Gowen cypress in the HHNHA per Mitigation Measure BIO-D2. But periodic spot irrigation of trees will only be a temporary and limited water use focused only on tree establishment; once trees are established there would be no perennial or ongoing need for watering. Given the relative inaccessibility of such areas, the Applicant would use water trucks containing recycled water from the Reclamation Project in the event any short-term, spot watering is required, so there would be no impact on potable water use. There are two other open space areas that are excluded from preservation/conservation areas: 1) two parcels totaling 2.91 acres adjacent to the 14 residential lots in Area V and 2) 1.45 acres adjacent to the 10 residential lots in the Corporation Yard. Recycled water is currently available at Area V, and any irrigation required for the 2.91 acres would use recycled water only. At the Corp Yard, only about 1 acre of the 1.45 acres could be irrigated to allow for passive recreational uses (the balance would be naturalized and require no irrigation). If the Applicant elects to irrigate the passive recreational area, a small amount of additional water could be required for that purpose (perhaps 1 to 3 AF, depending on vegetation type and amount of turf). As discussed in response to Comment 16-13 and as shown in Table H.2-2D (See Chapter 4 of this document), the overall estimates used for the residential elements of the proposed project are more conservative than an estimate derived using MPWMD's fixture unit and landscape methodology by about 7 AF and thus should this area be irrigated and require 1 to 3 additional AF of water, it is likely that the actual project demand will not exceed the overall amounts estimated in the EIR.

The Applicant has more than sufficient remaining amount of its PBWE for this purpose, and thus no impact on potable water supplies would occur beyond that already analyzed in this EIR.

Finally, as noted in prior responses, the DEIR's estimate of water use is likely conservative and may overestimate actual use (in particular for residential use), as such, any minor watering use for open space areas is already accommodated in the EIR's overall estimated water demand.

Comment 16-39

The commenter states there is no proof of actual water demand of 1.0 AF for the Collins Residence and that the information may change the analysis.

As discussed above in prior responses, the use of a 1.0 AF is a reasonable conservative estimate of water use of large lot development in the Pebble Beach portion of the Del Monte Forest. Based on fixture unit count, the Collins residence and the Beirne residence are both estimated as 1.1 AFY (Stilwell pers. comm.). The DEIR's water demand assumed the use at each existing residence was 1.0 AFY, and the project's water demand was reduced by 2.0 AFY as both residences would be removed with the project. The use of 1.0 AFY (instead of 1.1 AFY) results in a slightly higher project water demand (as it takes less credit than indicated by the fixture unit count) for the proposed project, and thus the water demand errs on the conservative side. The water demand estimate has not been revised in regard to this data, to keep the estimate on the conservative side.

No revisions to the draft EIR are necessary.

Comment 16-40

The commenter states that reliance on the Regional Water Project is not reasonable in light of the December 2011 court ruling regarding the EIR for the Regional Water Project and that this information was not considered in the DEIR.

The DEIR was released in November 2011. The court ruling concerning the Regional Water Project EIR was issued in December 2011 with an additional ruling in February 2012. As such, the court ruling could not be considered at the time the DEIR was completed. In addition, Cal-Am withdrew its support for the Regional Water Project in January 2012 as well. There are efforts at present to identify and move forward with an alternative to the Regional Water Project.

At this point, given the court order regarding Marina Coast Water District's (MCWD) reliance on the CPUC's EIR and the withdrawal of Cal-Am support, the fate of the Regional Water Project is unknown. However, given the requirements of the CDO and the very real possibility of widespread water rationing on the Monterey Peninsula and related economic impacts, it is reasonably foreseeable that an alternative to the Regional Water Project will be advanced to replace the water from the Carmel River that is beyond Cal-Am's legal limits and the water reductions due to the Seaside Aquifer adjudication. Whether the alternative to the Regional Water Project will serve existing demand or existing demand and future demand is unknown at this time.

Information concerning the fate of the Regional Water Project and current activities surrounding development of an alternative to the Regional Water Project have been added to the FEIR. Please refer to Chapter 4 of this document for specific changes to Section 3.12, Water Supply.

The DEIR acknowledged the uncertainty of the Regional Water Project. Due to the pending litigation (at the time of DEIR preparation) on the Regional Water Project EIR, the DEIR for this project (starting on Page 3.12-27 of Volume I) described multiple scenarios concerning regional water supply beyond 2016 including: 2017 Scenario A (Regional Water Project On-time), 2017 Scenario B (No Regional Water Project or Alternative), and 2017 Scenario C (Alternative to the Regional Water Project). Scenario A (Regional Water Project On-Time) looks more unlikely in light of events since release of the DEIR, but the proposed project EIR has retained this scenario in the event the Regional Water Project is somehow revived. Scenario C (Alternative to the Regional Water Project) looks more likely at this point than Scenario A (Regional Water Project On-Time), although there are

substantial challenges in terms of designing the alternative project, reaching agreement among the project sponsors, environmental review, permitting, and construction such that even if an alternative is advanced, it may not be prior to 2017. Scenario B (No Regional Water Project or Alternative by 2017) is a real possibility. As noted in DEIR (on page 3.12-28), Scenario B may prevail for some number of years until a regional water supply project is actually completed.

Because the DEIR already evaluated scenarios in which a regional water supply project is not built by 2017 and/or an alternative to the Regional Water Project is developed, the DEIR has properly disclosed potential water supply impacts in light of the available information.

Comment 16-41

The commenter states that the DEIR's discussion of landscaping and irrigation is deficient because the water demand for required revegetation and planting is not included. The commenter states that exterior landscaping water demand should be included in a recirculated DEIR.

As discussed in response to Comment 16-38, the water demands for resource management in the proposed preservation areas, or to restore 1.6 acres of Gowen cypress at HHNHA, would be limited and temporary and would not increase the estimated annual water demand beyond that estimated in the DEIR.

Regarding landscaping, landscaping for residential lots is accounted in the factors used in the DEIR to estimate water demand and the estimate using the MPWMD methodology confirms that the factors used in the DEIR are sufficiently conservative to account for residential landscaping. As noted on Page 3.2-25 of Volume I, the DEIR water demand estimate includes irrigation demand for the visitor-serving portions of the project as well. This is shown in Table H.2-2B (refer to Chapter 4 of this document) which includes landscaping for the parking lot at The Inn at Spanish Bay, landscaping at the Spyglass Hotel, and for Highway 1/68. The Applicant confirmed that apart from these locations, landscape irrigation for visitor-serving improvements at the Lodge, the Inn, or the equestrian center are not expected to be different than exists today (Stilwell pers. comm.).

As described in the DEIR (page 3.12-38 of Volume I), the project would actually reduce recycled water use because the Driving Range would be relocated to the Collins Field (which is currently irrigated with recycled water) and the existing Driving Range would be converted to residential use (which would not use recycled water).

Response to Comment Letter 17 (Hale)

Comment 17-1

The commenter states that the proposal is an improvement over previous plans but still has concerns about impacts to habitat for endangered plant species, including Yadon's piperia in Area K and Hickman's potentilla in Area L, and provides ideas for improving the project in his comments.

Comment noted. The comment does not concern the adequacy of the EIR. No revisions to the draft EIR are necessary.

Responses to the substantive issues raised by the commenter are provided in responses below.

Comment 17-2

The commenter states that he is most concerned about endangered species habitat in Areas K, L and J and provides specific concerns and opinions on each of the alternatives, summarized as follows. Alternatives 1A and 2A are not preferred. Alternatives 1B and 2B are closer but not all of Area K and L need to be preserved. Alternatives 1C and 2C put more housing into Area L and unnecessarily try to protect every occurrence of piperia. Additionally, the commenter states that he sees no need to require inclusionary housing at the Corporation Yard.

Comment noted. The comment does not concern the adequacy of the EIR. No revisions to the draft EIR are necessary.

Responses to the substantive issues raised by the commenter are provided in responses below.

Comment 17-3

The commenter describes his preferred alternative involving removal and reconfiguration of certain lots at Areas J, K and L and relocation of lots to Area F-2 and the Corporation Yard. The commenter also states that no inclusionary housing is needed in Pebble Beach.

The DEIR included alternatives that used a similar approach in reducing impact on biological resources at Areas J, K, and L by either clustering (Alternative 1) or reducing the number of lots (Alternative 2) at these areas and relocating lots to areas of lesser sensitivity (F-2 and I-2). There are a myriad of ways in which alternatives could be designed to reduce biological impacts, including the alternative suggested in this comment. However, the DEIR analyzed a reasonable range of alternatives, and the alternatives analyzed capture a range of impacts into which this suggested alternative would fit.

The commenter's opinion about inclusionary housing is noted. No revisions to the draft EIR are necessary.

Comment 17-4

The comment states that the light and view impacts from the proposed employee parking lot in Area B could have significant light and glare impacts on the preservation area in Area B if not designed properly, and the commenter requests mitigation similar to that required for the Corporation Yard development (e.g., lights be shielded, directed away from and not directly shining into Area B).

Regarding impacts to biological resources in Area B, Mitigation Measure BIO-A1 (in Section 3.3 of Volume I) has been modified to require any lighting included for the Area B parking lot to be shielded, directed away from, and not directly shining into Area B. Please see Chapter 4 of this document for the specific changes. Refer to response to Comment 17-5 for concerns regarding light and glare impacts on Area B.

Comment 17-5

The commenter suggests that visibility of the lot could be reduced by constructing the parking lot at a lower elevation than the preservation area or constructing a small barrier.

The visual impacts from the new employee parking are addressed in Section 3.1 of Volume I.

Regarding light and glare, Impact AES-C1 discloses potential impacts from parking lot lighting and identifies Mitigation Measure AES-C1 (incorporate light and glare reduction measures in design plans and specifications) as required mitigation. The impacts from increased light and glare are reduced sufficiently with Mitigation Measure AES-C1 and additional mitigation is not required.

Regarding views, it is standard visual assessment protocol that the criteria for determining significant impacts on views, be for views from scenic corridors and public vantage points. Therefore, the analysis focuses on views of the new employee parking lot from 17-Mile Drive, not from the preservation area; and the new parking lot would not be very apparent from the surrounding area because the remaining vegetation provides a visual screen (refer to Impact AES-A1 in Section 3.1). As described in Section 3.1 (Impact AES-A1) of Volume I, the new employee parking lot would have a less than significant impact on views and does not require mitigation.

Depressing the parking lot below grade would create additional impacts related to ground disturbance. It should also be noted that Alternative 4 (Chapter 5 of Volume I) evaluated relocating the employee parking to an underground facility at The Inn at Spanish Bay.

No revisions to the draft EIR are necessary.

Comment 17-6

The comment states that construction disturbance could spread non-native invasive plants into the preservation area, and mitigation should be required to control invasive plants at the edge of preservation areas.

One of the required mitigation measures is Mitigation Measure BIO-A1: Develop and implement a site-specific resource management plan (SSRMP), based on the Master RMP, for each preservation area. The Master RMP requires non-native invasive species control. Refer to Appendix C of Volume II (specifically, Section 3.1).

No revisions to the draft EIR are necessary.

Comment 17-7

The commenter states that Mitigation Measure BIO-A1 does not recognize that there are existing open space areas managed by DMFF and recommends that adjacent preservation areas along Seal Rock Creek and in and adjacent to Area B be included in these management plans.

The commenter is partially correct that Mitigation Measure BIO-A1 (and the Master RMP) do not mention all of the adjacent DMFF open space areas and do not call for integrated resource management of all contiguous preservation areas. The DEIR does describe the adjacent HHNHA and Indian Village and requires coordinated resource management of these areas with management of adjacent preservation areas included in the project.

While integrated management of all preservation areas is a laudable goal, it is beyond the need for mitigation of the impacts of this particular project. CEQA limits the imposition of mitigation to that in proportion to the impacts of the subject project. As such, the EIR only recommended coordinated resource management of proposed preservation areas with adjacent areas where there were distinct project impacts to the adjacent preserved area. Thus, the EIR cannot require integrated management of all adjacent preservation areas.

However, there is nothing to preclude integrated management areas as a cooperative voluntary effort by the Applicant, DMFF, and other interested parties, but such management (unless specified in the EIR mitigation or the Master RMP) is not mandated as a mitigation measure of this project.

No revisions to the draft EIR are necessary.

Comment 17-8

The commenter states that native grasslands are not included in Mitigation BIO-A1 and should be included including protection and enhancement of open meadows such as Spruance meadow and Indian Village meadow as well as native grass understory of Monterey pine forest.

The commenter is correct that Mitigation BIO-A1 does not specifically call out native grasslands. Within the proposed project area, there are no open grassland meadows per se within development areas themselves that would be directly affected. Spruance Meadow (and other meadows) are located in proposed preservation Area PQR but will not be affected by the project. The meadow in Indian Village is discussed in the EIR in relation to indirect effects from development in Area L. In most other preservation areas, grasslands usually occur as an understory to Monterey pine forest.

The DEIR did not identify an impact to Spruance Meadow or other meadows in Area PQR from the project and thus has not proposed any specific mitigation to required enhancement of this or any other meadow in Area PQR. The DEIR does identify indirect impacts to Indian Village in regard to Pacific Grove clover and Hickman's potentilla, and requires management of the meadow to preserve the populations of these two species.

The DEIR does require management and control of non-native plant species throughout all preservation areas (see the Master RMP in Appendix C). As such, preservation areas will need to be managed for control of non-native grasses.

Since the DEIR did not identify any direct impacts to native grasslands per se and did identify mitigation for specific indirect effects to the meadow at Indian Village, there is insufficient nexus to require enhancement of native grasslands overall as a mitigation measure. However, overall resource management requirements in the Master RMP will help native grasslands by controlling non-native plant species. Should the Applicant (or other parties in cooperation with the Applicant) decide voluntarily to enhance native grassland areas (such as the meadows in Area PQR), there is nothing in the identified mitigation or the Master RMP that would prevent doing do.

No revisions to the draft EIR are necessary.

Comment 17-9

The commenter states that loss of critical habitat for Yadon's piperia is not addressed in the DEIR, that impacts in Area K to Yadon's piperia cannot be mitigated and recommends analysis of an alternative including deletion of certain lots in Area J and K to preserve more areas of Yadon's piperia habitat.

The DEIR identifies that the project would preserve critical habitat for Yadon's piperia in Areas B, G, H, I-1, L, and PQR (see Page 3.3-41, Lines 14 – 17, of Volume I). Critical habitat was designated by USFWS for Yadon's piperia in 2007 (CFR 72, No. 205, October 24, 1007, p. 60410 - 60450). Within the project area, critical habitat is found in parts or all of Area B, G, H, I-1, J, K, L O, and PQR. The project would affect critical habitat in Areas J and K.

Critical habitat was not utilized in the DEIR analysis of impacts to Yadon's piperia due to the circumstances surrounding the listing of critical habitat by USFWS. The areas of critical habitat designated by the USFWS within the Del Monte Forest were made in part due to a conservation agreement signed by the Service and Pebble Beach Company that excluded certain areas relative to the prior DMF/PDP project, while committing the Company to extensive other preservation (including offsite areas in Aguajito and Old Capitol site). As an example, USFWS only listed a small portion of Area O along Bristol Curve despite the presence of the large and dense population in the rest of Area MNOUV that collectively constitutes one of two largest known populations of Yadon's piperia (the other is in Area PQR). The listing of critical habitat is often a balancing act in terms of the feasibility of providing for protection of listed species habitat while also considering potential economic effects as well as the voluntary actions of private landowners who own substantial areas of listed species habitat. Just because an area is not designated critical habitat does not mean it is not habitat for the species or that it may not be important to the survival of the subject species.

For this EIR, given the limited distribution of habitat for this species, it was thought more important, to consider all areas of occupied habitat for Yadon's piperia not in terms of whether they were or were not designated critical habitat, but rather in terms of the character of the population and habitat on the actual areas themselves and the character of project impacts.[1] Given the circumstances under which critical habitat was designated, this is considered a more appropriate method of analyzing impacts to habitat for this species.

The DEIR does find that the project would have a significant effect on Yadon's piperia habitat due to removals at Areas J and K, which the commenter is concerned about. The DEIR analysis does identify that the impact to the Yadon's piperia population in Area K is the most substantial project impact on this species. However, the DEIR concludes that this impact, while severe, can be mitigated to a less than significant level due to the substantially larger areas of preservation of Yadon's piperia throughout the DMF and management of the preservation areas for the benefit of this species, in contrast to the commenter's assertion that this impact cannot be mitigated.

Regarding the commenter's request to analyze removal of certain lots in Area K, the DEIR has already analyzed alternatives that achieve the same outcome as the commenter proposes including Alternatives 1A, 1B, 1C, 2A, 2B, and 2C all of which would eliminate lots 2-4 and 8 in Area K (refer to

[1] For example, if one were to consider impacts to Yadon's piperia from only a critical habitat point of view, then the prior DMF/PDP would not have had a significant impact in its removal of large amounts of the population at Area MNOUV because this area was mostly excluded from critical habitat designation (except for a small area along Bristol Curve).

Chapter 5 in Volume I). Regarding Area J, Alternatives 1A and 2A would eliminate all lots in Area J while Alternatives 1C and 2C would eliminate Lot 1 as suggest by the commenter. There are a myriad of options of how impact to Yadon's piperia could be reduced, but the EIR has analyzed a reasonable range (6 alternatives) that capture the commenter's suggested alternative in concept, such that analysis of an additional alternative is not necessary.

No revisions to the draft EIR are necessary.

Comment 17-10

The commenter asserts that the mitigation for Area L Lots 6 – 10 concerning Hickman's potentilla leaves too much open to chance and the impact is not mitigable. The commenter recommends removal of lots 6 – 10 or at least Lots 9 – 10 to address this impact.

The commenter's support for alternatives that would remove certain lots at Area L is noted. The DEIR included several alternatives (Alternatives 1B and 2B) that would eliminate lots in Area L as the commenter suggests.

Concerning impacts to Hickman's potentilla in Indian Village, the DEIR (starting on Page 3.3-66 of Volume I) identifies potential impacts of development of Area L due to changes in hydrology, non-native plant species, and recreational access as a significant impact. Mitigation Measure BIO-D6 requires drainage design to avoid hydrologic effects, management of recreational access, and management of non-native species, and other measures. The commenter does not provide any evidence why drainage control is infeasible to control hydrologic effects, why recreational access management cannot be implemented, or why the Indian Village site cannot be managed for invasive species so as to avoid significant effects of the project. The DEIR correctly concludes that mitigation is feasible and that implementation of the mitigation would reduce impacts to a less than significant level.

No revisions to the draft EIR are necessary.

Comment 17-11

The commenter states that the EIR fails to identify that Area L is part of a larger pine forest areas and asks why Area L is not considered ESHA and not suitable for development. The commenter asks how ESHA areas were selected that are allowed to be developed and what allowed Area L to be developable. The commenter asks to limit Area L lots to Lots 1 – 6.

The resource maps in Appendix F of Volume II clearly show that Area L is adjacent to a larger area of Monterey pine forest and this context is considered in the impact evaluation in the DEIR. As explained in Table 3.3-4 in Volume I, all of Area L is considered ESHA and the DEIR discloses that the project would result in removal of Monterey pine forest in this area. Area L was selected for development because it is directly adjacent to the Spyglass Hill Golf Course.

The project overall is a balance of development in certain areas and preservation of larger areas overall. Since one of the project objectives is to provide a certain number of large lots for residential development while preserving hundreds of acres of Monterey pine forest, it is inevitable that some areas containing pine forest would be proposed for development. The Applicant selected Area L as one of the areas they are proposing to develop.

The commenter's request to eliminate Lots 7 – 10 at Area L is noted. As noted in prior responses, the DEIR includes several alternatives that would eliminate all lots in Area L and thus the commenter's suggested alternative is already captured within the range of alternatives.

No revisions to the draft EIR are necessary.

Comment 17-12

The commenter describes that some social trails are suitable for hikers only and the HHNHA SSRMP should inventory social trails and consider dedicating some of them that do not impact habitat for rare or sensitive species.

The commenter's suggestion about potentially formally designating some social trails in the HHNHA as hiking trails while closing social trails that harm biological resources is noted. However, the purpose of Mitigation Measure BIO-B3 is to protect the resources overall in HHNHA from impacts associated with increased recreational use resultant from the project's increase in residents and visitors, in particular with the increase in residents at the Corporation Yard. As a result, the intent of the mitigation is to constrain trail use to only the existing designated trails in the HHNHA. The trail network in the HHNHA is already sufficiently extensive that it does not need to be expanded through formal designation of some of the social trails and the Mitigation Measure BIO-B3 would be more protective of natural resources than that suggested by the commenter.

No revisions to the draft EIR are necessary.

Comment 17-13

The commenter suggest removal of invasive species at the Sawmill Quarry borrow site and the interface zone of the Corporation Yard development and HHNHA.

The Master RMP (Appendix C in Volume II) does require control of invasive species in the HHNHA which will address the commenter's concern about the interface zone of the Corporation Yard development. Regarding the invasive species at the Sawmill site, restoration of this site is subject to conditions of the original permit for The Inn at Spanish Bay and thus control of invasive species is an obligation for the Applicant in implementation of the permit conditions of that prior permit, as opposed to an obligation related to this new project.

No revisions to the draft EIR are necessary.

Comment 17-14

The commenter suggests inclusion of native grassland habitats as resources to be protected in the SSRMPs and include monitoring of non-native plant invasion.

Refer to the response to Comment 17-8.

Comment 17-15

The commenter suggests addition of monitoring of development impacts for non-ornamental and non-native invasive species and monitoring of non-native invasive plants along roadside bordering preservation areas.

The Master RMP (Appendix C in Volume II) requires monitoring of non-native invasive plants for all preservation areas, which would encompass monitoring of roadsides bordering preservation areas. This has been clarified to make it specific that resource management includes the adjacent roadsides.

Regarding monitoring of development sites themselves, the Master RMP focuses on management of the preservation areas, not the development sites. However in response to the comment, specific requirements prohibiting the use of invasive non-native plant species in landscaping in all areas adjacent to existing or proposed preservation areas has been added to Mitigation Measure BIO-A1. Please see Chapter 4 of this document for the specific changes.

Comment 17-16

The commenter suggests adding monitoring for invasive grasses as well as other invasive species.

The Master RMP (Appendix C of Volume II) requires monitoring of non-native invasive plants, which include invasive grasses. No revisions to the draft EIR are necessary.

Comment 17-17

The commenter recommends weed control treatment on a quarterly basis and the need for diligent monitoring, control, and adequate staff and resources.

The commenter's recommendation is noted. The specific timing of weed control for preservation areas will be determined during development of the SSRMPs and will need to be adapted over time to the conditions on the ground. Weed control may need to be more or less frequently than every quarter depending on the nature of infestations.

The Master RMP (Appendix C of Volume II) requires the Applicant to guarantee adequate funding for all monitoring and implementation including staff and resources. No revisions to the draft EIR are necessary.

Comment 17-18

The commenter recommends including an education component in the SSRMPs.

The Master RMP and the SSRMPs are focused on the resource management of proposed preservation areas. However, in response to the comment, specific requirements for educational outreach have been added to Mitigation Measures BIO-A1. Please refer to Chapter 4 of this document for the specific changes.

Comment 17-19

The commenter recommends inclusion of CNPS on the Resource Management Team.

The commenter's request is noted.

Regarding the Resource Management Team (RMT), as described on page 2-7 of the Master RMP (Appendix C in Volume II), the RMT will include the California Department of Fish and Game (DFG), California Coastal Commission (CCC), the U.S. Fish and Wildlife Service (USFWS), the Fire Protection arm of the Pebble Beach Community Services District (PBCSD/CDF), the Pebble Beach Open Space Advisory Committee (OSAC), the Monterey County Planning Department (County), Del Monte Forest

Foundation (DMFF), and other agencies, organizations, and scientific experts as deemed necessary by Monterey County. All of these agencies are independent of the Applicant and DFG, CCC, and USFWS all have independent native plant experts. The County can also add other independent experts or interested parties as deemed necessary by the County.

No revisions to the draft EIR are necessary.

Comment 17-20

The commenter recommends addition of a goal for control of non-native invasive plants.

Goals and actions for control of non-native invasive plants are included in Chapter 3 of the Master RMP for Monterey pine forest, Monterey pygmy forest, wetlands and riparian areas. Goals and actions for control of non-native invasive plants are included in Chapter 5 of the Master RMP for coastal dune areas. Refer to Appendix C in Volume II.

No revisions to the draft EIR are necessary.

Comment 17-21

The commenter asks if there will be public review of RMP and annual work reports and opportunity for input on priority areas and methods.

As presently envisioned, as described in Chapter 2 of the Master RMP and in Figure 1 (in Appendix C of Volume II), the annual review cycle includes the County and the members of the RMT, but does not include formal public review. Individuals or organizations can always submit their suggestions for priority areas and methods to the County, the Applicant or members of the RMT for consideration.

The County notes the request for public review. No revisions to the draft EIR are necessary.

Comment 17-22

The commenter asks for the source of 95% preservation criteria used in the cumulative impact analysis and asks why there isn't a requirement to offset Monterey pine/ESHA lost with equal acreage preservation of Monterey pine forest elsewhere.

As explained in the DEIR on Page 3.3-38 of Volume I:

> For cumulative effects on Monterey pine forest on a regional basis, a "substantial adverse effect" is defined in this document as "*the loss, conversion, and/or fragmentation of Monterey pine forest such that the future conservation of Monterey pine forest, in absence of an adopted regional conservation plan, would be uncertain*"; uncertainty is defined as the loss of more than 5% of existing undeveloped Monterey pine forest on a regional basis. While public agencies, private organizations, and individuals have conducted numerous studies on the conservation of Monterey pine and Monterey pine forest, no regional forest conservation plan has been adopted. In light of the prior reduction of forest areas, current threats posed by development, alteration of natural forest succession (through fire suppression), the effect of pathogens (such as pine pitch canker), and the introduction of exotic species, a conservative approach to further losses of Monterey pine forest is warranted until a regional forest conservation plan can be adopted and implemented. While at present there is no definitive scientific method or consensus by which to establish a fixed amount and location of preservation needed to secure the overall conservation of Monterey pine forest, in this document an interim loss of no more than 5% (meaning preservation of 95% of the extant resource) is identified as providing a reasonable certainty that options for future conservation will not have been foregone.

The DEIR recognizes that there is no scientific consensus or method by which to establish a definitive amount of overall preservation as some may be of the opinion that no Monterey pine forest should be removed and others may assert that more than 5% could be removed while still preserving the resource overall. The DEIR presumes that the overall losses of Monterey pine forest need to be relatively small (in this case 5% or less).

The suggestion that the project be required to offset the Monterey pine forest/ESHA lost by equal acreage preservation elsewhere is already included in the proposed project. The commenter is apparently overlooking that the proposed project includes 598 acres of preservation.

As described on Page 3.3-38 of Volume I, the project would result in removal of 41 acres of forest, with indirect effects to an additional 44 acres, but would preserve 598 acres of forest throughout the DMF. The DEIR also requires an additional 7 acres of preservation to bring the total to 605 acres in order to meet the 95% preservation criteria noted above.

No revisions to the draft EIR are necessary.

Comment 17-23

The commenter describes the Applicant's MOU to protect Yadon's piperia habitat at the Old Capitol and Aguajito sites and asks why the cumulative mitigation is only 7 acres and not the full amount of direct and indirect effect.

As noted above, the project includes dedication of 598 acres of preservation, and the cumulative mitigation of an additional 7 acres brings the total to 605 acres of forest preservation overall. The Applicant's preservation of 99 acres of Yadon's piperia habitat at the Old Capitol Site and the Aguajito site is a separate matter between the Applicant and the USFWS, but it will also preserve Monterey pine forest habitat.

No revisions to the draft EIR are necessary.

Comment 17-24

The commenter states that the description of Area O fails to mention the presence of rattlesnake grass and genista bushes and its impact on Yadon's piperia there.

The information about non-native species at Area O is noted. The purpose of Appendix F (Volume II) is to provide a general overview of the biological resources at each of the development and preservation areas included in the project. It is not intended to describe the extent of non-native invasive species that may be present on each site, nor is it intended as an inventory of the potential resource management issues at each specific preservation area. This type of information is useful for future development of the SSRMPs, which are designed to address the key resource management threats and issues in order to provide for the long-term health of the biological resources found in each preservation area. Since the project does not propose any development in Area O, this additional information does not change the EIR's conclusions. As noted in prior responses, the Master RMP (Appendix C of Volume II) will require management of invasive non-native plant in all preservation areas.

No revisions to the draft EIR are necessary.

Comment 17-25

The commenter asks if the proposed project alters the condition for restoration of the Sawmill Gulch borrow site as a condition of Spanish Bay development and whether restoration will be part of the SSRMP for the HHNHA.

No, the proposed project would not alter the condition for restoration of the Sawmill Gulch borrow site. Restoration of the Sawmill Site is related to the Spanish Bay development permits, not the current proposed project. As such restoration of this site is not required to be included in the SSRMP required as mitigation for this project. However, should the Applicant agree, the restoration of the Sawmill site could be included in the SSRMP for the sake of consistency, but this EIR does not mandate restoration on that site as mitigation for this project.

The comment does not concern the adequacy of the EIR. No revisions to the draft EIR are necessary.

Comment 17-26

The commenter states that for all mitigation, in general the DEIR has well thought out conditions imposed to ensure protection of the resources, and asks if there is adequate funding to provide for the personnel and resources needed to successfully comply with the mitigation.

The Applicant (Pebble Beach Company) will be required to fund the mitigation as described in the Master RMP. The comment does not concern the adequacy of the EIR. No revisions to the draft EIR are necessary.

Comment 17-27

The commenter states that Pebble Beach Company has submitted a much improved development plan compared to the previous plan. Although there are lots in Areas J, K and L that should not be developed, the plan has maintained sizable areas of forest and the integrity of the trail system.

Comment noted. The comment does not concern the adequacy of the EIR. No revisions to the draft EIR are necessary.

Response to Comment Letter 18 (Scifres)

Comment 18-1

The comment is an introduction stating that the law firm Horan, Lloyd et al. is representing Mr. and Mrs. Scifres who own and reside at 3310 17-Mile Drive, which is adjacent to the Fairway One component of the project, and that the letter comments on the draft EIR.

Comment noted. The comment does not concern the adequacy of the EIR. No revisions to the draft EIR are necessary.

Comment 18-2

The comment states that the draft EIR does not present a clear and comprehensive analysis of noise impacts from the Fairway One project component according to the US EPA thresholds (55 dB L_{dn} for outside and 45 dB L_{dn} for inside) for protection of general health and welfare, and according to thresholds established in the Table 6 of the 1982 General Plan Noise Element (50-55 dB as the normally acceptable outdoor noise range).

The US EPA thresholds referenced originally came from the March 1974 document "*Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare With an Adequate Margin of Safety*" (EPA Levels Document, page 4), which states "these levels are not to be construed as standards as they do not take into account cost or feasibility".

The County's land use compatibility guidelines in Table 6 of the 1982 General Plan Noise Element[2] are based on the *Guidelines for the Preparation and Content of the Noise Element of the General Plan*, published by the California Office of Planning and Research in November 1990. Table 6 indicates an outdoor exposure of 55 dB L_{dn}/CNEL or below is normally acceptable for low-density residential uses and that an outdoor exposure of 60 dB L_{dn}/CNEL or below is normally acceptable for multi-family residential uses. However, the text of the 1982 General Plan Noise Element refers to 60 dB L_{dn}/CNEL or below as being acceptable for residential uses. In addition to the County's land use compatibility guidelines, the Monterey County Planning Department has established 60 dB L_{dn}/CNEL as the acceptable noise level for residential uses.

The analysis in the draft EIR (Section 3.9 of Volume I) evaluated noise impacts using the acceptable exterior threshold of 60 dB L_{dn}, established in the General Plan and by the Monterey County Planning Department. More specifically, the project would result in a significant noise impact if project operation would result in >5-dB increase in noise where existing outdoor noise levels are less than 60 dB L_{dn}, >3-dB increase in noise where existing outdoor noise levels are between 60 and 65 dB L_{dn}, or a >1.5-dB increase in noise where existing outdoor noise levels are more than 65 dB L_{dn}. The project would contribute to a significant impact only if it meets one of the significance criteria identified above and contributes 1 dB or more increase to the impact. In addition, please see response to Comment 11-12 regarding the selection of thresholds to evaluate project significance.

The text has been revised on Pages 3.9-4 and Page 3.9-10 of Volume I to clarify that the noise standard of 60 dB L_{dn} is based on the threshold established in the General Plan and by the Monterey

[2] As indicated in the draft EIR, the General Plan Noise Element is not legally enforceable, in the sense that a violation of the Noise Element's standards is not subject to prosecution, while a violation of the Monterey County Code, which is legally enforceable, is subject to prosecution.

County Planning Department. Please see Chapter 4 of this document for the specific changes. Also refer to responses to Comments 18-3 through 18-8.

Comment 18-3

The comment states that the traffic noise levels for 17-Mile Drive south of Stevenson Drive are above the US EPA recommended levels under the existing, baseline, and with-project conditions. Because the baseline measurements are above the US EPA levels, any measurable level above the baseline must be considered significant.

Refer to response to Comment 18-2 regarding the noise threshold and the significant impact criteria for evaluating operation noise impacts. For the noise analysis in the draft EIR (Section 3.9 of Volume I), the traffic noise levels for 17-Mile Drive south of Stevenson Drive were modeled at 50 feet from the center line. The traffic noise was estimated to be 58 dB L_{dn} under the existing and 2015 no-project conditions, 59 dB L_{dn} under the 2015 with-project condition, and 61 dB L_{dn} under the 2030 with-project condition. The project would result in a noise increase of less than 5 dB, with the existing noise levels less than 60 dB L_{dn}. Therefore, the traffic noise impact of 17-Mile Drive south of Stevenson Drive would be less than significant.

No revisions to the draft EIR are necessary.

Comment 18-4

The comment states that General Plan policies 22.2.4 and 22.2.5 should apply as mitigation measures for the Fairway One project. The comment states that both the baseline and the with-project noise levels are within the Noise Range II, Conditionally Acceptable, category in General Plan Table 6; and new development which falls within this range must prepare a detailed analysis of the noise reduction requirements and include noise insulation features in the project design.

Policy 22.2.4 indicates the county should specify working hours as part of use permits for industries. The project does not propose any industrial noise sources.

Policy 22.2.5 indicates the county should require lower ambient noise levels at night, in accordance with Table 6 of the 1982 General Plan. However, Table 6 makes no direct reference to nighttime noise levels, but instead defines community noise exposure in terms of the L_{dn} or CNEL noise metrics. The Day-Night Average Level (L_{dn}) and Community Noise Equivalent Level (CNEL) are both measures of the time-weighted average noise exposure for a 24-hour period, including a 10 dB penalty added to noise levels occurring at night between 10:00 p.m. and 7:00 a.m. Therefore, Table 6 takes into account increased sensitivity to noise at night by using the L_{dn}/CNEL metric.

Regarding the comment that projects with noise levels within Noise Range II are required to analyze noise reduction requirements and include noise insulation features in project design, this requirement in Table 6 applies to new development, not existing development; and the project includes no new residences in The Lodge area. Refer to response to Comment 18-2 regarding the noise threshold and the significant impact criteria for evaluating operation noise impacts to existing residents. As noted therein, the traffic noise impact to the 3310 17-Mile Drive and adjacent residences is found to be less than significant.

Mitigation Measure NOI-A1 (Section 3.9 of Volume I) would reduce the potential noise impact from parking lot fans at nearby noise-sensitive residential uses from the operation of the project to a less-than-significant level.

Mitigation Measure NOI-B1 (Section 3.9 of Volume I) would limit construction activities to the hours between 8 a.m. and 6 p.m. on weekdays and between 9 a.m. and 5 p.m. on Saturdays.

No revisions to the draft EIR are necessary.

Comment 18-5

The comment states the draft EIR failed to adequately analyze interior noise and vibration impacts on nearby residences as a result of the Fairway One project element according to the US EPA threshold of 45 dB for interior noise levels. Events at the Fairway One meeting facility must also be considered in the analysis.

Refer to response to Comment 18-2 regarding the exterior noise threshold and the significant impact criteria for evaluating operation noise impacts. In addition, the project would not cause interior noise exposure to exceed 45 dB L_{dn} because, with conventional residential construction, interior noise levels from sources exterior to the building would be reduced by approximately 25 dB when windows and doors are closed. Thus, noise insulation features are generally not required unless the exterior noise level exceeds 70 dB L_{dn}/CNEL (70-45=25). Such relatively high noise exposures are not expected as a result of the project at any location, as traffic noise levels in the vicinity of project area are expected to range from 50 to 68 dB L_{dn} under existing conditions, 53 to 68 dB L_{dn} under 2015 conditions, and 53 to 70 dB L_{dn} under 2030 conditions. Traffic noise levels in the vicinity of the Fairway One Complex would be 58 to 61 dB L_{dn} as noted in response to Comment 18-3 above.

The noise analysis in the draft EIR (Section 3.9 of Volume I) did consider events at the Fairway One meeting facility. Because events would be infrequent, the on-road traffic noise and the on-site parking lot noise that could be generated by use of the meeting facility would be less than significant on nearby residences. The closest residence is situated at 3310 17-Mile Drive to the east, and the residential structure is approximately 70 feet east of the property line with a mature vegetation buffer in between (refer to the exhibits at the end of these responses).

Regarding vibration impacts, Impact NOI-C1 (Section 3.9 of Volume I) adequately addresses construction-related vibration impacts. In addition, no operational vibration impacts are anticipated to occur, as no vibration-generating activities are associated with project operations.

No revisions to the draft EIR are necessary.

Comment 18-6

The comment states that the draft EIR concludes the noise from the Fairway One parking lot "is anticipated to be less than the noise produced by passing vehicles" without discussion or evidence. Parking lot noise impacts to nearby residences should be evaluated according to the US EPA thresholds of 55 dB for outside and 45 dB for inside, and the standard should be expressed as dB(A).

Refer to response to Comment 18-2 regarding the noise threshold and the significant impact criteria for evaluating operation noise impacts. The noise analysis in the draft EIR (Section 3.9 of Volume I) evaluated parking lot noise qualitatively in comparison to the on-road traffic noise levels that were modeled. Noise from vehicles entering and exiting parking lots would be audible at homes adjacent to the lots. However, noise from vehicle parking lot use is anticipated to be less than the noise produced by passing vehicles traveling at higher speeds on the surrounding roadways, and generally would not be audible over traffic noise from the nearby surrounding roadways. This is because

roadways have substantially higher volumes of vehicles that are travelling at substantially higher speeds, generating higher noise levels (engine and tire noise), when compared to parking lots where vehicles are travelling slow, idling or parked. Roadway volumes and vehicle speeds (in addition to vehicle mix) are the main factors affecting traffic noise levels from vehicles. The traffic noise was determined to result in a less than significant impact on adjacent residences; therefore, it is concluded that the parking lot noise would be less than significant, based on the same noise threshold and criteria for determining a significant impact. Also refer to the response to Comment 18-2.

With regard to A-weighting of decibels, virtually all community noise standards utilize A-weighting because it provides a close correlation with the frequency response of the human ear. The draft EIR (Section 3.9 of Volume I) states that all noise levels reported in the draft EIR noise analysis are in terms of A-weighted decibels. It is common to leave the "A" off when referring to the L_{dn} or CNEL.

No revisions to the draft EIR are necessary.

Comment 18-7

The comment states that the closest monitoring site used to measure ambient noise levels is about 2,000 feet from the Fairway One project. Due to the distance of the monitoring site to the project, the draft EIR should discuss the accuracy of noise modeling.

Ambient noise monitoring was not used to determine potential project-related noise impacts in Section 3.9 of Volume I. Ambient noise monitoring is intended to characterize the typical existing noise environment in the project area where noise-sensitive uses are located. As described in Section 3.9 of Volume I, project-related traffic noise impacts are calculated using the Federal Highway Administration (FHWA) Traffic Noise Model. The FHWA model is used because it allows for a consistent way to compare noise levels with and without project-related traffic. Traffic noise modeling assumptions were obtained from the project traffic engineers. Calculations of noise exposure from sources other than traffic are based upon accepted acoustical engineering practices and are described in Section 3.9 of Volume I where applicable.

No revisions to the draft EIR are necessary.

Comment 18-8

The commenter recommends performing direct and cumulative analysis of the interior and exterior noise and vibration impacts of the Fairway One project on nearby residences, particularly 3310 17-Mile Drive property. The commenter states that such analyses must include short- term and long term and day and night time noise exposures.

Refer to response to Comment 18-5 for interior noise impact. The noise analysis in the draft EIR (Section 3.9 of Volume I) identified noise-sensitive uses that would be potentially impacted by the project construction and operation. Where potential noise impacts are anticipated at the identified noise-sensitive uses, mitigation measures were proposed in the draft EIR. The Fairway One project is located adjacent to the 3310 17-Mile Drive property. As such, it was evaluated for impacts from increased traffic noise on 17-Mile Drive. As analyzed in Section 3.9 of Volume I and in response to Comment 18-3, the traffic noise impact of 17-Mile Drive south of Stevenson Drive on nearby noise-sensitive uses would be less than significant.

No revisions to the draft EIR are necessary.

Comment 18-9

The commenter recommends fully describing the uncertainty factors and margin of error of noise modeling in the body of the draft EIR.

The text has been revised on page 3.9-9 of Volume I to discuss limitations associated with traffic noise modeling. Please see Chapter 4 of this document for the specific changes.

Comment 18-10

The commenter recommends changing the standard of significance to health-based standards of 55 dBA for outside and 45 dBA for inside; establish that any measurable levels above these health-based thresholds is significant; and apply appropriate mitigation measures.

As indicated in Section 3.9 of Volume I, the evaluation of noise impacts is done using the acceptable exterior threshold of 60 dB L_{dn}, established in the General Plan and by the Monterey County Planning Department. As the County's General Plan serves as the jurisdiction's "blueprint" for land use and development that provides details for the physical development of the jurisdiction, sets forth policies, and identifies ways to put the policies into action, it provides an overall framework for development in the jurisdiction and protection of its natural and cultural resources. Consequently, the use of the County's General Plan's Noise Element, consistent with Appendix G of the State's CEQA guidelines ("Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies"), is used to evaluate operational noise impacts associated with the proposed project.

Refer to response to Comment 18-2 regarding the significance threshold. No revisions to the draft EIR are necessary.

Comment 18-11

The commenter recommends establishing lesser ambient sound levels at night (10 p.m. to 7 a.m.) than during the day as a mitigation measures, consistent with General Plan Policy 22.2.5.

Comment noted. It is not the responsibility of the project to reduce existing conditions. Also refer to response to Comment 18-4. No revisions to the draft EIR are necessary.

Comment 18-12

The commenter recommends specifying operation hours for the new meeting facility as a mitigation measure, consistent with the General Plan Policy 22.2.4.

Comment noted. Specifying operation hours for the meeting facility is not required for mitigation as no significant impact was determined. Also, as stated in response to Comment 18-4, Policy 22.2.4 indicates the county should specify working hours as part of use permits for industries. The project does not propose any industrial noise sources. No revisions to the draft EIR are necessary.

Comment 18-13

The comment states that the Fairway One project includes removal of mature landscaping and construction of two-story buildings, and the comment includes one of the significance criteria used for the aesthetics analysis (that "substantial degradation of existing visual character or quality of the site or surrounding area or incompatibility with the development scale and style of the surrounding

area" would result in a significant impact). The comment states that the DEIR did not adequately address the compatibility of Fairway One (and the planning and zoning amendment) with adjacent residential uses, and the DEIR should include before/after simulations from the vantage point of nearby residences.

The before and after simulations were not provided from residential properties because it is standard visual assessment protocol to assess visual impacts from public vantage points, as identified in local planning documents, not private residences. As stated on page 3.1-11 (Volume I), the simulation vantage points were selected to provide representative public views from which specific project elements would be most visible, particularly from places along 17-Mile Drive. In response to this comment, the text has been revised on Page 3.1-14 to elaborate on views from residential areas associated with The Lodge at Pebble Beach (The Lodge). Please see Chapter 4 of this document for the specific changes.

Impacts to residences as they relate to visual character, building scale and mass, are disclosed in Impact AES-B1; and impacts to residences as they relate to light and glare are disclosed in Impact AES-C1 (in Section 3.1 of Volume I).

Impacts related to land use compatibility are addressed in Section 3.8, Land Use and Recreation. As stated on page 3.8-18, the significance criteria for land use compatibility is the introduction of new land uses into an area that could be considered incompatible with the surrounding land uses or with the general character of the area, including disruption to and/or division of the physical arrangement of an established community. As discussed under Impact LU-A1, the proposed development at The Lodge, including Fairway One, would be within an existing developed area and, although the intensity of the land uses at The Lodge would increase with the proposed project, the increase would not be substantial. The proposed land uses are new development or redevelopment of existing visitor-serving uses. The exception is the redevelopment of the vacant Bierne residence, which would be redeveloped into Fairway One visitor-serving guest units. The new Fairway One complex, which would be 40 guest units in six structures, would be surrounded on three sides by other visitor-serving land uses and on the east side by an existing residence.

As seen in Exhibit 1, residences near Fairway One (including 3310 17-Mile Drive) are surrounded by mature, dense landscaping that provides privacy and generally blocks views toward the site. Breaks in landscaping are present, but these breaks typically direct views to the portion of the golf course immediately adjacent and south of residential properties. Residences farther away would not have views of the Colton Building and Fairway One because of terrain and existing vegetation. Exhibit 2 shows that even from Palermo Way, with a more unobstructed view across the golf course, that Fairway One is not visible.

Fairway One is considered compatible with the residence on the east side for several reasons. The adjacent residence is an approximately 10,000-square foot, partial 2-story house on an approximately 3.4-acre lot. According to the aerial photo in the application plan sheets, the residential structure is approximately 70 feet away, and a mature vegetation buffer extends along the residence's property line (Sheet PBL-3). This can be seen in Exhibits 3-5 where the red line indicates the approximate location of the property line, the red arrow indicates the utility line in between the two properties, and the yellow arrow on Exhibit 3 indicates the flagging that was set up to aid in preparation of the photo simulations (also seen in Exhibits 6-9). As is visible in the exhibits, a thick band of mature landscaping would remain between Fairway One and 3310 17-Mile Drive. The tallest structures at Fairway One would be the three two-story structures on the north side of

the lot. According to the application plan sheets, the two-story buildings would be approximately 38 feet high (Sheet PB-19), and over 100 new trees would be planted throughout the site (Sheet PB-20.2). Because the adjacent residential structure is situated upslope (see Exhibit 6), the ridge line (highest part of the roof) of the adjacent residence is at an elevation of approximately 141 feet, and the ridgeline of Fairway One would be at an elevation of approximately 132 feet. In addition, as the new trees planted around the Fairway One structures mature, they will further screen views of the structures. Additionally, this is a residential resort area. As one drives east-to-west on 17-Mile Drive toward The Lodge at Pebble Beach, the land uses transition from residential to visitor-serving. Casa Palmero on the south side of the 2nd Fairway introduces the full resort complexes before approaching The Lodge complex (Sheet PB-2). Surrounded by 17-Mile Drive to the north, the 1st Fairway to the south and the Peter Hay Golf Course across the street, the adjacent residence is in the heart of The Lodge resort area.

The text has been revised on Page 3.8-19 of Volume I to clarify the compatibility of the proposed facilities at The Lodge with surrounding land uses. Please see Chapter 4 of this document for the specific changes.

Comment 18-14

The commenter states that the conclusion pertaining to visual impacts from proposed development at The Lodge at Pebble Beach is not justifiable because the proposed 40-unit complex with parking, a parking structure, and a 2,100-square foot meeting facility would be considered incompatible with nearby single family residential dwellings. The commenter states that mitigation for landscaping and exterior paint colors and materials should be provided, and that setbacks and heights should be consistent with the LDR zoning.

Refer to response to Comment 18-13. In addition, Simulations 3 (Figure 3.1-13) and 4 (Figure 3.1-14) illustrate public views of the facilities in question (Section 3.1, Volume I). As seen in Figure 2-7 (Chapter 2, Volume I), the parking garage is designed to replace existing parking and makes use of existing grades for the upper and lower level entries (see "South Elevation"). In addition, the development application (Exhibit 10) shows the proposed landscaping design associated with the parking and circulation improvements, which include maintaining the vegetative screening between the garage and residents to the north. This attachment has been included at this end of these responses. Simulation 3 illustrates that the views would be similar and consistent with existing visual conditions and that the exterior of the Meeting Facility would blend better with surrounding land uses with the implementation of Mitigation Measure AES-A1 (incorporate design features and landscaping requirements in design plans and specifications for all development sites that involve construction of new structures or modification of existing structures). The specifications set forth in Mitigation Measure AES-A1 provide what the commenter is requesting. It is the responsibility of the County in their design review process to review design plans to ensure that they comply with the mitigation measure and that "building façade and roofing materials that are consistent with the visual character of existing buildings located on the site and existing buildings surrounding the site." Paint is a "material", and color selection is a component of keeping with the visual character as set forth in the mitigation measure.

The text has been revised on Page 3.1-19 of Volume I to clarify that "building façade and roofing materials" include the selection of paint color. Please see Chapter 4 of this document for the specific changes.

Comment 18-15

The commenter states that all utility lines should be underground to hide them from public views, consistent with LUP Policy 53, and that the LUP amendment should not be allowed for the Fairway One Project.

In the LCP amendment, LUP Policy 53 has not been deleted. It has been amended and renumbered, as shown below, to provide more stringent standards for protecting native trees.

Old LUP Policy 53. Utility lines shall be placed underground except where it can be shown that the lines can be hidden in existing tree cover, thereby minimizing removal of mature trees.

New LUP Policy 50. Utility lines shall be placed underground, typically within road access footprints, except where 1) such undergrounding would result in removal of native trees and 2) it can be shown that the lines can be hidden from public view using different siting and design approaches (e.g., placing lines behind existing vegetation or structures, etc.).

The comment does not concern the adequacy of the EIR. No revisions to the draft EIR are necessary.

Comment 18-16

The commenter states that the impact of light pollution has not been evaluated in the EIR.

Light pollution is considered in the analysis (refer to the discussion under C. Light and Glare in Section 3.1 of Volume I). The analysis references the need to comply with Title 20 of the County zoning ordinance, which is in place to avoid adverse health and environmental effects associated with light and glare, and identifies Mitigation Measure AES-C1 (incorporate light and glare reduction measures in design plans and specifications).

No revisions to the draft EIR are necessary.

Comment 18-17

The commenter states that Mitigation Measure AES-C1 cannot reduce impacts to less than significant without first reviewing lighting plans and that the mitigation measure should include precise performance standards.

The analysis exceeds County zoning requirements by requiring that uses in areas designated Low Density Residential, Resource Conservation, and Open Space Recreation incorporate light and glare reduction measures. (Reduction measures are already required for uses in areas designated Medium Density Residential, Coastal General Commercial, and Institutional Commercial.) Mitigation Measure AES-C1 places more requirements on light and glare reduction measures than supplied in the existing County zoning ordinance. It is the responsibility of the County in their design review process to review lighting plans to ensure that they comply with County zoning requirements and the adopted mitigation measure.

No revisions to the draft EIR are necessary.

Comment 18-18

The commenter states that performance standards should be set forth to screen project buildings from nearby residents, particularly those near 3310 17-Mile Drive.

See response to Comment 18-13. The proposed project and the specifications set forth in Mitigation Measure AES-A1 are considered to adequately screen project buildings from surrounding views. No revisions to the draft EIR are necessary.

Comment 18-19

The commenter states that performance standards for exterior paint colors and materials should be set forth for all structures (including roofing materials) to minimize visibility of the buildings from nearby residences.

See response to Comment 18-14.

Comment 18-20

The commenter states that all utility lines should be underground to hide them from public views consistent with LUP Policy 53 and that the LUP amendment should not be allowed for the Fairway One Project).

See response to Comment 18-15.

Comment 18-21

The commenter states that there should be specific performance standards for lighting plans, such as locations, types, numbers and wattage of exterior lighting fixtures.

See response to Comment 18-17.

Comment 18-22

The commenter asserts that CEQA provisions apply to parking impacts because the DEIR discloses the parking baseline, identifies a standard of significance, includes an impact analysis and provides mitigation measures for parking despite a footnote saying that parking is not a CEQA impact. The commenter also states that there are parking policies in the 1982 General Plan and the LUP/LCP and thus that parking is an environmental issue.

The DEIR clearly discloses that the County does not consider parking an issue under CEQA and that the information in the parking analysis is for informational purposes only. The 2010 revisions to the CEQA guidelines deleted parking from the Appendix G checklist. Vehicle parking in legal parking areas in and of itself does not constitute an impact under CEQA unless it somehow involves a significant physical change in the environment. This can occur when proposed parking facilities construction results in air quality, water quality, or other issues or if a lack of adequate parking would result in a traffic safety issue, for example. The EIR separately addresses issues of traffic ingress and ingress, physical impacts due to new parking facilities at the Lodge and Inn, and air quality and noise issues associated with increased traffic.

The fact that the EIR includes significance criteria and provides an impact analysis does not make parking an impact required to be analyzed under CEQA. The commenter is correct that there are parking policies in the 1982 General Plan and the LCP, but the existence of policies in an applicable land use plan does not make parking an environmental issue under CEQA. The DEIR has exceeded the requirements of CEQA in providing the analysis of parking in the EIR to provide information about project parking issues to the public and decision-makers. The project must still comply with

County code requirements for parking regardless of whether or not parking is considered an impact under CEQA.

This comment does not provide any evidence as to why parking results in a physical impact on the environment that should be considered significant under CEQA. No changes to the draft EIR are necessary.

Comment 18-23

The commenter states that the DEIR parking analysis is inadequate because of impacts associated with increased on-street parking and traffic, idling vehicles, circulation and safety risks, relative to the Fairway One complex and impacts to nearby residential uses including 3310 17-Mile Drive.

As noted above, the County does not consider parking availability *per se* to be an impact requiring assessment under CEQA and thus the analysis of parking is not a matter of adequacy under CEQA. However, the EIR discloses the existing levels of parking, the new parking demand, and the plans for provisions of parking with the project. The DEIR concludes that with on-site provision of parking at the Fairway One Complex and at the nearby expanded parking structure (including use of valet parking when the 28 on-site parking spaces are occupied), there will be adequate parking to meet the expected project demand. The commenter is correct that the 28 spaces at the Fairway One Complex alone would be insufficient to meet the parking demand when the complex is full and that visitors would need to use parking at the nearby parking structure or along the street. Some visitors may park along 17-Mile drive temporarily or overnight instead of at the parking structure, but the parking of personal vehicles in a legal parking space would not result in the impacts asserted in this comment regarding air quality or safety impacts and the commenter provides no evidence as to how parking along 17-Mile Drive would result in significant air quality or safety impacts. Street parking is a common occurrence; where done in areas with relatively low traffic levels and speeds, it does not commonly result in safety issues.

There is no proposal to change the street parking in front of the Fairway One Complex or in front of 3310 17-Mile Drive compared to existing conditions.

Circulation and safety issues in the Lodge areas were analyzed in Section 3.11 in the DEIR (beginning on page 3.11-64 of Volume I) including for the Fairway One Complex. Mitigation is identified to address identified circulation and safety impacts in the general Lodge Area to provide safe vehicle circulation, safe pedestrian access and movement.

As to idling vehicles or air quality, the traffic levels and conditions along 17-Mile Drive adjacent to the Fairway One Complex and the 3310 17-Mile Drive residence (and throughout the DMF) are not sufficiently high to result in significant localized air quality impacts at present or in the future with the project and cumulative traffic volumes. As shown in Appendix G of Volume II (Page B-24 – Cumulative Plus Alternative 1 Peak volumes), 17-Mile Drive south of the intersection of 17-Mile Drive, Stevenson Road, and Alvarado Lane would have two-way traffic volumes of 276 during the AM peak hour and 419 during the PM peak hour. Daily volumes are commonly calculated by multiplying PM peak hours by 10, meaning that daily two-way volumes at this location could be up to 4,190 in 2030 with cumulative traffic and the proposed project. This daily level of traffic is far below the level understood to result in localized air quality related health risks.

The MBUAPCD recommends analysis of carbon monoxide (CO) levels at high volume congested traffic intersections. The DEIR analyzed CO levels (see Page 3.2-25 of Volume I) for 5 intersections

with far higher volumes (such as the SR 68/SR 1 intersection) than 17-Mile Drive near the Fairway One Complex and found that under no conditions would the ambient air standards be exceeded, including under 2030 cumulative conditions. Thus CO is not a local air quality issue relevant to the Fairway One Complex, 3310 17-Mile Drive, or any other nearby residences.

The MBUAPCD does not have guidance in its 2008 CEQA guidelines on the assessment of toxic air emissions along roadways. However, the Bay Area Air Quality Management District (BAAQMD) does have guidance in its draft 2010 CEQA guidelines[3] concerning such assessment (BAAQMD 2010a). BAAQMD's Recommended Methods for Screening and Modeling Local Risk and Hazards (BAAQMD 2010b) identifies that roadway air toxic emissions are less than significant for roads with less than 10,000 vehicles per day or less than 1,000 trucks per day and that no further health risk evaluation is needed.[4] These determinations were made through extensive modeling, source tests, and evaluation of their TAC emissions. The BAAQMD uses the same significance thresholds for cancer (10 in a million) and non-cancer (hazard index of 1.0) health risks as used by MBUAPCD, and as used in the DEIR for this project.

Given that cumulative with project traffic volumes in 2030 along 17-Mile Drive in front of 3310 17-Mile Drive are far less than the levels indicated in BAAQMD studies as potentially significant and far less than the volumes studied at other local intersections in the DEIR showing that CO levels are less than significant, there is no evidence that significant air quality health risks would occur due to traffic, parking, or truck access along 17-Mile Drive near 3310 17-Mile Drive or adjacent residences in the Lodge area in proximity to the Fairway One Complex.

No changes to the draft EIR are necessary.

Comment 18-24

The commenter asserts that the Fairway One Complex exit is close to the residential driveway at 3310 17-Mile Drive and may result in circulation, traffic, noise and air quality hazard emissions not fully evaluated in the DEIR and suggests redesign of the project driveway so it is not circular and that ingress and egress both occur where the present ingress is proposed. The commenter suggests this change would also reduce noise impacts to the Scifres residence. The commenter also suggests only passenger vehicles be allow to use the project driveway on a routine daily basis and that idling should be prohibited between the project driveway and the residences on 17-Mile drive to lessen impacts.

Regarding traffic levels, the DEIR does not identify significant traffic levels at any intersection inside the Del Monte Forest with the project or with cumulative traffic and the project. Regarding noise,

[3] The guidelines were adopted in June, 2010, but were challenged in court because the BAAQMD adopted them without preparing a CEQA evaluation (the District argued that they were adopting guidelines that should not be considered a "project" under CEQA). Although a recent Alameda Superior Court ruling requires BAAQMD to complete CEQA analysis prior to adoption of the recent CEQA guidelines (meaning they are not formally adopted until that analysis is completed and are again considered "Draft"), the substantive technical data concerning the analysis of toxic air emissions along roadways is unaffected by the court ruling and represents substantial relevant information for the assessment of such health risks.

[4] Roadways with volumes greater than this amount will not necessarily result in health risks to adjacent residences, depending on the distance to residences, the character of roadway traffic (trucks have more emissions than passenger vehicles), meteorological conditions, and roadway orientation. These volumes are the level below which BAAQMD has identified no concern and requires no further study.

please refer to prior responses concerning noise levels. Regarding air quality hazard emissions and idling, please see the prior response to Comment 18-23.

There would be approximately 110-feet separation distance from the midpoint of the proposed eastern entrance to the Fairway One Complex to the mid-point of the driveway at 3310 17-Mile Drive, providing for adequate lines of sight. It is important to note that there is an existing driveway at the existing Beirne residence in approximately the same location as the proposed Fairway One Complex eastern driveway. There is also existing street parking in front of the Beirne residence at present with nearly the same separation from 3310 17-Mile Drive as the proposed eastern entrance to the Fairway One Complex. Thus, the conditions as regarding access will not be substantially changed from at present. There will be more traffic with the increase in visitor-serving units, but not to a degree that would result in a circulation or traffic safety impact.

As such, the EIR does not identify localized (e.g. along 17-Mile Drive near the 3310 17-Mile Drive residence or nearby residences) significant traffic levels, traffic safety, traffic circulation, noise, or air quality impacts associated with the proposed Fairway One Complex the way it is proposed, and additional mitigation is not required to reduce significant levels to a less than significant level.

Should the Applicant voluntarily decide to change its design for the complex, so as to provide greater setbacks from 3310 17-Mile Drive property line or to move its entranceway further westward from its current proposed locations (perhaps all the way to the western Beirne entrance as suggested by the commenter), such changes would not likely result in greater impacts than that which would occur with the proposed project as described in the DEIR. Provided all such modification met with all applicable County requirements and would not increase environmental impacts beyond that disclosed in the DEIR (which would appear to be the case), such a change would be acceptable to the County and would not appear to require subsequent CEQA review. As such a change is not proposed at this time nor mandated by mitigation, actual review of environmental impacts would have to be done at the time of proposal.

Comment 18-25

The commenter asserts that parking impacts during special events will be greater than disclosed in the DEIR because of the addition of the Fairway One Complex. The commenter also states that if the 2,100 sf (square foot) meeting facility is not limited to convention center, meeting hall, and exhibit use, then parking demand needs to be recalculated.

As discussed on page 3.11-72 of the draft EIR (Volume I), additional visitor-serving units within Pebble Beach are not expected to change the number of attendees at large special events, such as the AT &T Pro-Am or the Concours d'Elegance, given the large number of attendees at such events. Provision of additional visitor-serving units within the DMF could actually reduce traffic slightly by reducing travel from outside the DMF into the DMF for special events. As to parking, attendance at these events is more driven by the event, not by the provision of visitor-serving units in the DMF or the addition of a small amount of meeting space.

The proposed use of the meeting facility is for meetings, which meets the definition referenced in the Monterey County Code and thus parking needs were calculated correctly.

No revisions to the draft EIR are necessary.

Comment 18-26

The commenter recommends the following for the Fairway One component of the proposed project to address parking and associated impacts: modify the u-shaped driveway to provide one ingress/egress near the presently proposed ingress between the Bierne and Fairway One parcels.

Comment noted. This measure is not required to reduce significant impacts from Fairway One as described in prior responses above. No revisions to the draft EIR are necessary.

Comment 18-27

The commenter recommends the following for the Fairway One component of the proposed project to address parking and associated impacts: limit daily use of the driveway to passenger vehicles.

Comment noted. This measure is not required to reduce significant impacts from Fairway One as noted in prior responses. No revisions to the draft EIR are necessary.

Comment 18-28

The commenter recommends the following for the Meeting Facility Expansion component of the proposed project to address parking and associated impacts: if the 2,100 square foot meeting facility is not limited to convention center, meeting hall and exhibit uses, reevaluate parking demand and impacts.

Comment noted. This measure is not required to reduce significant impacts from Meeting Facility Expansion as noted in prior responses. No revisions to the draft EIR are necessary.

Comment 18-29

The commenter recommends the following for the Fairway One component of the proposed project to address parking and associated impacts: prohibit the parking or staging of vehicles with idling engines on 17-Mile Drive between the project entrance and residential driveway at 3310 17-Mile Drive.

Comment noted. This measure is not required to reduce significant impacts from Fairway One as noted in prior responses. No revisions to the draft EIR are necessary.

Comment 18-30

The commenter asserts that the Fairway One Complex would have adverse effects on human health due to noise, light pollution, and vehicle emissions, that these impacts are substantially adverse and thus potentially significant, and that the mitigation measures noted in comments 18-26, 18-27, 18-28, and 18-29 should be evaluated to reduce these potentially significant impacts.

Refer to responses to Comments 18-26, 18-27 and 18-29. The noise levels would be within acceptable levels along 17-Mile Drive adjacent to Fairway One and 3310 17-Mile Drive (and adjacent residences) per the General Plan and Noise Ordinance, thus avoiding significant health impacts due to noise. The vehicle emissions would not result in significant health impacts concerning air quality along 17-Mile Drive at the location of concern. Light and glare impacts related to the Fairway One Complex and significant light pollution for the adjacent residences would be less than significant with mitigation.

As the DEIR and the responses above document, there would be no additional significant physical impacts on the environment that are identified in the comments provided, and thus the additional mitigation measures suggested are not required to address noise, air quality, traffic levels of service, circulation, safety, or health impacts. Should the Applicant decide voluntarily to implement one or more of the suggested measures, they would need to obtain approval from Monterey County after review for compliance with all applicable County regulations and requirements.

No revisions to the draft EIR are necessary.

Exhibit 1: Aerial view showing orientation of residences in relation to Fairway One and the golf course.

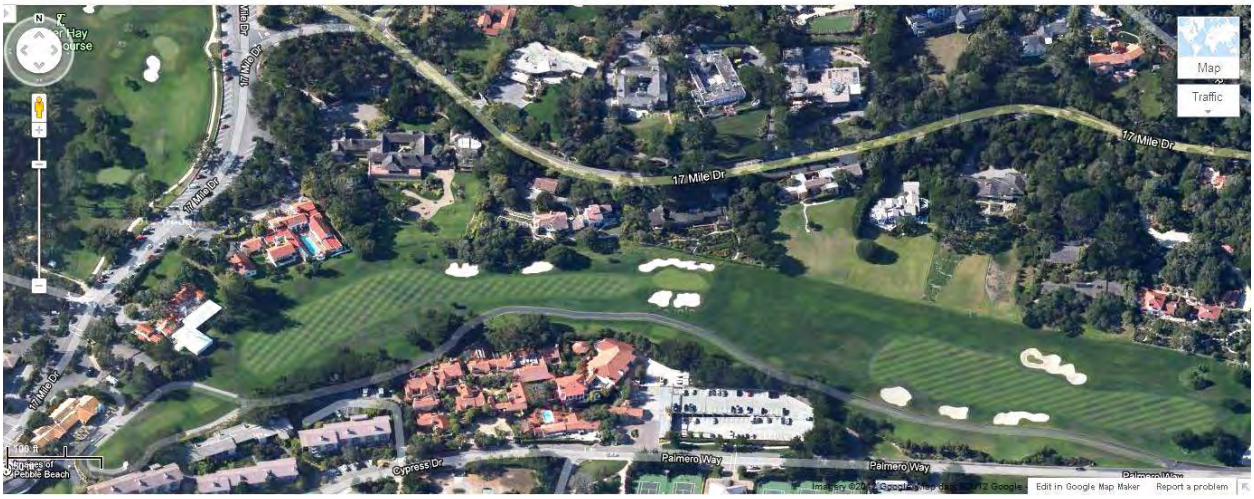


Exhibit 2: View from Palermo Way toward Colton Building and Fairway One.



Exhibit 3: Aerial view of Fairway One (left) in relation to 3310 17-Mile Drive (right).



Exhibit 4: Aerial view of Fairway One (right) in relation to 3310 17-Mile Drive (left).



Exhibit 5: Aerial view of Fairway One in relation to 3310 17-Mile Drive.



Exhibit 6: View of Fairway One and 3310 17-Mile Drive from near Colton Building.



Exhibit 7: View of Fairway One and 3310 17-Mile Drive from near Colton Building.



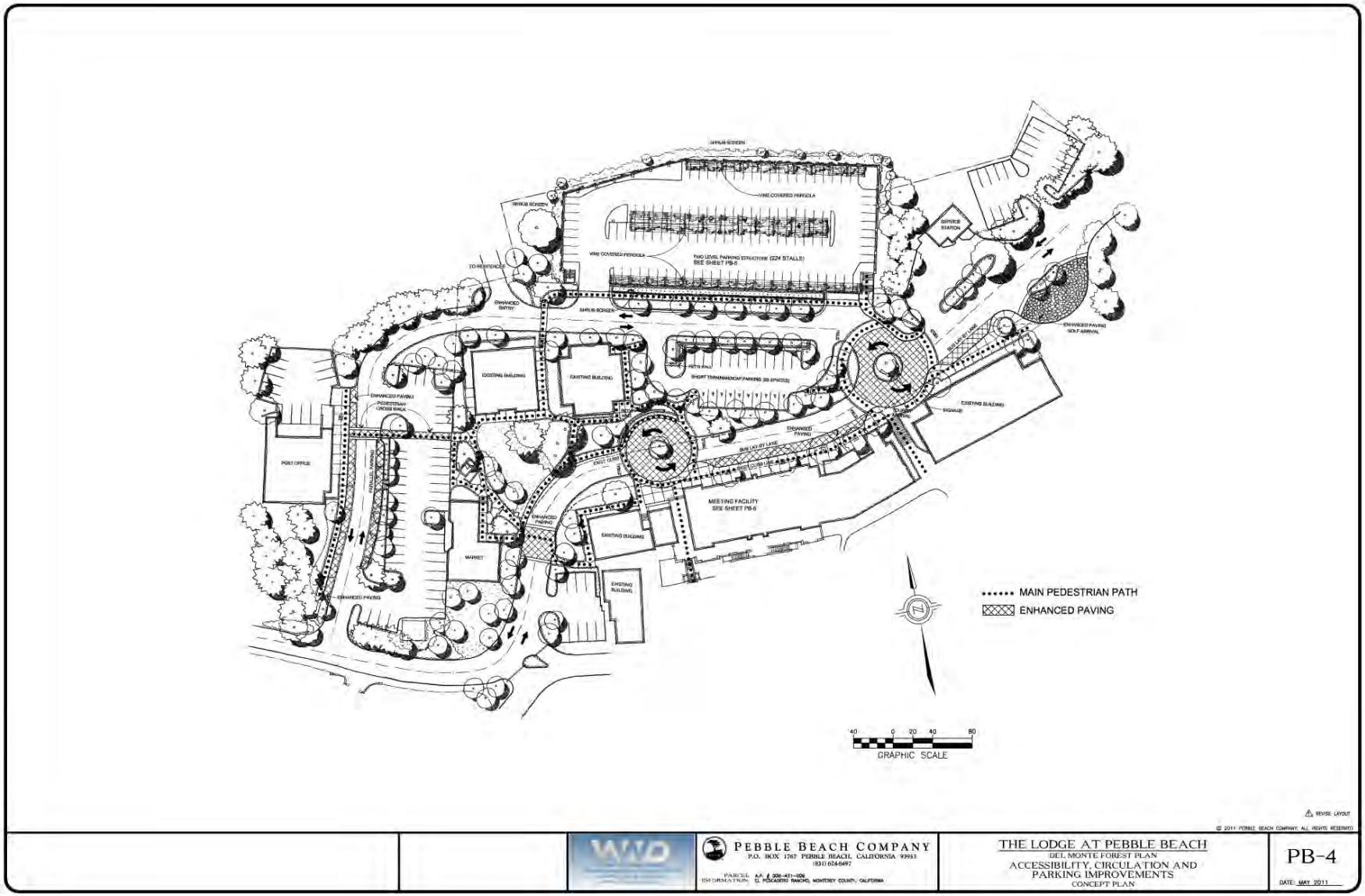
Exhibit 8: View of Fairway One looking toward 3310 17-Mile Drive.



Exhibit 9: View of Fairway One from 17-Mile Drive looking toward 3310 17-Mile Drive.



1
2


MAIN PEDESTRIAN PATH
ENHANCED PAVING
GRAPHIC SCALE
PEBBLE BEACH COMPANY
P.O. BOX 1767 PEBBLE BEACH, CALIFORNIA 93953
(831) 624-8497
THE LODGE AT PEBBLE BEACH
DEL MONTE FOREST PLAN
ACCESSIBILITY, CIRCULATION AND PARKING IMPROVEMENTS
CONCEPT PLAN
PB-4
DATE: MAY 2011

Response to Comment Letter 19 (Stilwell)

Comment 19-1

The comment is an introduction stating that the comments are on behalf of the Applicant (Pebble Beach Company), and that overall they found the DEIR to be thorough and comprehensive in its environmental analysis.

Comment noted. The comment does not concern the adequacy of the EIR. No revisions to the draft EIR are necessary.

Comment 19-2

The commenter states the Conference Center Expansion at The Inn at Spanish Bay should be 5,800 sf meeting space and 3,015 sf support/circulation space, not 4,660 sf and 4,155 sf, respectively.

The square footage and all the specifications provided in the proposed project are based on the May 2011 application. As indicated in footnote "a" of Table ES-1 and Table 2-2 in Volume I, it is acknowledged that the square footage may change as the design plans for the facilities are finalized but the changes would not be substantial and would not change any impact determinations. Therefore, this clarification by the Applicant represents such a change, and it is minor and would not change any impact determinations.

The slight increase in meeting space, together with the same reduction in support/circulation space, would result in a slight increase in required traffic trips and required parking. The required parking at The Inn would increase from 182 spaces to 205 spaces, and 242 spaces would be provided as explained in Table 3.11-20, The Inn at Spanish Bay Parking Analysis (Section 3.11 of Volume I). The trip generation analysis conducted by Fehr & Peers (2011) assumed 5,369 sf meeting space at The Inn, which is slightly greater than the 4,660 sf from the May 2011 application. This is noted in Table 3.11-20, Trip Generation, footnote "a". For purposes of determining the increased amount of traffic, the increase would be from 5,369 sf to 5,800 sf, which would generate approximately 35 more trips or a 1% increase of the more conservative analysis under Option 1 (resort hotel in Area M Spyglass Hill, instead of 10 residential lots). This is not considered a substantial increase and, therefore, no recirculation of the DEIR is required. Similarly, it would not represent a substantial increase in the context of air quality, noise and GHG emissions which are based on the traffic analysis.

Comment 19-3

The commenter clarifies that the State Water Resources Control Board is requiring Cal-Am to cease extracting water above its legal rights from the Carmel River by 2017.

Page ES-14 of Volume I has been revised to make this clarification. Please see Chapter 4 of this document for the specific changes.

Comment 19-4

The commenter clarifies that the ongoing litigation is not anticipated to be resolved until late 2012, not 2011.

Page ES-14 of Volume I has been revised to make this clarification. Please see Chapter 4 of this document for the specific changes.

Comment 19-5

The commenter clarifies that, in Table ES-4, the footnote reference in one of the columns should be "a" not "1".

Page ES-20 of Volume I has been revised to make this clarification. Please see Chapter 4 of this document for the specific changes.

Comment 19-6

The commenter clarifies that, in Table ES-5, the number of parking spaces referenced in the Alternative 4 row should be 285, not 290.

Table ES-5, following Page ES-20 of Volume I has been revised to make this clarification. Please see Chapter 4 of this document for the specific changes.

Comment 19-7

The comment states that, in the draft EIR, the reference to existing lots of record says there are as many as 41 units overall, of which only 20 would be in areas considered EHSA. The commenter clarifies that PBC has been issued 41 certificates of compliance for 41 lots, but they have the potential to obtain certificates of compliance for up to an additional 44 lots, for a total of 85. This would make the impacts of the No Project Alternative more significant than suggested in the analysis and potentially more significant than the proposed project depending on where the existing lots of record are recognized. The comment also states that, in the draft EIR, the reference to 76 lots being in areas considered mostly ESHA is inaccurate, particularly with respect to the portions of Area U and V planned for 7 and 14 lots in existing developed areas (equestrian center and Pebble Beach Driving Range).

The Applicant may have the potential to obtain additional certificates of compliance, but has not done so. Certificates of compliance require a factual analysis; thus, until such analysis has been done by the County upon request of the Applicant for certificates of compliance, the number of additional lots has not been determined. As such, this potential is not considered in the analysis of the No Project Alternative. An alternative including additional certificates of compliance that are not presently obtained, would be a different alternative than a no project alternative, which intentionally only includes actions that are certain to be allowable.

Regarding the comment about 76 proposed project lots being in areas mostly considered ESHA, the following lots included in the proposed project are in areas defined as ESHA in the DEIR:

- Area F-2: All 16 lots are in areas defined as ESHA.
- Area I-2: All 16 lots are in areas defined as ESHA.
- Area J: All 5 lots are in areas defined as ESHA.
- Area K: All 8 lots are in areas defined as ESHA.
- Area L: All 10 lots are in areas defined as ESHA.
- Area M: The three northern lots (Lots 8, 9, and 10) of the proposed 10 lots (Option 2 only) contain areas defined as ESHA due to the presence of intact undeveloped Monterey pine forest.

- Area U: Only one (Lot 7) of the proposed 7 lots contains areas defined as ESHA due to the presence of intact undeveloped Monterey pine forest.
- Area V: Two (Lot 10 and Lot 11) of the proposed 14 lots contain areas defined as ESHA due to the presence of Yadon's piperia.
- Corporation Yard: None of the proposed lots are in areas defined as ESHA.

Thus, with Option 1, the proposed project would have 58 lots in whole or in part within areas defined by the DEIR as containing ESHA; and with Option 2, the proposed project would have 61 lots in whole or in part within areas defined by the DEIR as containing ESHA. The DEIR has been corrected to reference the correct numbers of lots (58 to 61 lots). Please see Chapter 4 of this document for the specific changes.

Comment 19-8

This is the same as Comment 19-2. Refer to the response to Comment 19-2.

Comment 19-9

This is the same as Comment 19-2. Refer to the response to Comment 19-2.

Comment 19-10

The commenter clarifies that the proposed development site in Area J consists of two development parcels totaling 8.58 acres and one preservation parcel of 0.80 acres, not 9.38 acres of development.

The text on page 2-14 of Volume I has been revised to make this clarification. Please see Chapter 4 of this document for the specific changes.

Comment 19-11

The commenter clarifies that the proposed open space in Area L would total 12.07 acres, not 9.25 acres.

While the commenter is correct about the total amount of open space, the 12.07-acre total includes 2.82 acres of land that is already dedicated under a conservation easement. The amount of new proposed open space is 9.25 acres as identified in the DEIR. No revisions to the draft EIR are necessary

Comment 19-12

The commenter clarifies that the existing LUP allows 270 rooms at The Inn at Spanish Bay and there are currently 269 rooms, thus one additional room would be allowed under the existing LUP, rather than zero.

Pages 3-4 and 3-5 of Volume I have been revised to make this clarification. Please see Chapter 4 of this document for the specific changes.

Comment 19-13

The commenter disagrees with the statements that the proposed Fairway One structures would create a visual character inconsistent with the existing visual character of surrounding buildings,

which have terra cotta roof tiles and stucco wall finish. The Forest has many different architectural styles; and when proposed landscaping matures, the buildings would be substantially screened from 17-Mile Drive.

We agree that the Forest has many different architectural styles and that mature landscaping will screen the new buildings. The significance conclusion is conservative and the mitigation (MM AES-A1) calls for landscape buffers and building façade and roofing materials which reduce apparent building mass and which are consistent with the visual character of existing buildings in the area, as reviewed and approved by the County.

No revisions to the draft EIR are necessary.

Comment 19-14

The comment states the portion of Mitigation Measure AES-A1 that requires architectural treatments of visitor-serving facilities will incorporate building façade and roofing materials that are consistent with the visual character of existing buildings located on and surrounding the site, should be deleted.

The County believes this is appropriate mitigation and will review the design plans to determine if the structure is consistent with the visual character of existing buildings located on and surrounding the site.

No revisions to the draft EIR are necessary.

Comment 19-15

The commenter states that PM10 emissions are not totaled at the bottom of column 3/15 in Table 3.2-7 and columns 9/12 and 10/12 in Table 3.2-8.

The text has been revised in Tables 3.2-7 and 3.2-8 in Appendix E of Volume II to include PM10 emission totals. Please see Chapter 4 of this document for the specific changes.

Comment 19-16

The commenter suggests the text be revised to clarify that take authorization, from the USFWS for effects on the California red-legged frog, could be either through an incidental take permit or a consultation process (not just an incidental take permit).

The comment is correct. Page 3.3-7 has been revised to make this clarification. Please see Chapter 4 of this document for the specific changes.

Comment 19-17

The commenter suggests the text be revised to clarify that Section 7 consultation may cover the entire project, and not only be limited to only those parts of the project involving federal jurisdictional wetlands.

The comment is correct. Page 3.3-10 of Volume I has been revised to make this clarification. Please see Chapter 4 of this document for the specific changes.

Comment 19-18

The commenter suggests the text be revised to clarify that drainages potentially requiring a DFG streambed alteration agreement are not necessarily streams or riparian habitats.

The comment is correct. Page 3.3-17 of Volume I has been revised to make this clarification. Please see Chapter 4 of this document for the specific changes.

Comment 19-19

The commenter indicates the drainage in Area U was identified as "other waters of the United States", not a wetland.

The comment is correct. Page 3.3-25 of Volume I has been revised to make this clarification. Please see Chapter 4 of this document for the specific changes.

Comment 19-20

The comment states that the DEIR should discuss the Yadon's piperia MOU between USFWS and PBC in Section 3.3 because it represents a significant milestone in the cooperative arrangement between PBC and USFWS and is intended to assure the long-term protection of the species in the Del Monte Forest.

The DEIR did mention the MOU in Footnote 3 of the DEIR on Page 3.3-41 (in Section 3.3 of V olume I) relevant to the Aguajito and Old Capitol sites. The MOU was not mentioned in the DEIR because it was signed by the Applicant and USFWS at the time of consideration of the prior DMF/PDP project, and thus contains language that is specific to that former project. The County is not party to the MOU and cannot control the enforcement or amendment of the MOU. As a result, the County has analyzed the impacts to Yadon's piperia based on the proposed project, including proposed preservation areas, and identified required mitigation accordingly, independent of the MOU. As described in the EIR, the County has not identified required additional mitigation in the form of compensation land beyond the proposed preservation areas included in the proposed project. As described in Footnote 3 on Page 3.3-41 (in Section 3.3 of Volume I), any additional dedications pursuant to the MOU would be in addition to that included in the current proposed project, relative to Yadon's piperia.

The text on page 3.3-18 has been revised to include a discussion of the MOU in the regulatory setting under the heading of "Other Relevant Agreements." Please see Chapter 4 of this document for the specific changes.

Comment 19-21

The commenter provides information about jurisdictional waters at Area L and Area U, and requests text change on Page 3.3-41 and elsewhere in the document.

Corrections have been made to the wetland impact acreage totals in Section 3.3 and the Executive Summary. Please see Chapter 4 of this document for the specific changes.

Comment 19-22

The commenter suggests adding the DMFF and/or the Open Space Advisory Committee as acceptable entities to prepare the SSRMPs.

The Applicant's recommendation is noted. As noted in the DEIR, the SSRMPs will need to be prepared by a qualified third-party biologist. If there are qualified biologists who work for the DMFF or the OSAC, the County can consider them, along with others, as potential candidates to prepare the SSRMPs. In addition, as noted in Appendix C of Volume II, the DMFF and the OSAC will be involved in the review of the SSRMPs and thus will have opportunities to provide input throughout the development process.

No revisions to the draft EIR are necessary.

Comment 19-23

The commenter provides a suggested change on the acres conversion of Monterey pine forest at Area L on Page 3.3-48.

The requested change has been made to be consistent with Table 3.3-3. Please see Chapter 4 of this document for the specific changes.

Comment 19-24

The commenter provides updated acres of easement of Monterey pine forest at Area L on Page 3.3-48.

The requested change has been made to be consistent with Table 3.3-3. Please see Chapter 4 of this document for the specific changes.

Comment 19-25

The commenter requests adding of Areas J and K to the list of preservation areas on Page 3.3-48.

The two areas have been added to the list. Please see Chapter 4 of this document for the specific changes.

Comment 19-26

The commenter requests change of the acreage of wetland/waters impacts from 0.06 to 0.05 on Page 3.3-52.

The requested change has been made. Please see Chapter 4 of this document for the specific changes.

Comment 19-27

The commenter requests clarification regarding drainages on Page 3.3-52.

The requested clarification has been made. Please see Chapter 4 of this document for the specific changes.

Comment 19-28

The commenter requests change of wetland/drainage impact acreages on Page 3.3-52.

The requested clarification has been made. Please see Chapter 4 of this document for the specific changes.

Comment 19-29

The commenter requests clarification of text on wetlands in Area U on Page 3.3-52.

The requested clarification has been made. Please see Chapter 4 of this document for the specific changes.

Comment 19-30

The commenter requests a text change on Page 3.3-53, because one of the proposed preservation areas that include a wetland/other water should be Area H, not Area G.

The requested clarification has been made. Please see Chapter 4 of this document for the specific changes.

Comment 19-31

The comment suggests a wording change related to the movement of California red-legged frog (CRLF) in the discussion under Impact BIO-E1. The text currently states CRLF "must" move between sites, implying there are no alternatives for frog movement; thus they recommend changing "must" to "may".

The County and consulting wildlife biologist concur with the comment. The text has been revised as suggested on Page 3.3-70 of Volume I. Please see Chapter 4 of this document for the specific changes.

Comment 19-32

The comment suggests that, in Mitigation Measure BIO-E1, the CRLF surveys be limited to areas directly adjacent to aquatic areas because CRLF surveys are typically conducted in and directly adjacent to aquatic sites and finding frogs in upland habitat 300 feet away from aquatic habitat is virtually impossible. The commenter also suggests that fencing the Corporation Yard to exclude red-legged frogs during construction is unnecessary because there are no aquatic areas near the Corporation Yard that could lead to CRLF being on-site.

The County and consulting wildlife biologist concur with the comment. The text has been revised on Page 3.3-71 of Volume I to clarify that CRLF surveys should be conducted where there is suitable upland habitat near aquatic habitat as determined by a qualified biologist. Please see Chapter 4 of this document for the specific changes.

Comment 19-33

The comment states that, in Mitigation Measure BIO-E2, the area for creating new CRLF breeding ponds is too restrictive because there may be other areas that are better for creating breeding ponds.

The County and consulting wildlife biologist concur with the comment. The text has been revised on Page 3.3-71 of Volume I to clarify that the creation of breeding ponds within the Seal Rock Creek watershed will be in areas determined suitable by a qualified biologist, not just in four specific areas. Please see Chapter 4 of this document for the specific changes.

Comment 19-34

The comment states that, in Mitigation Measure BIO-E2, the requirement that new CRLF breeding ponds dry down completely every other year between August and October is too restrictive and would create design and management difficulties.

Routine complete dry down of CRLF breeding ponds is necessary to prevent the establishment of bullfrogs, which prey on CRLF, because bullfrogs require 2 years to fully metamorphose and CRLF require only one year. Perennial ponds can harbor bullfrog populations and, once established, they can consume CRLF young and eliminate metapopulations. New breeding ponds can be designed with a gate valve, stoplogs, or other similar hydraulic management mechanism to ensure complete dry down at least once every other year with minimal maintenance and cost.

The text has been revised on Page 3.3-72 of Volume I to make the seasonal language more general (changing it from a specific month span to "late summer to early fall") to allow for additional flexibility in the period during which the ponds may dry down. Additionally, in reference to complete dry down of the ponds, the provision "during years with typical rainfall" was added to recognize natural variability of rainfall and allow exception during years with abnormal rainfall.

Comment 19-35

The comment states that the dates for raptor breeding and non-breeding season are not consistent on pages 3.3-81 and 3.3-82.

The County and consulting wildlife biologist concur with the comment. Breeding season is from February 28 through July 1, and non-breeding season is from July 1 through February 28. The text has been revised on Pages 3.3-81 and 3.82 of Volume I to clarify this. Please see Chapter 4 of this document for the specific changes.

Comment 19-36

The commenter requests a change of wetland impact acreage on page. 3.3-89.

The requested clarification has been made. Please see Chapter 4 of this document for the specific changes.

Comment 19-37

The comment requests clarification that Mitigation Measure CR-B1 (conduct worker awareness training for archaeological and paleontological resources prior to ground-disturbing activities) is intended only for grading construction workers and suggests it be limited to forepersons and field supervisors because attempting to train all hourly grading workers would be unreasonable and difficult to implement.

The commenter is correct in that the mitigation measure is intended for grading and other ground disturbing activities. The mitigation measure already specifies that in-person training is for forepersons and field supervisors and other field personnel do not require in-person training, but will be provided with a videotape or other written materials to convey the information.

Page 3.5-14 of Volume I has been revised to clarify that this mitigation measure is intended for construction workers involved in grading and other ground-disturbing activities. Please see Chapter 4 of this document for the specific changes.

Comment 19-38

The commenter states that the applicant is unaware of any unconsolidated fill at The Inn at Spanish Bay and, therefore, thinks there would be no associated impact.

According to the Haro, Kasunich and Associates update letter for the Spanish Bay Improvements (Haro, Kasunich and Associates, Inc. 2010a), there is unconsolidated fill that would provide unsuitable foundation supporting material.

No revisions to the draft EIR are necessary.

Comment 19-39

The commenter states that the reference to Conference Center Expansion, in the Unconsolidated Fill discussion in Mitigation Measure GSS-A1, should be corrected to Area M Spyglass Hotel/Lots.

Refer to Response to Comment 19-38. No revisions to the draft EIR are necessary.

Comment 19-40

The commenter states that, in Mitigation Measure GSS-A1, the discussion of Area K should be moved from under Unconsolidated Fill to Slope Stability.

The commenter is correct.

Page 3.6-19 of Volume has been revised to make this correction. Please see Chapter 4 in this document for specific changes.

Comment 19-41

The commenter states that the reference to Section 3.4 should be changed to Section 3.7.

The commenter is correct.

Page 3.6-21 of Volume I has been revised to make this correction. Please see Chapter 4 in this document for specific changes.

Comment 19-42

The commenter states that the reference to Conference Center Expansion, in the discussion related to unconsolidated fill, should be deleted.

Refer to Response to Comment 19-38. No revisions to the Draft EIR are necessary.

Comment 19-43

The commenter requests that Tables 3.6-2 and 3.6-3 be reviewed to confirm all development sites are included and states that all references to MR in the table should be MH/MR.

The tables were missing development sites for Area K and Collins residential lot subdivisions. The commenter is correct in that all references to MR should be MH/MR.

Page 3.6-6 (Table 3.6-2) and Page 3.6-10 (Table 3.6-3) of Volume I have been revised to make this clarification. Please see Chapter 4 of this document for the specific changes.

Comment 19-44

The commenter clarifies that the text should reference "wetlands and other waters of the United States" not just wetlands. The commenter also states the 0.06 acre should be 0.05 acres.

The commenter is correct. Page 3.7-9 of Volume I has been revised to make this clarification. Please see Chapter 4 of this document for the specific changes.

Comment 19-45

The commenter corrected a typographical error where text should read "20-inch CMP culvert" not 20/1 CMP culvert.

Page 3.7-19 of Volume I has been revised to make this clarification. Please see Chapter 4 of this document for the specific changes.

Comment 19-46

The commenter states that the Collins Residences is within the Fan Shell watershed with only a small portion in the Carmel Bay ASBS watershed.

The commenter is correct.

Page 3.7-20 of Volume I has been revised to make this clarification. Please see Chapter 4 of this document for the specific changes.

Comment 19-47

The commenter states that the total runoff volume for stormwater discharges from the Equestrian Center site (21,798 cubic feet) seem high compared to the New Employee Parking site (8,377 cubic feet) given that they will create a similar increase in impervious surface area (2.7 and 2.64 acres, respectively).

Total runoff from a site includes runoff from impermeable and permeable surfaces. Although permeable surfaces retain some of the precipitation that falls on them, an event such as a 100-year flood (a benchmark used to calculate total run-off) produces so much water that permeable surfaces saturate and discharge stormwater at a higher rate. Although the increases in impervious surface area for the New Employee Parking site and the Equestrian Center site are similar in size, the total run-off volumes are significantly different because the Equestrian Center site (11.82 acres) is 2.4 times larger than the New Employee Parking (4.87 acres) and would receive a proportionally larger amount of precipitation.

No revisions to the draft EIR are necessary.

Comment 19-48

The commenter states that the footnote numbers on pages 3.7-25, 26, 27 are incorrect.

The commenter is correct in that the footnote numbers do not correspond with the text.

Pages 3.7-25, 3.7-26, and 3.7-27 of Volume I have been revised to correct the footnote numbering. Please see Chapter 4 of this document for the specific changes.

Comment 19-49

The commenter states that the overall increase in impervious surface from project development should be 36.69 acres (0.70% of the total area of Pebble Beach), not 32.85 acres (0.63%), and that the overall number was not reflected in the drainage report addendum (WWD September 2011).

It is understood that the updated information became available in 2011 but was not included in the 2011 drainage report addendum. Pages 3.7-20 and 3.7-30 of Volume I have been revised to include the correction. Please see Chapter 4 of this document for the specific changes.

Comment 19-50

The commenter states that because Collins Field is an existing turf area that is already maintained for golf practice and other recreation uses, relocating the Pebble Beach Driving Range to the site would not be a significant change in use or maintenance practices; thus the mitigation to develop an integrated pest management plan is not necessary.

The driving range is being relocated into the drainage area for the Carmel Bay ASBS. Therefore a conservative approach was taken with respect to the potential for adverse impacts to water quality from the application of pesticides, herbicides, and fungicides. Although Collins Field has been maintained for informal recreational use, including use as a golf practice range for the AT&T and other tournaments, it is not reasonable to assume that maintenance practices for the relocated driving range and practice area will be commensurate with those previously implemented for Collins Field. Additionally, aerial photographs document that, while a majority of the site is irrigated and has turf present, there are portions that are not irrigated, and thus there will be incrementally more turf to irrigate and maintain after the driving range is relocated.

No revisions to the draft EIR are necessary.

Comment 19-51

Same comment as 19-49.

Refer to the response to Comment 19-49.

Comment 19-52

The commenter clarifies the site acreage for the residential lot subdivisions in Area J.

The clarification does not change the conclusions of the impact analysis or the adequacy of the draft EIR.

Page 3.8-14 of Volume I has been revised to make this clarification. Please see Chapter 4 of this document for the specific changes.

Comment 19-53

The commenter clarifies the site acreage for the residential lot subdivisions in Area K.

The clarification does not change the conclusions of the impact analysis or the adequacy of the draft EIR.

Page 3.8-14 of Volume I has been revised to make this clarification. Please see Chapter 4 of this document for the specific changes.

Comment 19-54

The commenter clarifies the site acreage for the residential lot subdivisions in Area L.

As noted in response to Comment 19-11, the proposed open space is only 9.25 acres. No change is needed.

Comment 19-55

The commenter clarifies the site acreage for the residential lot subdivisions in Area V.

The clarification does not change the conclusions of the impact analysis or the adequacy of the draft EIR.

Page 3.8-15 of Volume I has been revised to make this clarification. Please see Chapter 4 of this document for the specific changes.

Comment 19-56

The comment states that the 6.96-acre preservation parcel should be referenced in the description for the Corporation Yard.

Page 3.8-16 has been revised to include reference to the 6.96-acre preservation parcel north of the open space area and adjacent to the Corporation Yard. Please see Chapter 4 of this document for the specific changes.

Comment 19-57

The commenter clarifies that the Congress Road/Lopez Road intersection improvements do not include a new left-turn channel.

Page 3.8-17 of Volume I has been revised to make this clarification. Please see Chapter 4 of this document for the specific changes.

Comment 19-58

The commenter clarifies that there would be 0.25 miles of new trails and 2.15 miles of existing trails would be relocated, as described on page 2-17 of the project description.

Page 3.8-17 of Volume I has been revised to make this clarification. Please see Chapter 4 of this document for the specific changes.

Comment 19-59

The commenter clarifies that there would be 0.15 mile of trail on existing dirt fire road for the trails in the Corporation Yard area, as described on page 2-17 of the project description.

Page 3.8-24 of Volume I has been revised to make this clarification. Please see Chapter 4 of this document for the specific changes.

Comment 19-60

The commenter requests that Table 5-4 should include the intersection LOS for the 2015 No Project Scenario and that the provision of this information would show that the proposed project would improve conditions over the no project scenario.

Page 5-32 (Table 5-4) has been modified to include the 2015 no project scenario. As the DEIR concludes in Section 3.11, Transportation (Volume I), the proposed project would improve conditions at the SR 1/SR 68 intersection compared to existing and no project conditions. Please see Chapter 4 of this document for the specific changes.

Comment 19-61

The commenter requests that Table 5-5 should include the queues for the 2015 No Project Scenario and that the provision of this information would show that the proposed project would improve conditions over the no project scenario.

Page 5-33 (Table 5-5) has been modified to include the 2015 no project scenario. As the DEIR concludes in Section 3.11, Transportation (Volume I), the proposed project would improve conditions at the SR 1/SR 68 intersection compared to existing and no project conditions.

Comment 19-62

The commenter expresses concern about the feasibility of the roundabout alternative (Alternative 5) including locating the 17-Mile Drive intersection on the on-ramp to southbound SR 1. The commenter notes that the City of Monterey was unsuccessful in obtaining the mandatory design exception from Caltrans to maintain the existing design deficiency during development of the Highway 68 Widening Project resulting in the Widening Project separating the traffic movements between Highway 68 and 17-Mile Drive from movements to Highway 1, which led to the 5-leg intersection design at the SR 1 off-ramp intersection. The commenter also described that roundabout alternatives were considered in the PSR for the Widening Project and were dismissed by Caltrans, and there is no indication that Caltrans would support the roundabout alternative in Alternative 5 and that it would need approval not only from District 5 but also Caltrans Headquarters in Sacramento.

The comment's concerns are noted.

As described in the response to Caltrans' Comment 3-2, the County's conclusion is that neither a single roundabout nor a double-roundabout alternative option is currently feasible because they do not meet Caltrans design requirements concerning access. Both the double-roundabout option (Alternative 5) and the single-roundabout option (described in Fehr & Peers 2012) would place an intersection (either a second roundabout or a side-street stop-sign controlled T-intersection) on the on-ramp to southbound SR 1 which would not meet Caltrans access requirements. Caltrans required roundabout designs considered during the PSR for the Widening Project to separate traffic from the DMF gate to SR 68 from traffic between SR 68 and SR 1 southbound; when this was done, the roundabout did not have acceptable operational characteristics.

While the County cannot adopt a roundabout alternative at this time as an alternative to the Phase 1B improvement, the County can consider a condition of approval that would require Pebble Beach to pay its fair-share portion of a roundabout, if such a roundabout is approved by Caltrans as a revision to the Highway 68 Widening Project and approved by TAMC for inclusion in the regional

impact fee program, provided such approval is obtained sufficiently soon such that conditions at the SR 1/SR 68 intersection are improved without further delay. This has been added to Mitigation Measures TRA-C2 and TRA-C8 in Section 3.11 of Volume I. Please see Chapter 4 of this document for the specific changes.

Comment 19-63

The comment states that Caltrans approved the Project Report for the Highway 68 Widening Project, and the Transportation Agency of Monterey County website also indicates the project is environmentally cleared. The Applicant identified a constructible phase of that project that would improve traffic operations and incorporated it into the proposed project as part of the project costs.

Comment noted. The comment does not concern the adequacy of the EIR. No revisions to the draft EIR are necessary.

Comment 19-64

The comment states that the Pebble Beach Company firmly believes the roundabout design (Alternative 5) is not feasible because Caltrans previously declined to approve the needed mandatory design exception. Additionally, a private entity is at a disadvantage over local public agencies to reach agreeable terms with Caltrans.

Comment noted. As noted in response to Caltrans Comment 3-2, the County cannot find the roundabout alternatives feasible at this time because the proposed designs all require Caltrans approval of a design exception which Caltrans has not been willing to do in the past. Mitigation Measure TRA-C2 (in Section 3.11 of Volume I) has been modified to note that the Applicant's fair-share mitigation contribution for impacts to SR 68 (west) can be directed to a roundabout alternative only if Caltrans and TAMC approve such an alternative sufficiently soon that improvement to the SR 68/SR 1 intersection is not substantially delayed.

The comment does not concern the adequacy of the EIR. No further revisions to the draft EIR are necessary.

Comment 19-65

The commenter summarizes the water supply analysis in the DEIR for the period before 2017.

This comment is a summary of part of the DEIR only and requires no response.

Comment 19-66

The commenter summarizes the water supply analysis in the DEIR for the period after 2017.

This comment is a summary of part of the DEIR only and requires no response.

Comment 19-67

The commenter summarizes the water infrastructure analysis in the DEIR.

This comment is a summary of part of the DEIR only and requires no response.

Comment 19-68

The commenter summarizes the analysis of impacts to Carmel River biological resources due to water supply issues in the DEIR.

This comment is a summary of part of the DEIR only and requires no response.

Comment 19-69

The commenter summarizes the cumulative analysis of water supply related issues in the DEIR.

This comment is a summary of part of the DEIR only and requires no response.

Comment 19-70

The commenter notes that the analysis of water supply involves complex facts and issues and forecasting and states that their comments are not intended to detract their respect for the job done in the DEIR.

This comment does not concern the adequacy of the EIR and requires no response. The comment regarding the thoroughness of the water supply analysis is noted and appreciated.

Comment 19-71

The commenter states that the circumstances for water supply for this project are not "normal" and thus justify a departure from the "normal" use of a baseline of current physical conditions and that this is supported by recent case law (*Cherry Valley Pass Acres & Neighbors v. City of Beaumont*). The commenter summarized the Cherry Valley case and relates the case to the proposed project's water supply issues. The comment suggests that the appropriate baseline should be 1993, the year just prior to commencement of the Recycled Water Project, and that use of a 1993 baseline would result in a conclusion that use of the Pebble Beach Water Entitlement (PBWE) would result in a reduction of withdrawals from the Carmel River and a conclusion of no significant effect related to water supply.

As described in the DEIR, the circumstances for water supply for the Monterey Peninsula are highly complicated and the situation concerning the PBWE is highly unique. There is a reasonable argument that the County could use a CEQA baseline that defines existing physical conditions as including the environmental setting prior to PBC's financing of the Recycled Water Project and resultant reduction in Carmel River withdrawal. However, the County has chosen to use current physical conditions, as of the time of Notice of Preparation, the CEQA baseline, rather than a 1993 baseline as the commenter suggests, because in the County's judgment, the use of current physical conditions results in a more explicit disclosure and more conservative analysis of the effects of the increased water demand of the project on the physical environment concerning water supply on the Monterey Peninsula today.

In this instance, there are two equally valid conclusions that can be made concerning this project and water supply, that are not mutually inconsistent:

1. *The project will increase overall potable water demand above current (2011) physical conditions*. The effect of this increase in water use would include potential increased withdrawals of water from the Carmel River (before 2017) and/or production of water from a regional water supply project (the Regional Project or an equivalent (after 2017).

2. *The Applicant's financing of the Recycled Water Project resulted in a substantial reduction in withdrawals from the Carmel River (by approximately 1,000 AF) that far exceeds the amount of maximum potential water use associated with the PBWE and associated entitlements (380 AF).* The net effect of the Recycled Water Project and the project's increased demand is a net reduction in water demand and water use. Without the provision of the water entitlements, and without the financing of the Recycled Water Project, it would not have been built, and the net benefits to water supply would not happen.

The County's use of a current (2011) CEQA baseline best allows for disclosure of the changes in current physical conditions with the project (#1 above), while the DEIR also makes it absolutely clear that there would be a net beneficial effect on water supply with the combined effect of the Recycled Water Project and this project's use of the PBWE (#2 above). The DEIR concludes that the project would, compared to current conditions, result in a significant impact to water supply, water infrastructure, and biological resources in the Carmel River but also notes that the net effect of the Recycled Water Project has been to increase the water supply, reduce the need for new infrastructure, and reduce the impacts of current withdrawals on the Carmel River.

The DEIR describes the deep and persistent water supply challenges on the Monterey Peninsula and the current and ongoing uncertainty about how new regional water supply will be developed to serve existing demand, much less future demand, in light of the Cease and Desist Order requirements to end all Cal-Am diversions above their legal limits by the end of 2016. With the recent challenges facing the previously adopted Regional Water Project and the current lack of an approved alternative, the water supply situation is uncertain. In light of this situation, the County chose the current physical conditions as the CEQA baseline precisely because it best discloses how the project's increased demand will (or won't) change current conditions.

The commenter's suggestion to use a 1993 baseline would emphasize the change in long-term conditions since 1993 into the future with the proposed project over the changes that would occur with the project relative to current conditions in order to reach a conclusion under CEQA that the project would not result in a significant impact on the environment in relation to water supply, water infrastructure, or biological resources in the Carmel River.

The EIR recognizes that there has been a substantial environmental benefit due to the Applicant's financing of the Recycled Water Project and there would remain a net substantial environmental benefit even after the use of part of the PBWE for the proposed project. Further, mitigation that would constrain the use of the PBWE as proposed for this project may be legally disproportionate to the project impacts, in light of the fact that the entitlement derives from PBC's actions that reduced withdrawals from the Carmel River in an amount greater than the project proposes to use. The DEIR describes the U.S. constitutional limits that legally constrain imposing mitigation in excess of that necessary to address an impact and the Applicant's prior financing of the Recycled Water Project has resulted in far more "mitigation" than could be imposed in relation to the project's increased water use if the Recycled Water Project did not exist. Given the Applicant's voluntary financing of the Recycled Water Project, the resultant current environmental benefits of the Recycled Water Project, and the fact that the environmental benefits will continue to vastly outweigh the impact of increased water use by the current proposed development project, the EIR concludes that requiring additional mitigation to reduce project water use or to otherwise offset impacts due to project water use is legally infeasible, consistent with the comment.

No revisions to the draft EIR are necessary.

Comment 19-72

The commenter expresses concerns with the assumption that the project may only be served by withdrawals from the Carmel River and that the project could be served with water from other sources.

The commenter is correct that the actual water to serve the PBWE could be derived from any legal source from which Cal-Am could derive its water supply, which could include the Carmel River (as allowed by SWRCB orders through 2016 and within its legal rights after 2016), the Seaside Aquifer (as limited by the adjudication), aquifer storage and recovery, or new sources developed as part of a regional water supply project (such as desalination). However, at this time, there are severe limitations on the use of existing water resources.

There is a difference between where Cal-Am may derive the actual physical water to serve the PBWE at any particular time and what the effect of serving the PBWE will be on the environment compared to current conditions. The focus in the EIR is on identifying the environmental impacts of providing water to the PBWE.

As noted in the DEIR, Cal-Am is allowed to serve the PBWE using water from the Carmel River without restriction prior to 2016 and after 2016 as long as total withdrawals are within its legal limits. As noted in the DEIR, Cal-Am is required to reduce its withdrawals from the Seaside Aquifer over time such that no new supply will be available from this source. While the physical water to serve the PBWE could come from the Seaside Aquifer, under no circumstances would that result in an increase of use of water by Cal-Am from the Seaside Aquifer. Regarding aquifer storage and retrieval, at present, winter high flows are diverted from the Carmel River and then injected into the Seaside Aquifer but use of this supply to serve the PBWE would not result in a depletion of the Seaside Aquifer either as Cal-Am cannot withdraw water in excess of the recharged amount plus its allocation of the Seaside Aquifer adjudication. The current use of winter high flows for ASR is not considered an adverse effect on the Carmel River. Regarding desalination or other future supplies, as noted in the DEIR they may result in secondary environmental impacts, but these effects remain to be fully evaluated under CEQA (for both the Regional Water Project pursuant to the recent court order as well as for any alternative that may be proposed).

As such, the DEIR properly discloses that the net effect of serving the PBWE may result in increased withdrawals from the Carmel River up to 2016, no increase in withdrawals from the Carmel River after 2016 (due to restrictions in the CDO), no increase in withdrawals from the Seaside Aquifer (due to the adjudication), and increased use of water from future other supplies, such as desalination, as included in a regional water supply project or its equivalent.

Revisions to the DEIR have been made to clarify that water to serve the PBWE can be derived from any legal source available to Cal-Am per this comment. Please see Chapter 4 of this document for the specific changes. This revision does not change the conclusions of the DEIR about the environmental effects of the project's increased water demand over current (2011) conditions.

Comment 19-73

The commenter expresses their opinion that impacts related to a Regional Water Project not being completed by 2017 would be short-term because the Cease and Desist Order (CDO) and other laws require an equivalent to the Regional Water Project to be built, although the timing may be presently uncertain.

While the CDO requires Cal-Am to reduce its withdrawals from the Carmel River to that consistent with its legal rights by 2017, and lack of a new regional water supply by the time that restriction is enforced would result in widespread rationing, the CDO does not make a regional water supply project happen. As shown by events since 1995, when the SWRCB first ordered Cal-Am to replace its illegal water supply, new regional water supply projects for the Monterey Peninsula have suffered one setback or another. The recent deepening crisis for the previously adopted Regional Water Project (which may mean its end) is but the most recent evidence for the difficulty in actually providing a new regional water supply.

While the County concurs with the comment that there is a strong imperative to creating a new regional water supply and the County supports its development, the current circumstances have created a substantial uncertainty as to the timing. The County hopes that a new regional water supply will be on line by 2016 or as soon thereafter as feasible, but for the purposes of CEQA disclosure, the DEIR concludes that there could be an interim period after 2016 in which a sufficient regional water supply is available to meet current demand is not available. At present, it would be speculative to predict the timeframe of that interim period.

No revisions to the draft EIR are necessary.

Comment 19-74

The commenter states their opinion that the effects of the project water demand on intensified rationing would be negligible and insignificant because the PBWE would be a negligible percentage of the rationing need.

The County concurs that the effects of the PBWE on water rationing would be a small percentage. However, the scale of potential rationing in the absence of a new regional water supply by 2016 and the economic dislocation and disruption that could occur with widespread rationing is a significant cumulative impact. Thus, the project's contribution to that effect, while small indeed, is still considered a considerable contribution to a significant cumulative impact.

No revisions to the draft EIR are necessary.

Comment 19-75

The commenter states their opinion that the effects of the project water demand on the need to build a regional water supply project would be negligible and an insignificant contributor to the secondary physical significant impacts of such a project.

The County concurs that the amount of water provided to the project from a regional water supply project would be a small percentage. However, the EIR found that the previously adopted Regional Water Project would have resulted in significant unavoidable impacts to the environment. It is possible, but unknown at this time, that alternatives to the regional project could also result in significant unavoidable impacts to the environment. The project's demand would contribute to those impacts, as identified, just like all other water demands that would be served by the new project. In essence, the secondary physical impacts of a new regional water supply constitute a cumulative impact of providing water to the Monterey Peninsula. Thus, the project's contribution to those significant physical impacts, while small indeed, is still considered a considerable contribution to potentially significant cumulative impacts.

No revisions to the draft EIR are necessary.

Comment 19-76

The commenter states their opinion that the effects of the project water demand on Carmel River biological resources prior to 2017 are insignificant in light of CDO-required reductions in Carmel River withdrawals from 2009 to 2016.

As noted in the DEIR, the CDO does not limit withdrawals from the Carmel River to serve the PBWE prior to 2017 and those withdrawals can be on top of the established CDO overall limits on withdrawal. As such, the DEIR is correct in identifying that withdrawals could increase above that which would occur without the project. Also, as described in the DEIR (see Page 3.12-35 of Volume I), even reduced withdrawals in average, dry, and very dry years can still have adverse effects on steelhead and other resources. Thus, the indirect effect of the project's increased water demand on the biological resources of the river will depend on the type of water years that occur between now and 2017 and the total amount of withdrawal by Cal-Am (and others). The DEIR assumes that average, dry or very dry year conditions occur during this period and that the project would thus contribute to cumulatively significant withdrawals and associated biological effects. Although the contribution of the project's water demand (or that to serve the PBWE in total) to overall withdrawals would be small, this is a cumulative impact issue, and the contribution would still be cumulatively considerable.

No revisions to the draft EIR are necessary.

Comment 19-77

The commenter states that the DEIR's assumption that all of the project will be constructed and demanding water immediately is an overstatement as residential development will take place over many years and that the full water demand may not occur for 20 to 30 years.

The commenter is correct that the likely scenario for construction of the project and the use of the PBWE by others is that buildout will take many years. However, the permits to build this project will not limit the timing in which the project could be built and will not limit the ability of other users of the PBWE in the DMF from also building their residences and using their portion of the PBWE. Although somewhat unrealistic, the approach in the DEIR of assuming full buildout in a short period of time is a conservative approach to disclosing potential impacts of project approval.

Revisions have been made in the text to indicate that the scenario of buildout used in the DEIR is conservative and the more likely outcome is a slower buildout and a slower increase of water demand associated with the project and the other users of the PBWE. Please see Chapter 4 of this document for the specific changes.

Comment 19-78

The commenter describes that the litigation concerning CDO could result in modifications to the CDO, including the ability to serve the PBWE with Carmel River withdrawals over and above the CDO limitations after a regional water supply project is completed.

The DEIR describes the pending litigation. The outcome of that litigation is unknown and it would be speculative to make any conclusions at this time that the CDO will be changed in regard to the current requirements relative to the PBWE.

No revisions to the draft EIR are necessary.

Comment 19-79

The commenter asks that the cumulative analysis in the DEIR consider the comments provided on the main water supply section.

All of the comments on water supply have been considered in light of the project and cumulative impact analysis. Where revisions noted above are relevant to the cumulative impact analysis, they have been made in Chapter 3 of the draft EIR. Please see Chapter 4 of this document for the specific changes.

Comment 19-80

The comment is a statement that the draft EIR is correct that there are multiple options for considering alternatives to the clustered and reduced-density residential designs (discussed in Chapter 5 of Volume I), and that there is a reasonable range of alternatives on these options, from which conclusions can also be made about other possibilities.

Comment noted. The comment does not concern the adequacy of the EIR. No revisions to the draft EIR are necessary.

Comments Received Late

Response to Comment Letter 20 (HOPE)

Comment 20-1

The comment includes introductory statements that PBC and County can't get it right after five tries, Pebble Beach Forest Destruction Project (Version 5) and affiliated zoning changes violates CEQA in 12 ways, and HOPE objects to the project and environmental review.

There are no specific statements in this comment explaining how the project violates CEQA so it is not possible to respond to this claim. The commenter's opinion of the project is noted. No revisions to the draft EIR are necessary.

Comment 20-2

The commenter states their opinion that the Applicant has no right to their water entitlement because the agency that gave them the entitlement had no authority to do so.

As described in the DEIR (Section 3.12 of Volume I), the Pebble Beach Water Entitlement (PBWE) was derived from MPWMD ordinances and agreements and was granted due to the Applicant's financing of the Recycled Water Plant, which has lowered potable water use and withdrawals from the Carmel River by approximately 1,000 AF. The potable use of water under the PBWE totaled about 40 AFY in fall 2011. The total amount of entitlement is 380 AF (365 AFY to PBC) which is the maximum amount of potable that could be derived. If this full amount is actually used, there will still be a net reduction of over 600 AFY in use and withdrawals from the Carmel River.

The entitlement is not a right to withdraw water from the Carmel River, but rather an entitlement to service from Cal-Am from legal sources. As describe in the December 14, 2011 comment letter from MPWMD (refer to Comment 6-1 in Chapter 2 of this document), MPWMD holds regulatory power to require Cal-Cam to provide water service to the holders of the water entitlement through the Cal-Am system. The DEIR describes the effect of the Cease and Desist order (CDO) on the ability of Cal-Am to provide water to the PBWE, including from the Carmel River before and after 2016. The PBWE has been affirmed as a water entitlement in SWRCB Order 95-10, 2009-0060 (as amended) and other SWRCB correspondence to date, as well as a final Judgment of Validation by the Superior Court of California, County of Monterey, in Case No. M21594 (July 12, 1990).

No revisions to the draft EIR are necessary.

Comment 20-3

The comment states that the water issue is highly important because all Monterey Peninsula residents are laboring under a water emergency.

The commenter's opinion of the water issue is noted. The DEIR describes the water supply situation thoroughly. No revisions to the draft EIR are necessary.

Comment 20-4

The comment states that three major changes have occurred since the PBC project was first filed in 1999 and then rejected by the Coastal Commission in June 2007. The changes concerning traffic, lots and endangered species are discussed in subsequent comments.

No comments on the EIR are provided so no response is required. No changes to the draft EIR are necessary.

Comment 20-5

The comment states that special event traffic inside the forest has worsened since Haul Road closed, and the EIR did not recognize this.

The closure of Haul Road is part of the baseline and is not caused by the project.

The proposed project would not increase the size or change the nature or frequency of the events taking place in Del Monte Forest. With the proposed increase in the number of guest rooms in Del Monte Forest, more people attending weekend special events could stay in Del Monte Forest and would be less likely to drive during the event activities. Traffic associated with special events is discussed in the EIR on pages 3.11-72 and 3.11-90 in Volume I.

No revisions to the draft EIR are necessary.

Comment 20-6

The commenter asks why no golf event in Pebble Beach ever had to obtain a coastal permit. If an individual holds an outside event with more than 50 people, a county permit is needed.

This comment does not pertain to the proposed project or the EIR. No changes to the draft EIR are necessary.

Comment 20-7

The commenter states that PBC only has 43 lots of record but claim 90.

As described in the DEIR Page 5-7, Lines 28- 30 (Chapter 5 of Volume I), the County has certificates of compliance for 41 approved legal lots within the proposed project area. In addition, the Applicant believes that up to another 44 90 legal lots exist, for a total of 85. However, the Applicant has not taken the steps to obtain certificates of compliance for any of these potential 44 additional lots. Therefore, for purposes of this EIR, the assumption has been made that the Applicant only has the 41 legal lots for which certificates of compliance have been obtained.

The purpose of a subdivision is to subdivide existing legal lots into additional new legal lots. The Applicant proposes to have a total of 90 residential lots in the area included in the proposed project, and would extinguish any legal lots, or the right to obtain certificates of compliance for any potential legal lots, outside of the 90 for which approval is being requested.

No revisions to the draft EIR are necessary.

Comment 20-8

The commenter states their opinion that the Coastal Act and CCC prior decision require the Applicant to avoid harm to the Monterey pine forest as habitat for Yadon's piperia and other protected endangered species.

The Coastal Act applies to the project through the requirements of the Local Coastal Plan. As the commenter is aware, a separate LCP Amendment has been proposed and is presently being processed for consideration by the CCC in 2012. That LCP Amendment specifically allows for development in the areas proposed for development in the proposed project analyzed in the EIR. If the LCP is approved by the CCC, then the proposed project's development within areas that are defined as ESHA would then be allowable without violating the Coastal Act. As noted in the DEIR, the LCP Amendment is based on a staff level agreement between the Applicant and the CCC staff but does not yet have CCC approval from the Commission itself.

Because the LCP Amendment is required in order to permit the proposed project, and the LCP Amendment needs to be considered and approved by the CCC prior to County consideration of project approval, the DEIR used the ESHA definitional approach in the LCP Amendment, rather than the definitions in the current LCP.

Areas that fit the definition of ESHA using the approach in the LCP Amendment are first and foremost biological resources. Under CEQA, determinations of whether physical impacts to the environment can or cannot be mitigated must be based on the physical effects of a project and the effect of mitigation on the resource as a whole.

ESHA areas within project areas are defined in the DEIR (beginning on page 3.3-26 in Section 3.3 of Volume I), including the reasons why each area is considered ESHA. ESHA areas defined in the DEIR include some (but not all) areas of Monterey pine forest (including the resources contained therein), coastal sand dunes, maritime chaparral (included in Monterey pine forest), natural wetlands and seasonal ponds, riparian habitat, California red-legged frog aquatic habitat, Yadon's piperia habitat, Gowen cypress habitat, certain plants specified in the current LUP as state or federally listed. Specific geographic areas are identified in the DEIR as well.

Each of these resources is analyzed both as an ESHA area and separately as a biological resource in Section 3.3, Biological Resources in the DEIR (Volume I). Under Impact BIO-A1, the DEIR discloses impacts to ESHA areas and mitigation is identified in the DEIR for all identified significant impacts to ESHA. The conclusion of significance after mitigation in the DEIR previously mentioned the proposed LCP Amendment, Coastal Act balancing and the identified mitigation. The LCP Amendment was mentioned because, as noted on Page 3.8-25 of Volume I, the proposed project is not consistent with the current LUP. The Coastal Act balancing was mentioned because, as disclosed in the DEIR on Page 3.8-27 of Volume I, the LCP Amendment is not fully consistent with Coastal Act policies on ESHA. As such, the proposed project cannot ultimately be approved unless the LCP Amendment is approved first. The compliance with the LCP and the LCP's compliance with the Coastal Act is ultimately a matter of land use plan and policy consistency and is best understood as a land use planning matter, rather than strictly a matter of biological resource impacts.

As such, reference to the LCP Amendment and Coastal Act balancing have been deleted from the significance conclusion for Impact BIO-A1 on Pages 3.3-40 and 3.3-44 of Volume I. However, the EIR's conclusion that the physical impacts to biological resources that are defined as ESHA can be mitigated to a less than significant level with the adoption of the proposed mitigation remains

unchanged as it is the physical effects of mitigation in preserving sensitive biological resources for the Del Monte Forest as a whole that provides the mitigation value, not the consistency with a LCP policy or the Coastal Act. CEQA's fundamental purpose is to evaluate physical impacts to the environment. While consistency with policies and plans are required to be disclosed in CEQA documents, under CEQA, an inconsistency is only a significant impact if it is related to an actual physical impact on the environment and the impact level is significant. As such, the project's inconsistency with the existing LCP or the LCP Amendment's partial inconsistency with the Coastal Act is not considered, in isolation, a significant impact on biological resources. Instead the EIR relies on the physical impacts of the project and the physical effects of proposed mitigation in preserving sensitive habitats in the Del Monte Forest.

Comment 20-9

The commenter states that the B-8 zoning should not be removed because of existing water and traffic problems.

The B-8 zoning is required by the current LUP Policy 113. The project would not amend LUP Policy 113. The proposed LUP Amendment would amend Policy 113. As described on page 2-23 of the DEIR (in Chapter 2 of Volume I), the LCP amendment is not part of the project analyzed in the EIR and is being processed separately under the requirements of the Coastal Act.

Regarding Policy 113 in the current LUP, this is what it says regarding water and traffic:

> The Resource Constraint Area designation shall be removed only when water and sewer capacity sufficient to serve such development becomes available and that highway capacity and circulation solutions have been agreed upon and adopted.

Regarding water, as described in the LUP Amendment and as described in the DEIR, there is adequate water to provide the project with water pursuant to the PBWE, discussed in prior responses and at length in the DEIR (refer to responses to Comment Letter 16).

Regarding traffic, the DEIR identifies that all project impacts to SR 68 can be mitigated to a less than significant level with full mitigation; but due to the fact that the project's fair share is but a portion of the needed funding to address existing or cumulative traffic impacts along SR 68, there will be a period in which traffic impacts will be significant and unavoidable until sufficient funds are generated to complete all the mitigation. Thus, the evidence in the EIR is consistent with the finding in the LUP amendment that solutions to local roadway issues around the Del Monte Forest "have been agreed upon and adopted". Also refer to response to Comment 11-7.

Comment 20-10

The comment states that the County is piecemealing two separate projects (Poppy Hills and this proposed project) both by the same applicant (PBC) which is forbidden by CEQA. The comment also states that although the two projects are processed by the same agency, are adjacent to each other, and destroy huge amounts of Monterey pines and their habitat for endangered species, the two projects are separated and the environmental analyses has used different significance thresholds.

Refer to responses to Comments 11-2, 12-1 to 12-5 concerning the Poppy Hills Golf Course project and cumulative impact analysis.

Comment 20-11

The commenter asks for the EIR to be recirculated after addressing the errors the commenter asserts in his comments.

As discussed in prior responses, the errors alleged by commenter do not exist in the DEIR and do not trigger the CEQA requirements for recirculation; and thus there is no need for recirculation of the document.

Comment 20-12

The commenter asks for inclusion of the CCC's June 2007 findings and evidence for denial of Measure A as part of the administrative record for this project and the findings and evidence be considered.

The CCC's June 2007 findings concerning Measure A were referenced in the DEIR (see references in Chapter 7 of Volume I) and are already included in the administrative record. The DEIR specifically considered these findings in the identification of areas meeting the LUP Amendment's definition of ESHA.

No revisions to the draft EIR are necessary.

Comment 20-13

The commenter asks for inclusion of the CCC's May 1999 findings and evidence for Appeal A-3-MCO-98-085 be made part of the administrative record for this project as the appeal concerned issues of Monterey pine forest habitat, endangered species around the existing Driving Range and the need for an update of the Del Monte Forest LCP.

The CCC's May 1999 findings and evidence concerning Appeal A-3-MCO-98-085 were reviewed in response to this comment. The subject appeal concerned a previously proposed project and is not binding on review of the current project. Since 1999, extensive surveys and evaluations of Monterey pine forest and PBC properties has occurred, the CCC has completed a periodic review of the DMF LCP, and the CCC comprehensively reviewed ESHA and biological resources at all current project locations as part of its review of Measure A in June 2007. The June 2007 findings and evidence are more recent, thorough, and comprehensive in terms of reviewing Monterey pine forest and other sensitive species with the DMF and thus better represent current data on resource sensitivity and are the latest opinion from the CCC on what they believe to be ESHA and what resources are sensitive. As such, the CCC's June 2007 findings are relevant information and are included in this project's consideration and supersede the prior 1999 information cited by the commenter.

Regarding the substance of the findings and evidence for the subject Appeal mentioned in this comment, the profile of resources for the area around the existing Pebble Beach Driving Range in the DEIR is based on more recent available data than that extant in 1999, including extensive surveys for Yadon's piperia conducted in 2004 and botanical surveys conducted after 1999. Regarding the comment about the need for an update of the LCP, only local jurisdictions can originate LCP updates – the CCC can only recommend a LCP update and cannot mandate a LCP update on their own authority. Subsequent to 1999, Monterey County through a voter referendum advanced a comprehensive update to the LCP (Measure A), but the CCC denied it in 2007. The County is again proposing a comprehensive LCP update, working cooperatively with CCC staff, for full Commission consideration in Spring 2012.

No revisions to the draft EIR are necessary.

Comment 20-14

The commenter asks for inclusion of the CCC's May and October 1999 letters to Monterey County regarding the Pebble Beach Lot Program be made part of the administrative record for this project as they concerned the Coastal Act definition of ESHA, ESHA Avoidance vs. CEQA mitigation, in situ preservation of Monterey pine forest, and wetlands delineation.

Similar to the response to Comment 20-13, the cited 1999 letters from the CCC are superseded by the 2007 findings and evidence concerning the proposed project lands in the Measure A review because they consider more recent data and represent more recent CCC determinations. The cited 1999 letter considered the Pebble Beach Lot Program, which is the project that preceded the project that preceded the current project. As such, the 1999 letters concern a project no longer under consideration and do not represent the most recent opinion of the Coastal Commission.

As such, the CCC's June 2007 findings are relevant information and are included in this project's consideration and supersede the prior 1999 information cited by the commenter.

Regarding the substance of the cited 1999 letters mentioned in this comment: responses regarding the definition of ESHA and ESHA avoidance vs. mitigation are provided in response to Comment 20-8 above; *in situ* preservation of Monterey pine forest is provided throughout the Del Monte forest in large, contiguous, high-value preservation areas proposed with this project; and wetlands delineation for the current project were conducted in cooperation with CCC staff who have concurred with the wetland identification used in this EIR.

No revisions to the draft EIR are necessary.

Comment 20-15

The commenter requests that the County add a document called "Final EIR" to the County website as there is still no such document available as of January 25, 2012.

It is not clear what the commenter is referencing, the Final EIR for this project or the Final EIR for another project.

If this comment concerns the Final EIR for this project, the Final EIR was not complete as of January 25, 2012. The public review period for the draft EIR (Volumes I and II) ended January 9, 2012. Subsequently, the County prepared responses to the comments received. Upon completion, the Final EIR will be posted on the website and will include: Volume I Draft EIR, Volume II Draft EIR Appendices, and Volume III, Comments, Responses to Comments, and Revisions to the Draft EIR.

No revisions to the draft EIR are necessary.

Comment 20-16

The commenter states that if Monterey County prepared a legally adequate EIR that illuminated the environmental harm done by the proposal, HOPE would have nothing to litigate; this would ease the burden on County staff and save PBC money.

The Draft EIR discloses the environmental impacts and is a legally adequate document prepared in compliance with CEQA. With the responses to comments and text revisions in Volume III, the final EIR will be a comprehensive, legally adequate document prepared in compliance with CEQA.

No revisions to the Draft EIR are necessary.

Comment 20-17

The commenter states that it is a waste of the public's time to speak to Supervisors at the County meetings.

The commenter's opinion is noted. The comment does not concern the adequacy of the EIR. No revisions to the draft EIR are necessary.

Comment 20-18

The commenter asks what water conservation methods are used on the Applicant's golf courses, including whether soil compacting, as-needed watering, deep/infrequent watering, lowered mowing height, use of dull-mowing blades, and reduced fertilizer use are used.

The water use of the existing golf courses is not a matter of consideration for the proposed project. the proposed project does not include a golf course nor does it propose changing any golf course and would not in any way change golf course water use. Therefore management and water usage of the existing golf courses is not relevant to the consideration of the proposed project.

Of note, with the Applicant's financing of the Phase 2 improvements to the Recycled Water Plant, the golf courses in Pebble Beach are presently using 100% recycled water, not potable water and thus are not having any effect on the potable water situation on the Monterey Peninsula nor on withdrawals from the Carmel River. As discussed in the DEIR, the Applicant's financing of the Recycled Water Plant has made possible substantial reductions in potable water use and withdrawals from the Carmel River.

No revisions to the draft EIR are necessary.

Comment 20-19

The comment states that HOPE is the organization which led the successful 15-year effort to protect the native Monterey pine forest, is the only group which filed a lawsuit against the project, and is the only group who attended every meeting, let tours and provided written objections with best available science over the 15 years.

The commenter's opinion is noted. The comment does not concern the adequacy of the EIR. No revisions to the draft EIR are necessary.

Response to Comment Letter 21 (LWV-2)

Comment 21-1

The comment is an introduction stating the League of Women Voters of the Monterey Peninsula has reviewed the environmental documents for the PBC project and the Poppy Hills Golf Course project and the over 125 LCP amendments; and that it has come to their attention that they incorrectly stated in their earlier letter that the PBC is the applicant for both projects, but their concerns remain the same.

Comment noted. No revisions to the draft EIR are necessary.

Comment 21-2

The comment states that the environmental documents for the PBC project and the Poppy Hills Golf Course project do not account for the cumulative impact of both projects, which remove trees and include construction emissions with potential health impacts.

Refer to the responses to Comments 11-2, 12-2 and 12-4.

Comment 21-3

The commenter states that that the two CEQA documents for the PBC project and the Poppy Hills Golf Course project use different methodologies for addressing climate change.

Refer to response to Comment 11-16.

Comment 21-4

The commenter requests that the two environmental documents address the totality of the impacts of both projects on the environment, use consistent methodologies for addressing climate change and that these documents be recirculated for public review and comment.

Refer to the responses for Comments 11-2 and 12-2 to 12-5.

Response to Comment Letter 22 (Blum-1)

Comment 22-1

The commenter describes that a "riparian" drainage channel is located between the Bierne (Fairway One) parcel and the Scifres property (at 3871 17-Mile Drive). The commenter describes that they could not find any discussion or evaluation of this drainage channel and presumes that there are no mitigation measures for setbacks from this channel. The commenter asks if the channel has been evaluated, whether the drainage constitutes a riparian corridor, and requests the analysis be provided.

The drainage channel referenced in this comment is a narrow (12- to 18-inch wide) channel, approximately 180 feet in length located within a 16-foot wide utility parcel that is located between the Beirne parcel and the Scifres parcel and is owned by the Pebble Beach Company. The drainage channel conveys flow from culverts on the south side of 17-Mile drive which collects stormwater drainage from upgradient residential areas (including part of the Scifres property) and local roadways (including a portion of 17-Mile Drive). The drainage is not connected to an upgradient natural stream or channel north of 17-Mile Drive (Zander 2012). The drainage conveys flow to a culvert under Fairway One.

Based on these facts, it appears, in all likelihood, that the channel developed as a result of the culverted flow from developed areas upgradient, is part of the storm drainage system, and is not a remnant natural channel.

The wetland and riparian characteristics were reviewed by Zander & Associates (Zander 2012).The drainage channel proper is nearly devoid of vegetation with the exception of English Ivy that has taken root between storm flows (English Ivy is a non-native non-wetland plant). No wetland vegetation was observed in the channel, along its banks, or in the vicinity. The banks of the channel are covered in English ivy. Adjacent vegetation consists of French broom, ornamental bamboo, holly, and blackberry and common ornamentals (pittosporum, various acacia species) mixed with occasional remnant landscape coast live oaks and pines. On the Beirne side of the fence, a similar mix of ornamentals is found along with asparagus fern, palms, and podocarpus. A field survey by Zander & Associates observed nothing that would be considered riparian vegetation associated with this drainage (Zander 2012).

A photograph showing the drainage is provided in an exhibit 1 below.

ICF and the County independently reviewed the information provided by Zander & Associates and concur with the judgment that the drainage channel is neither a wetland nor a riparian channel. As a result, the requirements of the existing Local Coastal Plan (LCP) or the Local Coastal Plan Amendment (LCPA) in regard to wetlands or riparian channels and setbacks do not apply. Further, given the characteristic of local vegetation, which mostly consists of non-native landscaping species, the lack of cover in channel, the lack of perennial flow, the limited width and length, and location in a highly developed context, the channel is not considered to be habitat for any special-status aquatic species (such as California red-legged frog or Western pond turtle). Given these determinations, the drainage does not meet the definition of an Environmentally Sensitive Habitat Area (ESHA) per the existing LCP, the proposed LCPA, and the California Coastal Act.

Regarding the potential for development at the Fairway One Complex to affect this drainage, according to the Applicant (Stilwell 2012), none of the project construction will encroach on the

ditch. The Applicant is proposing to build a wall on the Beirne (Fairway One) parcel to provide additional visual screening and noise attenuation for the benefit of the Scifres property (see pages PB-11, PB-20, and PB 20.2 in the application plan set, May 2011, on file with the County). Minor grading will be required to install the wall foundation and will occur within approximately 15 feet of the ditch. The Applicant also proposes to underground utilities that currently run partially within the utility easement and partially within the Scifres property, again as a benefit to the Scifres property. These utilities will be installed underground in the same general location as they are currently located above ground, and therefore approximately 10-15 feet from the ditch, although final siting will be done in the field (Stilwell 2012).

The EIR already requires all construction to have a stormwater pollution prevention plan to control site erosion and to prevent downstream effect on drainages and water quality per Mitigation Measure HYD-C1. The Applicant has identified that they specifically would provide sediment control barriers to prevent any construction run-off from entering the ditch for construction at the Fairway One Complex, including the wall and utility components noted above (Stilwell 2012).

The Fairway One Complex will not drain to the subject ditch and will instead drain southwest of the ditch into other existing storm drain lines (Stilwell 2012).

The Fairway One Complex will require removing some non-native landscape trees and other plantings along the Beirne property boundary with the utility easement and replanting new trees to provide additional visual screening and noise attenuation for the benefit of the Scifres property (Stilwell 2012).

There is no need for specified setbacks to protect the drainage because the subject drainage does not contain wetlands, is not a riparian corridor, does not contain habitat for special-status species, is not an ESHA, and the project will not encroach on the drainage nor affect it directly or indirectly due to construction or operational drainage. Further, there are no regulatory compliance requirements concerning state and federal regulations for streams and wetlands, except the prior mitigation applied generally to all construction concerning stormwater pollution prevention during construction.

The evaluation by Zander & Associates (Zander & Associates 2012) and the applicant's plans relevant to this drainage (Stilwell 2012) have been added to the administrative record and are available for review at the County Planning Department along with the application plan set.

Since this drainage is not located on project parcels and will not be affected in any way that would give rise to a significant impact to water quality or biological resources, there is no need for revision of any of the analysis or conclusions in the Draft EIR and no need for adoption of new mitigation or consideration of new alternatives in regard to this drainage.

Exhibit 1: View from Drainage Ditch between Fairway One (Bierne) Property and Scifres Property



Response to Comment Letter 23 (Blum-2)

The commenter submitted a comment letter to the California Coastal Commission (CCC) concerning the proposed LCP Amendment (LCPA) in which certain comments were provided concerning a private agreement between the Applicant and the Neighborhood Preservation Association (referred to as the "NPA Agreement"), the adequacy of the EIR, project review, and private NPA. Those issues relative to project approval and the proposed project EIR are responded to below.

Comment 23-1

The commenter states that the NPA Agreement prohibits the Applicant from using the Beirne Parcel for uses other than residential, open space, landscaping or access without the written consent of the owners of the Scifres' Parcel, that the Scifres have not provided their consent, that the Scifres have a number of concerns that must be resolved prior to their consent being provided, that the the LCPA (including the Concept Plan) would commit future use of the parcel to commercial use, and that this action would violate the NPA Agreement.

The NPA Agreement is a private agreement between the subject parties. Whether or not the Applicant's proposed use of the property complies with this private agreement is not the purview of Monterey County or the CCC. The potential approval of the LCPA by the CCC does not compel commercial use of the project, it merely allows the approval of proposed commercial use as consistent with the Coastal Act. The potential approval of the proposed project by Monterey County also does not compel commercial use of the project. If, after receiving the approval of the proposed project, the Applicant decides to proceed with commercial use of the parcel, then it is the Applicant that is responsible to comply with any and all private legal obligations that may exist in regard to that parcel.

The County renders no opinion as to the content or requirement of the NPA Agreement, as it is not a party to that agreement.

If the Beirne parcel could not be legally used for commercial purposes due to the NPA Agreement (after receiving project approval from Monterey County) or for any other reason, this would not create environmental impacts that are not disclosed in the EIR. The Fairway One Complex is a visitor-serving development that stands on its own and if it is not built it will not affect or change the rest of the proposed project in terms of environmental impact. Certain impacts related to water use, air quality, and traffic would be less than disclosed in the EIR with less water demands, less traffic, and less construction.

The LCPA would not preclude the continued use of the property for residential purposes because Visitor-Serving Commercial (VSC) zoning allows residential structures with the granting of a Coastal Development Permit.

As neither the potential approval of the LCPA nor the proposed project compels commercial use of the parcel, the matter of consistency with the NPA Agreement is a private matter. Even if the Agreement were to end up preventing commercial use of the property, it would not result in greater environmental impacts of the project than disclosed in the EIR and thus this is not a concern for the EIR.

No revisions to the document are necessary.

Comment 23-2

The commenter asserts that the LCPA is part of the project application PLN100138 and that the Coastal Commission's current project and environmental review is both the LCPA and the proposed project.

The LCPA is not part of the proposed project. The LCPA is a proposed change in the applicable land use plan/local coastal plan and does not entitle nor approve any development. The LCPA, as it concerns the adopted LCP under the California Coastal Act, is subject to the review procedures of the CCC. Section 21080.5 of the Public Resources Code provides that a certified regulatory program is exempt from CEQA as noted in CEQA guidelines Section 15250. The CCC's program is listed as a certified regulatory program in regard to preparation, approval and certification of local coastal programs in CEQA Guidelines Section 15251(f).

The CCC's current review authority is limited to the LCPA. The proposed project is not before the CCC at present. Under the Coastal Act, once an LCP is approved by the CCC, the authority for project approval is delegated to the local land use jurisdiction. In an area with an approved LCP, a proposed project only comes before the CCC if there is an appeal of the local project approval to the CCC. No project appeal has been filed at this time because local project approval has not occurred. As such, the proposed project itself is not before the CCC and is not the subject of their current review.

Because the Concept Plan in the LCPA establishes the regulatory framework for the proposed project, the Draft EIR (which analyzes the proposed project), along with other information, will be utilized by the Coastal Commission to analyze the environmental effects of the Concept Plan, as part of the overall review of the LCPA.

No revisions to the draft EIR are necessary.

Comment 23-3

The commenter asserts that Monterey County incorrectly determined that the LCPA is statutorily exempt from CEQA because the scope of the activity as a whole includes both the LCP Amendment and the proposed project and that the County's EIR for PLN1000138 and the CCC's CEQA equivalency review must evaluate both the LCPA and the proposed project.

As noted above, the LCPA is not part of the project being analyzed in the EIR and the LCPA is a separate planning action being processed per the CCC's certified regulatory program.

The EIR is limited to analysis of the project proposed by the Applicant. The project application to Monterey County does not include the LCPA and is limited to the specific development and preservation proposals included in the application. To the extent that the Concept Plan portions of the LCPA allow the same development and preservation included in the proposed project, the EIR has *de facto* analyzed the environmental impacts of the Concept Plan, but the intent and responsibility of the EIR is to analyze the impacts of the proposed project not the LCPA.

The EIR does not piecemeal the analysis of the proposed project because it analyzes all impacts of the project actually proposed by the Applicant. The commenter does not describe what aspects of the proposed project are not analyzed in the EIR in their comment. The LCPA is broader than the proposed project and includes elements that are not related to the proposed project. Analysis of the impacts of unrelated parts of the LCPA as part of the proposed project in the EIR is inappropriate

because they are not reasonably foreseeable impacts of the project under review by Monterey County.

The LCPA is, however, considered in the cumulative analysis in the EIR (see page 3-4 and 3-5 and the cumulative analysis in the subject areas in Chapter 3 of the DEIR and revisions to those pages and the cumulative analysis in Chapter 4 of this document) in terms of the potential effects on buildout of the DMF. But inclusion in the cumulative analysis does not make the LCPA part of the project.

No revisions to the draft EIR are necessary.

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Chapter 4

Revisions to the Draft EIR

Chapter 4
Revisions to the Draft EIR

Introduction

This chapter includes revisions to Volume I Draft EIR and Volume II Draft EIR Appendices by errata as allowed by CEQA. The revisions are presented in the order they appear in the Draft EIR, with the relevant page number(s) and text line(s) indicated with italicized print. New or revised text is shown with <u>underline</u> for additions and ~~strike-out~~ for deletions.

All text revisions are to provide clarification or additional detail. After considering all comments received on the draft EIR, the Lead Agency has determined that the changes do not result in a need to recirculate the draft EIR. Under the CEQA Guidelines, recirculation is required when new significant information identifies:

- A new significant environmental impact resulting from the project or from a new mitigation measure proposed to be implemented;
- A substantial increase in the severity of an environmental impact unless mitigation measures are adopted that reduce the impact to a level of insignificance;
- A feasible project alternative or mitigation measure, considerably different from others previously analyzed, that clearly would lessen the significant environmental impacts of the project, but that the project's proponents decline to adopt; or
- The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded (Guidelines sec. 15088.5[a]).

Recirculation of a draft EIR is not required where the new information merely clarifies, amplifies or makes minor modifications to an adequate EIR (Guidelines sec. 15088[b]). The information provided below meets those criteria.

Revisions to Volume I Draft EIR

Acronyms and Abbreviations

Page xxi is revised as follows:

MPWMD Monterey Peninsula Water Management District

Executive Summary

Page ES-12, lines 6-7 are revised as follows:

- **Inclusionary Housing.** Concern has been raised about the Applicant's proposal to pay an in-lieu fee to comply with the County's inclusionary housing ordinance instead of constructing inclusionary housing inside or outside the Del Monte Forest as well as concerns about the water demand of such housing.

Page ES-14, lines 6–18 are revised as follows:

The State Water Resources Control Board (SWRCB) is requiring Cal-Am to cease extracting water above its legal rights from the Carmel River by 2017[3], and the Seaside aquifer is oversubscribed and Cal-Am is required to reduce its withdrawals from this source as well.

[3] In October 2009, the SWRCB issued Order WR-2009-0060, a cease and desist order (CDO), which prescribes a series of significant cutbacks to Cal-Am's pumping from Carmel River from 2010 through December 2016. If a new water supply cannot be built by the end of 2016, the California Public Utilities Commission (CPUC), which regulates Cal-Am as a water utility, may require water rationing and/or a moratorium on new water permits for construction/remodels. Customers in Del Monte Forest using an entitlement from the Pebble Beach Wastewater Reclamation Project (including the proposed project) are not subject to the moratorium, but would be subject to any rationing program that affects the Cal-Am water system. Lawsuits have been filed challenging the CDO, and proceedings are pending in Santa Clara Superior Court. Ongoing litigation is not anticipated to be resolved until late 2012 ~~2011~~ (MPWMD 2011).

The regional water supply project (Regional Project) ~~(~~or an equivalent~~)~~, whose principal element is a desalination plant, ~~has~~ completed environmental review and had been approved by the California Public Utilities Commission (CPUC), and was ~~is~~ planned to be completed by 2016 to replace the water that Cal-Am will no longer be able to withdraw from the Carmel River and the Seaside Aquifer. However, as discussed in Section 3.12, Water Supply and Demand, the Regional Project~~, although approved by the CPUC,~~ is somewhat uncertain at this time, as a Monterey County Superior Court has ruled that Marina Coast Water District cannot rely on the EIR approved by the CPUC and must prepare its own EIR as the lead agency and Cal-Am has withdrawn from the parties that were collectively implementing the Retional Project. There are ~~given~~ unresolved issues concerning permits from the California Coastal Commission, costs, water rights and governance~~, and may be delayed or possibly replaced by an alternative project~~. As a result, ~~A~~alternatives to the Regional Project are currently being proposed, but none of them have completed environmental review and are thus speculative at this time.

Page ES-14, lines 24-31 are revised as follows:

The proposed project would create an estimated demand for water of up to 135 AFY in an average year. The project's water demand would represent an increase in water use above the 2011 existing conditions, but less than the remaining entitlement amount, meaning that Cal-Am can provide water to the project from the Carmel River through 2016. After 2016, the project could be supplied by water from either the Carmel River (within Cal-Am's legal water rights), the Seaside aquifer (within Cal-Am adjudicated limits), or the Regional Project ~~(~~or an alternative to the Regional Project.~~);~~ ~~however, but g~~Given the current uncertain nature of regional water supplies, the additional project water demand could intensify water supply shortfalls and potential water rationing starting in 2017, if the Regional Project or its equivalent is not built by then.

Page ES-16, lines 17-18 are revised as follows:

Inclusionary Housing

The Applicant's proposal is to pay an in-lieu fee for inclusionary housing. The County's inclusionary housing ordinance allows for either construction of inclusionary housing as part of a proposed project on-site or within the local planning area.

The EIR includes analysis of an alternative to the Applicant's proposal which includes construction of on-site inclusionary housing units at the Corporation Yard. The environmental impacts of the inclusionary housing alternative are analyzed in the EIR and found to be similar to the proposed project, with some slight variations. The water demand of such inclusionary housing is also analyzed, the water demand of the on-site units could be met through use of remaining portions of the Applicant's water entitlement, and the additional water demand would not substantially increase the level of water supply impacts relative to the proposed project.

Construction of inclusionary units outside the Del Monte Forest is not proposed by the Applicant nor is considered as an alternative to the project as the inclusionary housing ordinance calls for construction of such units within the same planning area when an in lieu fee is not used. Payment of an in-lieu fee may result directly or indirectly in construction of inclusionary housing in locations outside the Del Monte Forest, but given the multiplicity of uses to which in-lieu fees are used by the County to support inclusionary housing, it is speculative to conclude precisely if and where such units might be built. Where and when the County proposes inclusionary housing projects it complies with CEQA at the time such projects are defined and actually proposed.

Page ES-16, lines 10-15 are revised as follows:

However, starting in 2017, servicing the project demand could intensify water shortages in the event the Regional Project ~~(~~or an equivalent~~)~~ is not completed by the end of 2016, and could worsen potential water rationing for other water users in 2017 and after which would be ~~is~~ a significant and unavoidable impact. In addition, the project's water demand would directly or indirectly contribute to the need for new regional water supply infrastructure.

Page ES-18, lines 38-40, and Page ES-19, lines 1-3 are revised as follows:

- WSD-A1. The project's water demand would represent an increase in water use above the 2011 existing conditions, but would be within the Applicant's current entitlement and could be legally supplied by Cal-Am through 2016. However, given the current uncertain nature of regional water supplies, the additional project water demand could intensify water supply shortfalls and

rationing starting in 2017 if the Regional ~~Water Supply~~ Project or its equivalent is not built by then. Additional mitigation is not feasible for this impact given the Applicant's prior financing of the Recycled Water Project, which has resulted in a net reduction of withdrawals from the Carmel River.

Page ES-19, lines 9-12 are revised as follows:

- WSD-C1. The project's water demand would result in increased withdrawals from the Carmel River through 2016 and thus would have a significant and unavoidable impact on Carmel River biological resources. Additional mitigation is not feasible for this impact given the Applicant's prior financing of the Recycled Water Project, which has resulted in a net reduction of withdrawals from the Carmel River. After 2017, SWRCB mandated reductions in Cal-Am withdrawals from the Carmel River will not be changed by the project demand.

Page ES-20, Table ES-4 is revised as follows:

Table ES-4. Summary of Alternatives Considered for Evaluation

Alternative	Meets Most Project Objectives?	Feasible?	Further Reduces Significant Impacts [a]? (1)	Reduces One or More Impacts[1] to Less than Significant? (2)	Creates Additional Significant impacts?
Analyzed in Draft EIR					
1A. Clustered Development Option A	Yes	Yes	Yes	No	No
1B. Clustered Development Option B	Yes	Yes	Yes	No	No
1C. Clustered Development Option C	Yes	Yes	Yes	Yes	No
2A. Reduced Development Option A	Yes	Yes	Yes	No	No
2B. Reduced Development Option B	Yes	Yes	Yes	No	No
2C. Reduced Development Option C	Yes	Yes	Yes	Yes	No
3. Driving Range Redesign	Yes	Yes	Yes	Yes	No
4. Spanish Bay Underground Employee Parking	Yes	Yes	Yes	No	Yes
5. Roundabout at the SR 68/SR 1/17-Mile Drive Interchange	Yes	Yes	Yes ~~No~~	No	No
Alternatives Considered but Dismissed from Further Analysis					
Alternative A—New Access Road near SR 1 Gate	No	No	No	No	Yes
Alternative B—Residential Development at Sawmill Gulch	Yes	No	No	No	Yes
Alternative C—No Residential Development	No	Yes	Yes	Yes	No
Alternative D – No Visitor-Serving Development	No	Yes	Yes	Yes	No
Alternative E – Reduced Visitor-Serving Development	No	Yes	Yes	No	No

(1) ~~a~~ Reduces at least one ~~(but not all) projects impacts to less than~~ significant unavoidable impact, but not to a level of less than significant.

(2) Reduces a project impact that can be mitigated to a less than significant level, without the need for mitigation.

Following Page ES-20, Table ES-5, Alternative 4 row is revised as follows:

Relocate 285-~~290~~ space surface parking lot from Area B to underground at the Inn at Spanish Bay to reduce impacts to Monterey pine forest.

Following Page ES-20, Table ES-6, Alternative 1 transportation impacts are revised as follows:

Table ES-6. Comparison of Environmental Impacts of Project Alternatives Analyzed in Draft EIR

		Alternative		
		1. Clustered Development Options		
Issue Area	**Proposed Project**	**1A: Option A**	**1B: Option B**	**1C: Option C**
Transportation	●Construction related traffic increases at intersections; operation related traffic to regional highways ⦿Increased traffic at intersections within DMF and highway ramps; potential design hazards from new roadways; increased risk to bicyclists	●⦿Similar impact. Slightly more local and regional traffic due to 18 more residences at Corporate Yard ~~but same regional traffic~~.	●⦿Similar impact. Slightly more local and regional traffic due to 18 more residences at Corporate Yard ~~but same regional traffic~~.	●⦿Similar impact. Slightly more local and regional traffic due to 18 more residences at Corporate Yard ~~but same regional traffic~~.

Following Page ES-20, Table ES-6, Alternative 2A climate change, transportation, and water supply and demand impacts are revised as follows:

Table ES-6. Comparison of Environmental Impacts of Project Alternatives Analyzed in Draft EIR

		Alternative		
		2. Reduced Development Options		
Issue Area	**Proposed Project**	**2A: Option A**	**2B: Option B**	**2C: Option C**
Climate Change	⦿ Contribute to climate change impacts.	⦿ Similar impact. Slightly less to s lightly more contribution.	⦿ Similar impact. Slightly less contribution.	⦿Similar impact. Slightly less contribution.
Transportation	●Construction related traffic increases at intersections; operation related traffic to regional highways ⦿Increased traffic at intersections within DMF and highway ramps; potential	●⦿Similar impact. Slightly more local traffic due to more residents in Del Monte Forest. Slightly more to slightly ~~L~~less regional traffic due to slightly more or less residential	●⦿Similar impact. Slightly less local and regional traffic	●⦿Similar impact. Slightly less local and regional traffic

Issue Area	Proposed Project	Alternative		
		2. Reduced Development Options		
		2A: Option A	2B: Option B	2C: Option C
	design hazards from new roadways; increased risk to bicyclists	units.		
Water Supply and Demand	●Demand for potable water and infrastructure extension would be accommodated through 2016. If Regional Project not built, project would intensify potential rationing. Project contributes to need for Regional Project, which has secondary impacts	● Slightly more to slightly ~~L~~less water demand since slightly more or slightly less residential development.	● Less water demand since less residential development.	● Less water demand since less residential development.

Page ES-21, lines 31-34 are revised as follows:

Because these alternatives would have fewer market-rate residential lots, the requirements for inclusionary housing units are ~~also~~ less than those ~~of the proposed project~~ in Alternative 1. Therefore, under this alternative, there would be 77 to 93 residential units (64 to 77 market-rate and 13 to 16 inclusionary), which would be 13 less units (Alternative 2C) to 3 more units (Alternative 2A) compared to the proposed project and also less units than Alternative 1.

Page ES-22, lines 1-5 are revised as follows:

Because the ~~all~~ three Alternative 2 options would have slightly more (Alternative 2A) to somewhat less (Alternatives 2B and 2C) ~~fewer~~ residential units than the proposed project, these options would result in slightly higher to somewhat ~~all~~ lower impacts related to construction air quality ~~overall~~, ~~biological resources,~~ construction and operational traffic, and water supply. All three options would have substantially lower impacts to biological resources, in particular to Monterey pine forest and Yadon's piperia as well as other resources due to the clustering of market-rate units.

Page ES-24, lines 2-3 are revised as follows:

It should be noted that in order for the County to select a roundabout as an alternative to the proposed Phase 1B project, it would need to be designed and its design approved by both Caltrans and TAMC. At this time, there is no design approved by Caltrans for a roundabout whereas the proposed Phase 1B interchange improvement is consistent with the approved Highway 68 Widening Project. As such, Monterey County cannot select a roundabout alternative to the Phase 1B that is, at present, infeasible, because the designs proposed to date do not meet the Caltrans mandatory design requirements for access. The roundabout would place an intersection on the on-ramp to southbound SR 1 which would not meet Caltrans requirements. While the County cannot adopt a roundabout alternative at this time as an alternative to the Phase 1B improvement, the County can

consider a condition of approval that would require Pebble Beach to pay its fair-share portion of a roundabout, if such a roundabout is approved by Caltrans as a revision to the Highway 68 Widening Project and approved by TAMC for inclusion in the regional impact fee program, provided such approval is obtained sufficiently soon such that conditions at the SR1/SR68 intersection can be improved without further delay.

Page ES-24, lines 23-28 are revised as follows:

Based on the assessment of environmental impacts above and summarized inTable 5-2, the environmentally superior "action" alternative is Alternative 2C (Reduced ~~Clustered~~ Development Alternative C) because it reduces the impacts on biological resources (Monterey pine forest and Yadon's piperia, in particular, see comparison in Table 5-6 below), has lower air quality impacts (due to less construction), less traffic and a lower water demand compared to the other action alternatives (as well as the proposed project).

Following Page ES-29, Table ES-3 (page 2 of 25), 3.2 Air Quality, is revised as follows:

Mitigation Measure: ~~AQ-D1. Implement after-market emissions control technology on on-road and off-road construction equipment.~~ AQ-C2. Implement measures to control construction-related exhaust emissions during construction.

Following Page ES-29, Table ES-3 (page 4 of 25), 3.3 Biological Resources, is revised as follows:

Impact BIO-C1. Project development would result in potential disturbance of 0.05 ~~0.06~~ acre of wetlands/drainages and result in indirect effects to wetlands and waters in and adjacent to project development areas.

Page 3.3-7, Table 3.3-1, the following note is added:

There are no mitigation measures BIO-E3 and BIO-E4, and thus the mitigation numbers skip from BIO-E2 to BIO-E5.

Following Page ES-29, Table ES-3 (Page 9 of 25), 3.4 Climate Change, is revised as follows:

Mitigation Measure CC-A2-A. Reduce annual greenhouse gas emission by 24% ~~26%~~ relative to business as usual using a combination of design features, replanting, and/or offset purchases.

Following Page ES-29, Table ES-3 (Page 20 of 25), 3.11 Transportation, is revised as follows:

Mitigation Measure TRA-C2: Pay fair-share contribution to construct the full SR 68 Widening Project as modified by the City of Monterey to eliminate signalization of the SR 68/Professional Center intersection, eliminate left turns to southbound SR 68 from the Professional Center, and allow exiting eastbound traffic to make a U-turn at the Community Hospital intersection.

Mitigation Measure TRA-C8(C). Pay fair-share contribution to construct the full SR 68 Widening Project (excluding signalization of the SR 68/Professional Center driveway intersection as identified in ~~as required by~~ MM-TRA-C2) and to construct ~~add~~ third eastbound lane and to construct a third eastbound lane on SR 68 from east of the Carmel Hill Professional Center driveway through the SR 1 intersection, with one lane going to the SR 1 southbound on-ramp and two lanes proceeding across the SR 68 overcrossing.

Chapter 1 – Introduction

No revisions made.

Chapter 2 – Project Description

Page 2-14, lines 1–2 are revised as follows:

Area J (5 lots). The proposed development site consists of two parcels totaling 8.58 ~~9.38~~ acres and one preservation parcel of 0.80 acres in the Spyglass-Cypress Planning Area….

Page 2-15, lines 1–3 are revised as follows:

Trails are proposed along existing dirt roads to connect this residential subdivision to the trail system in the HHNA. Such trails would not cause the closing of any fire roads or fuel breaks, and fire department access to Fire Roads 2 and 4 and Haul Road would not be blocked by development in the Corporation Yard.

Page 2-17, line 8 is revised as follows:

Development of trails proposed along existing dirt roads, fire roads and fuel breaks would not cause the fire roads and fuel breaks to be closed and would not block emergency vehicle access.

Page 2-20, line 2 is revised as follows:

An interagency team to be known as the Resource Management Team (RMT) will review the site-specific RMPs, the annual work plans, and annual monitoring reports and provide input to Monterey County for consideration in approval of same. The RMT will include the California Department of Fish and Game (DFG), California Coastal Commission (CCC), the U.S. Fish and Wildlife Service (USFWS), the fire protection arm of Pebble Beach Community Services District (PBSCD/CAL FIRE), the Del Monte Forest Open Space Advisory Committee (OSAC), the Monterey County Planning Department (County), Del Monte Forest Foundation (DMFF), and other agencies, organizations, and scientific experts as deemed necessary by Monterey County.

Page 2-20, lines 35–37 are revised as follows:

Emergency Vehicle Access. Emergency vehicle access, including access to fire roads and fuel breaks, would not be blocked during construction activities or by development.

Page 2-24, lines 8–11 are revised as follows:

- The proposed amendment to the Del Monte Forest LCP would reclassify the land use designations and zoning classifications at multiple locations as shown in Table 2-2 and Table 2-4. These changes facilitate the development and preservation of the proposed project, which is referred to in the LCP Amendment as the Pebble Beach Company Concept Plan. The proposed amendment would also allow up to 45 additional visitor-serving units total at The Inn at Spanish Bay (up to additional 20 units) and The Lodge at Pebble Beach (up to 25 additional units), beyond that included in the proposed project.

Page 2-25, lines 1–12 are revised as follows:

- Chapter 3. Land Use and Development Element. This chapter would be revised and updated to current conditions, and the Concept Plan would be added to the LUP. The most substantive

change to this chapter is to add the Concept Plan as a specifically allowed development in Del Monte Forest, including exceptions to certain ESHA and other requirements. Other key changes include amending the zoning code to limit parcels to only one accessory unit, to amend site coverage in the Pescadero watershed, to prohibit golf courses in areas designated residential, and to prohibit development at the Sawmill Gulch quarry area. Key process changes include deletion of Table A (which showed allowable units by planning area) in favor of the Concept Plan and county zoning outside the Concept Plan areas, the addition of a reference to PBC's water entitlement as providing water supply, deletion of a reference to site-specific access requirements and the Del Monte Forest Open Space Management Plan (OSAC Plan) in the LUP (see discussion below), and other clarifications. The proposed amendment would also allow up to 60 additional visitor-serving units at The Inn at Spanish Bay (up to additional 20 units beyond that included in the proposed project) and up to 80 additional visitor-serving units at The Lodge at Pebble Beach at the adjacent area (up to 25 additional units beyond that included in the proposed project).

Page 2-26, lines 3–13 are revised as follows:

- Table 2-6 provides a more detailed summary of proposed changes to the LUP. The proposed LUP is included in Appendix D of this Draft EIR. The proposed LUP changes, shown in Table 2-6, would facilitate the Pebble Beach Company Project Concept Plan, which is analyzed in this EIR. Thus, the impacts of the proposed changes relative to the Concept Plan on the environment are disclosed in this Draft EIR. For changes to the LUP that are unrelated to the Concept Plan, as described in Table 2-6, these changes are not expected to increase development potential in areas outside the Concept Plan in Del Monte Forest (except in relation to the 25 additional visitor-serving units at The Lodge at Pebble Beach and adjacent area and the 20 additional visitor-serving units at The Inn at Spanish Bay) or lessen protection of environmental resources, and are more likely to result in reduction of environmental impact overall compared to the policies in the existing LUP. As such, the analysis of environmental impacts in this Draft EIR is focused on the impacts of the Pebble Beach Company Project (the Concept Plan), without further need to analyze the environmental impact of the LUP changes not related to the Concept Plan.

Page 2-35, Table 2-6, first row, concerning land use by planning area, is revised as follows:

Table 2-6. Summary of Key Changes to the Land Use Plan

Land Use by Planning Area	Land Use by Planning Area	Table A showing units per area deleted. Planning area descriptions revised to recognize completed development and Concept Plan and the potential for an additional 45 VSC units at The Lodge and The Inn (beyond that included in the Concept Plan). Deletes reference to OSAC Plan.	Table A now outdated in light of completed development and proposed Concept Plan. Development on non–Concept Plan areas governed by County zoning code. See discussion of OSAC Plan below. Change would not alter allowable development on non–Concept Plan lands with the exception of the 25 additional VSC units at The Lodge and the additional 20 VSC units at The Inn. Concept Plan analyzed in this EIR.

Page 2-36, Table 2-6, second row, third column concerning water and wastewater is revised as follows:

New text describes that concept plan development can use water from the Pebble Beach Water Entitlement and that adequate water entitlement is available to meet expected demand.

Chapter 3.0 – Introduction

Page 3-2, lines 37–39 are revised as follows:

In this document we used the projection approach overall, but also included one project, the Monterey Presidio Real Property Master Plan (RPMP) project, in the analysis of cumulative traffic conditions. The cumulative analysis also considered the Poppy Hills Golf Course renovation project, which is located within Pebble Beach on either side of Lopez Road.

Page 3-4, lines 18–23 are revised as follows:

There are 190 existing visitor-serving units at The Lodge at Pebble Beach (including Casa Palmero) and 269 units at The Inn at Spanish Bay. The LUP allows for 270 units at The Inn but does not allow for additional visitor-serving uses at The Lodge ~~these locations~~. Thus, the existing LUP building projections (without project) are 96 dwelling units on existing vacant lots, 934 additional residential dwelling units in subdivisions, and one ~~no~~ additional visitor-serving unit~~s~~.

Page 3-4, lines 33–35 are revised as follows:

Comparing buildout with and without the proposed project under the existing LCP, the proposed project buildout would be up to 835 fewer residential dwelling units and up to 194 ~~195~~ visitor-serving units more than buildout without the proposed project (Table 3-2). With the additional 45 units allowed by the proposed LCP at The Inn at Spanish Bay and The Lodge at Pebble Beach, the proposed project with the proposed LCP would result in buildout of up to 835 fewer residential dwelling units and up to 239 visitor-serving units more than buildout without the proposed project (Table 3-2).

Page 3-5, Table 3-2 is revised as follows:

Table 3-2. Cumulative Projections in Del Monte Forest, With and Without the Proposed Project

	Existing	Existing LCP/ No Project		Proposed Project/LCP Amendment Change With Project			
Component	Existing DU/VSU	Potential DU/VSU Over Existing	Buildout	Project Residential Lots	Potential DU/VSC Over Existing	Buildout	Relative to Existing LCP
Existing Developed Lots	2,900	–	2,900	–	–	2,900	0
Undeveloped (Vacant) Existing Lots[a]	–	96	96	–	96	96	0
Proposed Project Lots	–	–	–	90 to 100[b]	90 to 100	90 to 100	90 to 100
Additional Lots Allowable	–	934[c]	934[c]	–	9[d]	9[d]	-925
Total Residential Lots	*2,900*	*1,030*	*3,930*	*90 to 100[b]*	*195 to 205*	*3,095 to 3,105*	*-825 to -835*
Total Visitor-Serving Units	*459*	*1*	*459*	–	~~*95 to 195*~~ *140 – 239[e]*	~~*554 to 654*~~ *599 - 700[e]*	~~*95 to 195*~~ *140 - 239[e]*

Notes:

DU = dwelling units.

VSC = visitor-serving unit.

[a] Does not include vacant PBC lots.

[b] Includes 2 existing residential lots at Collins Residence.

[c] Includes vacant PBC lots, based on existing LCP zoning; full buildout may not be possible due to ESHA or other considerations.

[d] New lots: Area X (8) based on County-issued certificates of compliance; Area Y—assumed limit to 1 lot based on presumption that presence of ESHA may prevent further subdivision.

[e] The Proposed LCP allows for 95 to 194 visitor-serving units included with the proposed project and up to an additional 45 units total at The Inn at Spanish Bay (20 units) and The Lodge at Pebble Beach (45 units).

Chapter 3.1 – Aesthetics

Page 3.1-14, lines 1–9 are revised as follows:

The proposed structures would have cement shake roofing, horizontal wood siding, and stone veneer at their bases, creating a visual character inconsistent with the existing visual character of surrounding buildings, which have terra cotta roof tiles and stucco wall finish. This inconsistency would add to the degree of perceived visual change at the site because the new buildings would visually differ from the existing buildings on the site and from the surrounding architectural styles. While all of these changes would not affect views from Point Lobos, more than 3 miles away, they would affect public views available from 17-Mile Drive. Most residences in the proximity of Fairway One are located along 17-Mile Drive and are surrounded by mature, dense landscaping that provides privacy and generally blocks views beyond the immediate surrounding area. While there are gaps in

the landscaping surrounding residences, these gaps generally direct views from these residences toward the golf course immediately adjacent to and generally south of residential properties, not toward Fairway One. This, combined with mature landscaping, greatly limits available views of Fairway One from private residences.

Page 3.1-14, lines 21–24 are revised as follows:

The proposed improvements would generally represent an incremental change that would not substantially alter the aesthetic character of The Lodge at Pebble Beach, as seen from 17-Mile Drive. As discussed below, vegetative screening would be maintained or planted between the parking garage and residences to the north. Therefore, views from residences would not be affected by visual changes resulting from the Meeting Facility Expansion. As shown in the simulation, the proposed expansion would not obstruct the distant views of the bay and mountains.

Page 3.1-14, lines 34–36 are revised as follows:

Thus, the proposed modifications would represent an incremental change that could enhance the pedestrian environment and create a somewhat more urban streetscape along this segment of 17-Mile Drive. Vegetative screening would be maintained or planted between the parking garage and residences to the north. Therefore, views from residences would not be affected by visual changes resulting from the Parking and Circulation Reconstruction.

Page 3.1-19, lines 1–3 are revised as follows:

- Architectural treatments of visitor-serving facilities will incorporate building façade and roofing materials, including the selection of exterior paint colors, which ~~that~~ are consistent with the visual character of existing buildings located on the site and existing buildings surrounding the site.

Page 3.1-19, lines 39-41 are revised as follows:

…to be approved by Caltrans (for the portion of the SR 1/SR 68/17-Mile Drive intersection within the Caltrans right-of-way) and the County (for the portion outside the Caltrans~~County~~ right-of-way and all internal intersections).

Chapter 3.2 – Air Quality

Page 3.2-2, Table 3.2-1, Row D Sensitive Receptors is revised as follows:

Mitigation Measure: ~~AQ- D1. Implement after-market emissions control technology on on-road and off-road construction equipment.~~ AQ-C2. Implement measures to control construction-related exhaust emissions during construction.

Pages 3.2-18 and 3.2-19, Table 3.2-6 is revised as follows on the next page.

Following Page 3.2-20, Table 3.2-7 and Table 3.2-8 are revised as follows on the next page after Table 3.2-6.

1 **Table 3.2-6. Operational Emissions (lbs/day)**

Project Element	Category	Pounds/Day~~Year~~ ROG	NO_X	CO	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	~~Metric Tons/Year~~ ~~NBio-CO_2~~	~~CH_4~~	~~N2O~~	~~CO2e~~
New Colton Building (PBL)	Area	0.81	0.00	0.00		0.00	0.00		0.00	0.00	~~0.00~~	~~0.00~~	~~0.00~~	~~0.00~~
	Energy	0.04	0.36	0.30		0.00	0.03		0.00	0.03	~~71.88~~	~~0.00~~	~~0.00~~	~~72.31~~
	Mobile	1.12	2.43	11.71	1.03	0.08	1.11	0.04	0.08	0.11	~~173.19~~	~~0.01~~	~~0.00~~	~~173.49~~
	Total	1.97	2.79	12.01	1.03	0.08	1.14	0.04	0.08	0.14	~~245.07~~	~~0.01~~	~~0.00~~	~~245.80~~
Conference Center Expansion (Ballroom) (SBI)	Area	0.04	0.00	0.00		0.00	0.00		0.00	0.00	~~0.00~~	~~0.00~~	~~0.00~~	~~0.00~~
	Energy	0.00	0.01	0.01		0.00	0.00		0.00	0.00	~~1.29~~	~~0.00~~	~~0.00~~	~~1.30~~
	Mobile	0.90	2.07	9.88	0.91	0.07	0.98	0.03	0.07	0.10	~~151.80~~	~~0.01~~	~~0.00~~	~~152.05~~
	Total	0.94	2.08	9.89	0.91	0.07	0.98	0.03	0.07	0.10	~~153.09~~	~~0.01~~	~~0.00~~	~~153.35~~
New Guest Cottages (SBI)	Area	1.61	0.00	0.00		0.00	0.00		0.00	0.00	~~0.00~~	~~0.00~~	~~0.00~~	~~0.00~~
	Energy	0.08	0.72	0.61		0.00	0.05		0.00	0.05	~~143.75~~	~~0.00~~	~~0.00~~	~~144.62~~
	Mobile	2.24	4.87	23.42	2.06	0.16	2.22	0.07	0.16	0.23	~~346.39~~	~~0.03~~	~~0.00~~	~~346.97~~
	Total	3.93	5.59	24.03	2.06	0.16	2.27	0.07	0.16	0.28	~~490.14~~	~~0.03~~	~~0.00~~	~~491.60~~
Conference Center Expansion (Meeting Rooms) (SBI)	Area	0.11	0	0		0	0		0	0	~~0.00~~	~~0.00~~	~~0.00~~	~~0.00~~
	Energy	0	0.02	0.02		0	0		0	0	~~3.64~~	~~0.00~~	~~0.00~~	~~3.66~~
	Mobile	0.12	0.28	1.35	0.12	0.01	0.13	0.00	0.01	0.01	~~20.70~~	~~0.00~~	~~0.00~~	~~20.73~~
	Total	0.23	0.30	1.37	0.12	0.01	0.13	0.00	0.01	0.01	~~24.34~~	~~0.00~~	~~0.00~~	~~24.39~~
Residential Lot Subdivision (Area V)	Area	8.18	0.15	12.13		0	1.59		0	1.59	~~27.34~~	~~0.06~~	~~0.00~~	~~29.23~~
	Energy	0.02	0.14	0.06		0	0.01		0	0.01	~~28.83~~	~~0.00~~	~~0.00~~	~~29.00~~
	Mobile	1.26	2.99	14.16	1.35	0.1	1.45	0.05	0.1	0.15	~~223.43~~	~~0.02~~	~~0.00~~	~~223.79~~
	Total	9.46	3.28	26.35	1.35	0.10	3.05	0.05	0.10	1.75	~~279.60~~	~~0.08~~	~~0.00~~	~~282.02~~
New Resort Hotel (Area M Spyglass Hill Option 1)	Area	4.03	0	0		0	0		0	0	~~0.00~~	~~0.00~~	~~0.00~~	~~0.00~~
	Energy	0.2	1.81	1.52		0	0.14		0	0.14	~~359.37~~	~~0.01~~	~~0.01~~	~~361.56~~
	Mobile	6.51	14.14	68.06	5.99	0.46	6.45	0.21	0.46	0.66	~~1,006.60~~	~~0.08~~	~~0.00~~	~~1,008.30~~
	Total	10.74	15.95	69.58	5.99	0.46	6.59	0.21	0.46	0.80	~~1,365.97~~	~~0.09~~	~~0.01~~	~~1,369.86~~
New Residential Lots (Area M Spyglass Hill Option 2)	Area	5.84	0.1	8.67		0	1.14		0	1.14	~~19.53~~	~~0.04~~	~~0.00~~	~~20.88~~
	Energy	0.01	0.1	0.04		0	0.01		0	0.01	~~20.59~~	~~0.00~~	~~0.00~~	~~20.72~~
	Mobile	0.9	2.14	10.11	0.96	0.07	1.03	0.03	0.07	0.11	~~159.59~~	~~0.01~~	~~0.00~~	~~159.85~~
	Total	6.75	2.34	18.82	0.96	0.07	2.18	0.03	0.07	1.26	~~199.71~~	~~0.05~~	~~0.00~~	~~201.45~~
Meeting Facility Expansion (PBL)	Area	0.06	0	0		0	0		0	0	~~0.00~~	~~0.00~~	~~0.00~~	~~0.00~~
	Energy	0	0.01	0.01		0	0		0	0	~~1.93~~	~~0.00~~	~~0.00~~	~~1.94~~
	Mobile	0.18	0.42	1.99	0.18	0.01	0.2	0.01	0.01	0.02	~~30.52~~	~~0.00~~	~~0.00~~	~~30.57~~
	Total	0.24	0.43	2.00	0.18	0.01	0.20	0.01	0.01	0.02	~~32.45~~	~~0.00~~	~~0.00~~	~~32.51~~

		Pounds/Day~~Year~~									~~Metric Tons/Year~~			
Project Element	**Category**	**ROG**	**NO_X**	**CO**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**~~NBio-CO_2~~**	**~~CH_4~~**	**~~N2O~~**	**~~CO2e~~**
Residential Lot Subdivisions (without Area V and Corporation Yard)	Area	37.4	0.67	55.47		0	7.28		0	7.28	~~125.00~~	~~0.27~~	~~0.01~~	~~133.6~~
	Energy	0.07	0.62	0.27		0	0.05		0	0.05	~~131.78~~	~~0.00~~	~~0.00~~	~~132.58~~
	Mobile	5.74	13.67	64.72	6.15	0.46	6.61	0.21	0.46	0.67	~~1,021.38~~	~~0.08~~	~~0.00~~	~~1,023.04~~
	Total	43.21	14.96	120.46	6.15	0.46	13.94	0.21	0.46	8.00	~~1,278.16~~	~~0.36~~	~~0.01~~	~~1,289.23~~
Residential Lot Subdivision (Corporation Yard)	Area	5.84	0.1	8.67		0	1.14		0	1.14	~~19.53~~	~~0.04~~	~~0.00~~	~~20.88~~
	Energy	0.01	0.1	0.04		0	0.01		0	0.01	~~20.59~~	~~0.00~~	~~0.00~~	~~20.72~~
	Mobile	0.9	2.14	10.11	0.96	0.07	1.03	0.03	0.07	0.11	~~159.59~~	~~0.01~~	~~0.00~~	~~159.85~~
	Total	6.75	2.34	18.82	0.96	0.07	2.18	0.03	0.07	1.26	~~199.71~~	~~0.05~~	~~0.00~~	~~201.44~~
Fairway One Reconstruction (PBL)	Area	1.41	0	0		0	0		0	0	~~0.00~~	~~0.00~~	~~0.00~~	~~0.00~~
	Energy	0.07	0.63	0.53		0	0.05		0	0.05	~~125.78~~	~~0.00~~	~~0.00~~	~~126.55~~
	Mobile	1.96	4.26	20.49	1.80	0.14	1.94	0.06	0.14	0.2	~~303.09~~	~~0.02~~	~~0.00~~	~~303.60~~
	Total	3.44	4.89	21.02	1.80	0.14	1.99	0.06	0.14	0.25	~~428.87~~	~~0.03~~	~~0.00~~	~~430.15~~
Total Emissions with Option 1	Area	59.49	0.92	76.27	0.00	0.00	10.01	0.00	0.00	10.01	~~171.88~~	~~0.38~~	~~0.01~~	~~183.71~~
	Energy	0.49	4.42	3.37	0.00	0.00	0.34	0.00	0.00	0.34	~~888.84~~	~~0.02~~	~~0.01~~	~~894.25~~
	Mobile	20.93	47.27	225.89	20.55	1.56	22.12	0.71	1.56	2.26	~~3,436.68~~	~~0.27~~	~~0.00~~	~~3,442.39~~
Total Emissions with Option 1 (lbs./day)	**Total**	**80.91**	**52.61**	**305.53**	**20.55**	**1.56**	**32.47**	**0.71**	**1.56**	**12.61**	**~~4,497.39~~**	**~~0.66~~**	**~~0.03~~**	**~~4,520.35~~**
MBUAPCD threshold (lbs./day)		*137*	*137*	*550*	*NA*	*NA*	*82*	*NA*	*NA*	*NA*	~~*NA*~~	~~*NA*~~	~~*NA*~~	~~*NA*~~
Above MBUAPCD threshold?		No	No	No	NA	NA	No	NA	NA	NA	~~NA~~	~~NA~~	~~NA~~	~~NA~~
Total Emissions with Option 2	Area	61.30	1.02	84.94	0.00	0.00	11.15	0.00	0.00	11.15	~~191.41~~	~~0.42~~	~~0.01~~	~~413.57~~
	Energy	0.30	2.71	1.89	0.00	0.00	0.21	0.00	0.00	0.21	~~550.06~~	~~0.01~~	~~0.01~~	~~553.40~~
	Mobile	15.32	35.27	167.94	15.52	1.17	16.70	0.53	1.17	1.71	~~2,589.67~~	~~0.20~~	~~0.00~~	~~2,593.95~~
Total Emissions with Option 2 (lbs/day)	**Total**	**76.92**	**39.00**	**254.77**	**15.52**	**1.17**	**28.06**	**0.53**	**1.17**	**13.07**	**~~3,331.13~~**	**~~0.63~~**	**~~0.02~~**	**~~3,351.94~~**
MBUAPCD threshold (lbs./day)		*137*	*137*	*550*	*NA*	*NA*	*82*	*NA*	*NA*	*NA*	~~*NA*~~	~~*NA*~~	~~*NA*~~	~~*NA*~~
Above MBUAPCD threshold?		No	No	No	NA	NA	No	NA	NA	NA	~~NA~~	~~NA~~	~~NA~~	~~NA~~

Notes:
NA = Not Applicable; PBL = The Lodge at Pebble Beach; SBI = The Inn at Spanish Bay. (The SBI ballroom includes support and circulation space.)

1

DEL MONTE FOREST PROJECT - PHASE I, II, III, IV
PRELIMINARY CONSTRUCTION DURATION

Table 3.2-7. Unmitigated Construction PM10 Emissions

| CONSTRUCTION PHASE | Total | MONTH-YEAR | | |

DEL MONTE FOREST PROJECT - PHASE I, II, III, IV
PRELIMINARY CONSTRUCTION DURATION

Table 3.2-7. Unmitigated Construction PM10 Emissions

CONSTRUCTION PHASE

Development Site (Duration)	1-15	2-15	3-15	4-15	5-15	6-15	7-15	8-15	9-15	10-15	11-15	12-15	1-16	2-16	3-16	4-16	5-16	6-16	7-16	8-16	9-16	10-16	11-16	12-16	1-17	2-17	3-17	4-17	5-17	6-17	7-17	8-17	9-17	10-17	11-17	12-17	1-18	2-18	3-18	4-18	5-18	6-18	7-18	8-18	9-18	10-18	11-18	12-18
PHASE I																																																	
Residential Lot Subdivisions (66 Lots, all except Area V and Corporate Yard)																																																
(6 months)																																																
Congress Rd/ Lopez Rd Intersection Improvements																																																
(2 months)																																																
SR 1/SR 68/17-Mile Dr Intersection Improvements																																															
(9 months)																																																
Congress Rd /17-Mile Dr Intersection Improvements																																																
(2 months)																																																
New Employee Parking Lot (SBI)																																																
(4 months)																																																
Parking and Circulation Reconstruction (PBL)																																																
(9 months)																																																
Pebble Beach Links Driving Range Relocation from Area V to Collins Field																																															
(8 months)																																																
PHASE II																																																
Meeting Facility Expansion (PBL)																																																
(10 months)																																																
New Colton Building (PBL)																																																
(10 months)																																																
Portola Rd/ Stevenson Dr Intersection Improvements																																																
(2 months)																																																
Equestrian Center Reconstruction/Special Events Area																																																
(8 months)																																																
Lopez Rd/Sunridge Rd Intersection Improvements																																																
(2 months)																																																
Residential Lot Subdivisions (10 Lots, Corporate Yard)																																																
(6 months)																																																
Conference Center Expansion, Meeting Rooms (SBI)																																																
(10 months)																																																
PHASE III																																																
Conference Center Expansion, Ballroom (SBI)			G	B	B	B	B	B	B	B	B	AC																																				
(10 months)			67.19	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.22																																				
Fairway One Reconstruction (PBL)			G	G	B	B	B	B	B	B	B	B	B	B	P	P	AC	AC																														
(16 months)			34.24	34.24	1.91	1.91	1.91	1.91	1.91	1.91	1.91	1.91	1.91	1.91	1.97	1.97	0.25	0.25																														
New Guest Cottages (SBI)																									G	G	P	B	B	B	B	B	B	B	B	B	B	AC	AC								
(16 months)																									22.28	22.28	1.61	4.36	4.36	4.36	4.36	4.36	4.36	4.36	4.36	4.36	4.36	0.22	0.22								
PHASE IV																																																
Residential Lot Subdivisions (14 Lots, Area V)																																																
(5 months)																																																
Area M Spyglass Hill, Option 1 New Resort Hotel																																																
(29 months)																																																
Area M Spyglass Hill, New Residential Lots (10 Lots)																																																
Total PM10 Emissions with Option 1 (lbs/day)			101.43	35.04	2.71	2.71	2.71	2.71	2.71	2.71	2.71	2.13	1.91	1.91	1.97	1.97	0.25	0.25																														
Above MBUAPCD 82 lbs/day threshold?			**Yes**	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO																														
Total PM10 Emissions with Option 2 (lbs/day)																									22.28	22.28	1.61	4.36	4.36	4.36	4.36	4.36	4.36	4.36	4.36	4.36	4.36	0.22	0.22								
Above MBUAPCD 82 lbs/day threshold?																									NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO								

PBL = The Lodge at Pebble Beach, SBI = The Inn at Spanish Bay
G = grading / demo, B = building construction, P = paving, AC = architectural coat
Construction

03/21/12

DEL MONTE FOREST PROJECT - PHASE I, II, III, IV
PRELIMINARY CONSTRUCTION DURATION

Table 3.2-7. Unmitigated Construction PM10 Emissions

CONSTRUCTION PHASE

Development Site (Duration)	1-19	2-19	3-19	4-19	5-19	6-19	7-19	8-19	9-19	10-19	11-19	12-19	1-20	2-20	3-20	4-20	5-20	6-20	7-20	8-20	9-20	10-20	11-20	12-20	1-21	2-21	3-21	4-21	5-21	6-21	7-21	8-21	9-21	10-21	11-21	12-21	1-22	2-22	3-22	4-22	5-22	6-22	7-22
PHASE I																																											
Residential Lot Subdivisions (66 Lots, all except Area V and Corporate Yard)																																											
(6 months)																																											
Congress Rd/ Lopez Rd Intersection Improvements																																											
(2 months)																																											
SR 1/SR 68/17-Mile Dr Intersection Improvements																																											
(9 months)																																											
Congress Rd /17-Mile Dr Intersection Improvements																																											
(2 months)																																											
New Employee Parking Lot (SBI)																																											
(4 months)																																											
Parking and Circulation Reconstruction (PBL)																																											
(9 months)																																											
Pebble Beach Links Driving Range Relocation from Area V to Collins Field																																											
(8 months)																																											
PHASE II																																											
Meeting Facility Expansion (PBL)																																											
(10 months)																																											
New Colton Building (PBL)																																											
(10 months)																																											
Portola Rd/ Stevenson Dr Intersection Improvements																																											
(2 months)																																											
Equestrian Center Reconstruction/Special Events Area																																											
(8 months)																																											
Lopez Rd/Sunridge Rd Intersection Improvements																																											
(2 months)																																											
Residential Lot Subdivisions (10 Lots, Corporate Yard)																																											
(6 months)																																											
Conference Center Expansion, Meeting Rooms (SBI)																																											
(10 months)																																											
PHASE III																																											
Conference Center Expansion, Ballroom (SBI)																																											
(10 months)																																											
Fairway One Reconstruction (PBL)																																											
(16 months)																																											
New Guest Cottages (SBI)																																											
(16 months)																																											
PHASE IV																																											
Residential Lot Subdivisions (14 Lots, Area V)															G	G	G	P	P																								
(5 months)															58.22	58.22	58.22	1.46	1.46																								
Area M Spyglass Hill, Option 1 New Resort Hotel															G	G	G	G	G	G	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	P	AC	AC	AC		
(29 months)															450.60	450.60	450.60	450.60	450.60	450.60	5.34	5.34	5.34	5.34	5.34	5.34	5.34	5.34	5.34	5.34	5.34	5.34	5.34	5.34	5.34	5.34	5.34	2.13	0.24	0.24	0.24		
Area M Spyglass Hill, New Residential Lots (10 Lots)															G	G	G	P	P	P																						
															263.46	263.46	263.46	1.46	1.46	1.46																						
Total PM10 Emissions with Option 1 (lbs/day)															508.82	508.82	508.82	452.06	452.06	450.60	5.34	5.34	5.34	5.34	5.34	5.34	5.34	5.34	5.34	5.34	5.34	5.34	5.34	5.34	5.34	5.34	5.34	2.13	0.24	0.24	0.24		
Above MBUAPCD 82 lbs/day threshold?															**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO		
Total PM10 Emissions with Option 2 (lbs/day)															321.68	321.68	321.68	2.92	2.92	1.46																						
Above MBUAPCD 82 lbs/day threshold?															**Yes**	**Yes**	**Yes**	NO	NO	NO																						

PBL = The Lodge at Pebble Beach, SBI = The Inn at Spanish Bay
G = grading / demo, B = building construction, P = paving, AC = architectural coa
Construction

DEL MONTE FOREST PROJECT - PHASE I, II, III, IV
PRELIMINARY CONSTRUCTION DURATION

Table 3.2-8. Mitigated Construction PM10 Emissions (lbs/day)

CONSTRUCTION PHASE Development Site (Duration)	Total	NTH- 11-11	12-11	1-12	2-12	3-12	4-12	5-12	6-12	7-12	8-12	9-12	10-12	11-12	12-12	1-13	2-13	3-13	4-13	5-13	6-13	7-13	8-13	9-13	10-13	11-13	12-13	1-14	2-14	3-14	4-14	5-14	6-14	7-14	8-14	9-14	10-14	11-14	12-14
PHASE I																																								
Residential Lot Subdivisions (66 Lots, all except Area V and Corporate Yard)												G	G	G	P	P	P																						
(6 months)	192.90											64.10	64.10	64.10	0.20	0.20	0.20																						
Congress Rd/ Lopez Rd Intersection Improvements												G	P																										
(2 months)	9.20											8.00	1.20																										
SR 1/SR 68/17-Mile Dr Intersection Improvements																		G	G	G	P	P	P	P	P	P													
(9 months)	47.70																	13.30	13.30	13.30	1.30	1.30	1.30	1.30	1.30	1.30													
Congress Rd /17-Mile Dr Intersection Improvements												G	P																										
(2 months)	0.30											0.20	0.10																										
New Employee Parking (SBI)												G	G	P	P																								
(4 months)	92.62											46.04	46.04	0.27	0.27																								
Parking and Circulation Reconstruction (PBL)																		G	G	G	B	B	B	B														
(9 months)	1.97																	0.39	0.39	0.39	0.20	0.20	0.20	0.20														
Pebble Beach Links Driving Range Relocation from Area V to Collins Field																		G	G	G	P	B	B	B														
(8 months)	7.56																	2.52	2.52	2.52	0.00	0.00	0.00	0.00														
PHASE II																																						
Meeting Facility Expansion (PBL)																													G	B	B	B	B	B	B	B	B	AC
(10 months)	0.50																												0.42	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.00
New Colton Building (PBL)																													G	G	B	B	B	B	B	B	B	AC
(10 months)	35.18																												16.77	16.77	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.03
Portola Rd/ Stevenson Dr Intersection Improvements																													G	P								
(2 months)	5.80																												4.80	1.00								
Equestrian Center Reconstruction/Special Events Staging Area																													G	G	B	B	B	B	P			
(8 months)	134.58																												67.19	67.19	0.00	0.00	0.00	0.00	0.20			
Lopez Rd/Sunridge Rd Intersection Improvements																													G	P								
(2 months)	1.20																												0.20	1.00								
Residential Lot Subdivisions (10 Lots, Corporate Yard)																													G	G	G	P	P	P				
(6 months)	1,185.24																												394.81	394.81	394.81	0.27	0.27	0.27				
Conference Center Expansion, Meeting Rooms (SBI)																													G	B	B	B	B	B	B	B	B	AC
(10 months)	66.43																												66.26	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.01
PHASE III																																						
Conference Center Expansion, Ballroom (SBI)																																						
(10 months)	65.88																																					
Fairway One Reconstruction (PBL)																																						
(16 months)	61.76																																					
New Guest Cottages (SBI)																																						
(16 months)	48.51																																					
PHASE IV																																						
Residential Lot Subdivisions (14 Lots, Area V)																																						
(5 months)	159.93																																					
Area M Spyglass Hill, Option 1 New Hotel Resort																																						
(29 months)	2,747.20																																					
Area M Spyglass Hill, Option 2 New Residential Lots (10 Lots)																																						
	775.41																																					
Total PM10 Emissions with Option 1 (lbs/day)												118.34	111.44	64.37	0.47	0.20	0.20	16.21	16.21	16.21	1.50	1.50	1.50	1.50	1.30	1.30				550.45	480.80	395.07	0.53	0.53	0.53	0.46	0.26	0.26	0.04
Above MBUAPCD 82 lbs/day threshold?												Yes	Yes	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO				Yes	Yes	Yes	NO	NO	NO	NO	NO	NO	NO
Total PM10 Emissions with Option 2 (lbs/day)																																						
Above MBUAPCD 82 lbs/day threshold?																																						

PBL = The Lodge at Pebble Beach, SBI = The Inn at Spanish Bay
G = grading / demo, B = building construction, P = paving,
AC = architectural coating (e.g., paint)
Mitigated emissions modeling in Table 3.2-8 only assumed Level 1 DPFs, which achieve a 25% reduction.

To achieve the additional reductions to meet the 85% reduction in emissions from the Level 3 DPFs specified in Mitigation Measure AQ-C2, the values represented in Table 3.2-8 should be reduced by an additional 80% to obtain the values to achieve the additional reductions necessary for the 85% reduction in emissions from the Level 3 DPFs.

DEL MONTE FOREST PROJECT - PHASE I, II, III, IV
PRELIMINARY CONSTRUCTION DURATION

Table 3.2-8. Mitigated Construction PM10 Emissions (lbs/day)

CONSTRUCTION PHASE

Development Site (Duration)	1-15	2-15	3-15	4-15	5-15	6-15	7-15	8-15	9-15	10-15	11-15	12-15	1-16	2-16	3-16	4-16	5-16	6-16	7-16	8-16	9-16	10-16	11-16	12-16	1-17	2-17	3-17	4-17	5-17	6-17	7-17	8-17	9-17	10-17	11-17	12-17	1-18	2-18	3-18	4-18	5-18	6-18	7-18	8-18	9-18	10-18	11-18	12-18
PHASE I																																																		
Residential Lot Subdivisions (66 Lots, all except Area V and Corporate Yard)																																																	
(6 months)																																																	
Congress Rd/ Lopez Rd Intersection Improvements																																																	
(2 months)																																																	
SR 1/SR 68/17-Mile Dr Intersection Improvements																																																
(9 months)																																																	
Congress Rd /17-Mile Dr Intersection Improvements																																																	
(2 months)																																																	
New Employee Parking (SBI)																																																	
(4 months)																																																	
Parking and Circulation Reconstruction (PBL)																																																	
(9 months)																																																	
Pebble Beach Links Driving Range Relocation from Area V to Collins Field																																																
(8 months)																																																	
PHASE II																																																	
Meeting Facility Expansion (PBL)																																																	
(10 months)																																																	
New Colton Building (PBL)																																																	
(10 months)																																																	
Portola Rd/ Stevenson Dr Intersection Improvements																																																	
(2 months)																																																	
Equestrian Center Reconstruction/Special Events Staging Area																																																	
(8 months)																																																	
Lopez Rd/Sunridge Rd Intersection Improvements																																																	
(2 months)																																																	
Residential Lot Subdivisions (10 Lots, Corporate Yard)																																																	
(6 months)																																																	
Conference Center Expansion, Meeting Rooms (SBI)																																																	
(10 months)																																																	
PHASE III																																																	
Conference Center Expansion, Ballroom (SBI)			G	B	B	B	B	B	B	B	B	AC																																					
(10 months)			65.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00																																					
Fairway One Reconstruction (PBL)			G	G	B	B	B	B	B	B	B	B	B	B	P	P	AC	AC																															
(16 months)			28.78	28.78	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.05	0.05	0.05	0.05																															
New Guest Cottages (SBI)																										G	G	P	B	B	B	B	B	B	B	B	B	B	B	AC	AC							
(16 months)																										16.65	16.65	0.01	1.36	1.37	1.37	1.37	1.37	1.37	1.37	1.37	1.37	1.37	1.37	0.07	0.07							
PHASE IV																																																	
Residential Lot Subdivisions (14 Lots, Area V)																																																	
(5 months)																																																	
Area M Spyglass Hill, Option 1 New Hotel Resort																																																	
(29 months)																																																	
Area M Spyglass Hill, Option 2 New Residential Lots (10 Lots)																																																	
Total PM10 Emissions with Option 1 (lbs/day)			94.66	28.78	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.05	0.05	0.05	0.05								16.65	16.65	0.01	1.36	1.37	1.37	1.37	1.37	1.37	1.37	1.37	1.37	1.37	1.37	0.07	0.07							
Above MBUAPCD 82 lbs/day threshold?			**Yes**	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO								NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO							
Total PM10 Emissions with Option 2 (lbs/day)																																																
Above MBUAPCD 82 lbs/day threshold?																																																	

PBL = The Lodge at Pebble Beach, SBI = The Inn at Spanish Bay
G = grading / demo, B = building construction, P = paving,
AC = architectural coating (e.g., paint)
Mitigated emissions modeling in Table 3.2-8 only assumed Level 1 DPFs, which achieve a 25% reduction.

To achieve the additional reductions to meet the 85% reduction in emissions from the Level 3 DPFs specified in Mitigation Measure AQ-C2, the values represented in Table 3.2-8 should be reduced by an additional 80% to obtain the values to achieve the additional reductions necessary for the 85% reduction in emissions from the Level 3 DPFs.

DEL MONTE FOREST PROJECT - PHASE I, II, III, IV
PRELIMINARY CONSTRUCTION DURATION

Table 3.2-8. Mitigated Construction PM10 Emissions (lbs/day)

CONSTRUCTION PHASE

Development Site (Duration)	1-19	2-19	3-19	4-19	5-19	6-19	7-19	8-19	9-19	10-19	11-19	12-19	1-20	2-20	3-20	4-20	5-20	6-20	7-20	8-20	9-20	10-20	11-20	12-20	1-21	2-21	3-21	4-21	5-21	6-21	7-21	8-21	9-21	10-21	11-21	12-21	1-22	2-22	3-22	4-22	5-22	6-22	7-22
PHASE I																																											
Residential Lot Subdivisions (66 Lots, all except Area V and Corporate Yard)																																											
(6 months)																																											
Congress Rd/ Lopez Rd Intersection Improvements																																											
(2 months)																																											
SR 1/SR 68/17-Mile Dr Intersection Improvements																																											
(9 months)																																											
Congress Rd /17-Mile Dr Intersection Improvements																																											
(2 months)																																											
New Employee Parking (SBI)																																											
(4 months)																																											
Parking and Circulation Reconstruction (PBL)																																											
(9 months)																																											
Pebble Beach Links Driving Range Relocation from Area V to Collins Field																																											
(8 months)																																											
PHASE II																																											
Meeting Facility Expansion (PBL)																																											
(10 months)																																											
New Colton Building (PBL)																																											
(10 months)																																											
Portola Rd/ Stevenson Dr Intersection Improvements																																											
(2 months)																																											
Equestrian Center Reconstruction/Special Events Staging Area																																											
(8 months)																																											
Lopez Rd/Sunridge Rd Intersection Improvements																																											
(2 months)																																											
Residential Lot Subdivisions (10 Lots, Corporate Yard)																																											
(6 months)																																											
Conference Center Expansion, Meeting Rooms (SBI)																																											
(10 months)																																											
PHASE III																																											
Conference Center Expansion, Ballroom (SBI)																																											
(10 months)																																											
Fairway One Reconstruction (PBL)																																											
(16 months)																																											
New Guest Cottages (SBI)																																											
(16 months)																																											
PHASE IV																																											
Residential Lot Subdivisions (14 Lots, Area V)														G	G	G	P	P																										
(5 months)														53.13	53.13	53.13	0.27	0.27																										
Area M Spyglass Hill, Option 1 New Hotel Resort														G	G	G	G	G	G	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	P	AC	AC	AC		
(29 months)														444.40	444.40	444.40	444.40	444.40	444.40	4.19	4.19	4.19	4.19	4.19	4.19	4.19	4.19	4.19	4.19	4.19	4.19	4.19	4.19	4.19	4.19	4.19	4.19	4.19	0.71	0.16	0.16	0.16		
Area M Spyglass Hill, Option 2 New Residential Lots (10 Lots)														G	G	G	P	P	P																								
														258.20	258.20	258.20	0.27	0.27	0.27																								
Total PM10 Emissions with Option 1 (lbs/day)														497.53	497.53	497.53	444.67	444.67	444.40	4.19	4.19	4.19	4.19	4.19	4.19	4.19	4.19	4.19	4.19	4.19	4.19	4.19	4.19	4.19	4.19	4.19	4.19	4.19	0.71	0.16	0.16	0.16		
Above MBUAPCD 82 lbs/day threshold?														**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO		
Total PM10 Emissions with Option 2 (lbs/day)														311.33	311.33	311.33	0.54	0.54	0.27																								
Above MBUAPCD 82 lbs/day threshold?														**Yes**	**Yes**	**Yes**	NO	NO	NO																								

PBL = The Lodge at Pebble Beach, SBI = The Inn at Spanish Bay
G = grading / demo, B = building construction, P = paving,
AC = architectural coating (e.g., paint)
Mitigated emissions modeling in Table 3.2-8 only assumed Level 1 DPFs, which achieve a 25% reduction.

To achieve the additional reductions to meet the 85% reduction in emissions from the Level 3 DPFs specified in Mitigation Measure AQ-C2, the values represented in Table 3.2-8 should be reduced by an additional 80% to obtain the values to achieve the additional reductions necessary for the 85% reduction in emissions from the Level 3 DPFs.

Page 3.2-22, lines 10–11 are revised to include:

- The applicant will ensure that the construction specifications require construction contractor(s) to retrofit and install diesel particulate filters (DPFs) capable of achieving an 85% reduction in PM10 exhaust emissions (Level 3) on all off-road construction equipment and diesel oxidation catalysts and Level 3 DPFs on all on-road soil hauling.

Page 3.2-22 lines 32–40 are revised as follows:

The driving range relocation was modeled as it represents a worst-case scenario for potential health risks due to the location of nearby sensitive receptors and the anticipated level of construction activity, representing the greatest amount of earthwork in close proximity to existing sensitive land uses) (i.e., having the greatest total emissions with the closest proximity to sensitive receptors).The results of the screening-level health risk assessment for the driving range relocation are summarized in Table 3.2-9, while Table 3.2-10 presents the estimated scaled potential health risks at the other project development areas based on the calculated risks associated with the driving range relocation. The screening-level assessment assumes worst-case meteorology and, as a result, often overstates the actual likely level of exposure for sensitive receptors.

Page 3.2-23, Table 3.2-9 is revised as follows:

Table 3.2-9. Potential Health Risks to Air Quality Sensitive Receptors Near the Driving Range Relocation to Collins Field

Distance from Project Fence Line (feet)	Unmitigated Cancer Risk (risk per million)		Unmitigated Acute Non-Cancer HI		Mitigated Cancer Risk (risk per million)		Mitigated Acute Non-Cancer HI	
10	~~**149**~~	**76**	~~**1.2**~~	0.8	~~**22**~~	**11**	~~0.1~~	0.1
20	~~**133**~~	**70**	~~**1.3**~~	0.8	~~**20**~~	**11**	~~0.1~~	0.1
39	~~**100**~~	**57**	~~**1.4**~~	0.8	~~**15**~~	9	~~0.1~~	0.1
82	~~**62**~~	**41**	~~**1.2**~~	0.7	~~9~~	6	~~0.1~~	0.1
98	~~**53**~~	**38**	~~**1.1**~~	0.7	~~8~~	6	~~0.1~~	0.1
197	~~**24**~~	**24**	~~0.7~~	0.5	~~4~~	4	~~0.1~~	0.1
246	~~**18**~~	**20**	~~0.6~~	0.4	~~3~~	3	~~0.1~~	0.0
295	~~**13**~~	**17**	~~0.5~~	0.4	~~2~~	3	~~0.1~~	0.0
312	~~**12**~~	**16**	~~0.5~~	0.4	~~2~~	2	~~0.1~~	0.0
328	~~**11**~~	**15**	~~0.4~~	0.4	~~2~~	2	~~0~~	0.0
410	~~8~~	**12**	~~0.3~~	0.3	~~1~~	2	~~0~~	0.0
492	~~6~~	10	~~0.3~~	0.3	~~1~~	1	~~0~~	0.0
574	~~5~~	8	~~0.2~~	0.3	~~1~~	1	~~0~~	0.0

Note:
Adverse health risks (exceeding the threshold) are indicated in **bold**. Nearest residences (as identified in Table 3.2-5) are approximately 100 feet from the construction site and would have significant impacts before mitigation but less-than-significant impacts after mitigation.

Page 3.2-24, Table 3.2-10 is revised as follows:

Table 3.2-10. Scaled Cancer Risks to Air Quality Sensitive Receptors in the Vicinity of Other Project Development Areas

Project Development Areas	Distance from Fenceline to Sensitive Receptors / Distance of Construction Equipment from Fenceline (feet)	Unmitigated Cancer Risk (risk per million)	Unmitigated Acute Non-Cancer HI	Mitigated Cancer Risk (risk per million)	Mitigated Acute Non-Cancer HI
The Lodge at Pebble Beach	~~100~~	~~52.0~~	~~1.1~~	~~8.0~~	~~0.01~~
Fairway One Reconstruction	100/430	6.0	1.1	0.9	0.01
Parking and Circulation Reconstruction	100/250	2.6	1.1	0.4	0.01
New Colton Building	250/100	4.3	1.1	0.7	0.01
The Inn at Spanish Bay	~~400~~	~~13~~	~~0.3~~	~~2~~	~~0.0~~
Conference Center Expansion	650/200	1.6	0.3	0.2	0.0
New Guest Cottages	700/500	0.8	0.3	0.1	0.0
New Employee Parking	400/500	1.7	0.3	0.3	0.0
Collins Field–Equestrian Center–Special Events Area	100/500	37.7 ~~52~~	0.3 ~~1.1~~	5.7 ~~8~~	0.1
Area M Spyglass Hill	750/1,000	1.7 ~~7~~	0.0 ~~0.1~~	1.9 ~~1~~	0.0
Residential Lot Subdivisions (lots)					
F-2 (16)	400/1,750	0.4 ~~13~~	0.3	0.1 ~~2~~	0.0
I-2 (16)	100/1,500	1.0 ~~52~~	1.1	0.2 ~~8~~	0.1
J (5)	100/300	1.7 ~~52~~	1.1	0.3 ~~8~~	0.1
K (8)	100/700	0.8 ~~52~~	1.1	0.1 ~~8~~	0.1
L (10)	100/1,000	0.6 ~~52~~	1.1	0.1 ~~8~~	0.1
U (7)	450/200	0.5 ~~12~~	0.2	0.1 ~~2~~	0.0
V (14)	100/500	8.6 ~~52~~	1.1	1.3 ~~8~~	0.1
Collins Residence (4)	100/350	1.2 ~~52~~	1.1	0.2 ~~8~~	0.1
Corporation Yard (10)	650/600	9.5 ~~8~~	0.2	1.4 ~~1~~	0.0
Roadway Improvements					
SR 1/SR 68/17-Mile Drive	200/700	1.0 ~~26~~	0.5	0.1 ~~4~~	0.0
17-Mile Drive/Congress Road	350/300	0.0 15	0.3	0.0 ~~2~~	0.0
Lopez Road/Congress Road	450/300	0.2 12	0.2	0.0 ~~2~~	0.0
Lopez Road/Sunridge Road	250/300	0.1 21	0.4	0.0 ~~3~~	0.0
Portola Road/Stevenson Drive	500/300	0.1 10	0.2	0.0 ~~2~~	0.0

Page 3.2-25, lines 1–23 are revised as follows:

The results of the screening-level health risk assessment indicate that the worst-case construction activities associated with the driving range relocation have the potential to result in 38 ~~53~~ cases of cancer per million within approximately 100 feet of construction activities at Collins Field and an acute HI of 1.1 (chronic HI is anticipated to be less than acute). However, with mitigation (Table 3.2-9), impacts would be reduced to a less-than-significant level within less than 100 feet of construction (nearest residences are approximately 100 feet from the site). The amount of exposure adjacent to other development sites in the project area (Table 3.2-10) would be less than adjacent to the Collins field location due to the lower level of construction activity.

This impact is considered significant for construction at ~~all~~ the following project development sites: The Lodge at Pebble Beach; Collins Field; and Residential Lot Subdivisions in Areas I-2, J, K, L, V, and Collins~~except Area M Spyglass Hill (New Resort Hotel or New Residential Lots) and the Residential Lot Subdivision at the Corporation Yard, where the impact would be less than significant~~. Tables 3.2-9 and 3.2-10 indicate that this impact would be reduced to a less-than-significant level (cancer risks below 10 in one million and an HI less than 1.0) relative to the location of sensitive receptors with implementation of Mitigation Measure AQ-C2, which would apply BMPs to reduce construction-related exhaust emissions and potential related health risks~~,and Mitigation measure AQ-D1, which would implement emissions control technology to reduce construction-related emissions and potential related health risks~~.

~~**Mitigation Measure AQ-D1. Implement after-market emissions control technology on on-road and off-road construction equipment.**~~

~~The applicant will ensure that the construction specifications require construction contractor(s) to retrofit and install diesel particulate filters (DPFs) capable of achieving an 85% reduction in PM10 exhaust emissions (Tier 3) on all off-road construction equipment and diesel oxidation catalysts and Tier 3 DPFs on all on-road soil hauling.~~

Page 3.2-29, lines 24–32 are revised as follows:

Similarly, earth moving and site grading, including construction included in the proposed project, would also result in the temporary generation of PM10. No other major developments are planned in Del Monte Forest other than the proposed project. ~~,~~ However, the Poppy Hills Golf Course project is a short-term construction project that would overlap with the proposed project.

The Poppy Hills project, which includes grading to renovate the irrigation and drainage system for greater efficiency, includes removing the existing irrigation system in the turf area and replacing it with a new high water efficiency system; grading and sand-capping (placing 8 inches of sand over irrigated turf areas) to improve water conservation and drainage; and removing 14.6 acres of irrigated turf and replacing it with naturalized non-irrigated plantings.

The Monterey Bay Unified Air Pollution Control District (MBUAPCD) significance threshold for PM10 emissions is 82 pounds/day. The Poppy Hills project PM10 emissions with mitigation would be 20.27 pounds per day, which is below the MBUAPCD significance threshold (Monterey County 2011, 2012). The PBC project PM10 emissions with mitigation would exceed this threshold at various times during the anticipated construction schedule, with a maximum expected to occur during March 2014 (refer to Impact AQ-C1 and Tables 3.2-7 and 3.2-8 in Volume I). During the time period when construction of the two projects would overlap, the total combined mitigated PM10

emissions are projected to be 38.48 pounds per day, which is below the MBUAPCD significance threshold. Because of the planned construction phasing, the Poppy Hills project construction activity is not anticipated to overlap the time periods when the PBC PM10 emissions exceed the MBUAPCD PM10 threshold of significance. Therefore, the Poppy Hills project, when considered individually or combined with the PBC project, would not result in a considerable contribution to a cumulative impact from PM10 emissions.

~~but t~~There could be other projects on the Monterey Peninsula and beyond that could occur at the same time as construction of the proposed project. Even with implementation of Mitigation Measures AQ-C1 (Implement measures to control fugitive dust emissions) and AQ-C2 (Implement measure to control construction-related exhaust emissions), the proposed project would exceed MBUAPCD's PM10 significance threshold of 82 pounds/day, with a maximum PM10 of approximately 550 pounds/day expected to occur the month of March 2014. Therefore, cumulative construction impacts are considered to be potentially significant, and the proposed project would make a considerable contribution even with mitigation.

Page 3.2-30, lines 6–15 are revised as follows:

Cumulative development could result in exposure of people to diesel TACs during construction or operations. Potential exposures of sensitive receptors to diesel TACs are localized impacts, and no major developments are planned in Del Monte Forest other than the proposed project. However, there might be smaller-scale TAC emissions associated with construction of single-family development, and the Poppy Hills Golf Course project is a short-term construction project that would overlap with the proposed project.

The Poppy Hills air quality analysis is based on the URBEMIS 2007 model which integrates EMFAC2007 diesel exhaust modeling. The nearest sensitive receptor to the project is at 300 feet. Elements of the PBC project that would be constructed concurrent with the Poppy Hills Golf Course renovation, including the relocation of the Pebble Beach Driving Range to Collins Field, are approximately 1 mile from the Poppy Hills project site. Construction of the Pebble Beach Driving Range would involve 64,300 cubic yards of grading on one 16.48 acre parcel over a three month period within 100 feet of the nearest sensitive receptor. The Poppy Hills project involves 120,000 cubic yards of intermittent and geographically dispersed grading on a 166.53 acre site over a 7 month period. Mitigation for both projects requires that diesel equipment and grading activities will be spread out over a longer time period and larger area than the driving range relocation.

It is also possible that sensitive residential receptors in Del Monte Forest might also be exposed to TAC emissions at other non-residential locations outside Del Monte Forest during work or trips outside the area. This cumulative impact is considered potentially significant. With implementation of Mitigation Measure AQ-C2 which would implement measures to control construction-related exhaust emissions during construction ~~AQ-D1, which would implement after-market emissions control technology that would reduce project TAC emissions~~, the proposed project's contribution would be less than significant.

Chapter 3.3 – Biological Resources

Page 3.3-3, Table 3.3-1, is revised as follows:

Impact BIO-C1. Project development would result in potential disturbance of 0.05 ~~0.06~~ acre of wetlands/drainages and result in indirect effects to wetlands and waters in and adjacent to project development areas.

Page 3.3-7, Table 3.3-1, the following note is added:

There are no mitigation measures BIO-E3 and BIO-E4, and thus the mitigation numbers skip from BIO-E2 to BIO-E5.

Page 3.3-7, lines 14–15 are revised as follows:

Because the proposed project may require take authorization ~~an incidental take permit~~ from the U.S. Fish and Wildlife Service (USFWS) pursuant to effects on the California red-legged frog (CRLF), a permit….

Page 3.3-10, lines 3–4 are revised as follows:

The consultation may cover the entire project or may be limited to only those parts of the project involving federal jurisdictional wetlands.

Page 3.3-17, lines 8–10 are revised as follows:

The applicant would apply for a streambed alteration agreement if any drainages, streams or ~~their~~ associated riparian habitats would be affected. For example, the entrance road at Residential Area L may affect a drainage. Drainages potentially requiring a permit are not necessarily streams or riparian habitats (e.g., in Area I-2, Area U, Area L).

Page 3.3-18, the following is added after line 30:

Other Relevant Agreements

The Pebble Beach Company and the U.S. Fish and Wildlife Service agreed to a Memorandum of Understanding (MOU) in 2007 for the purposes of implementing a conservation strategy involving PBC lands containing Yadon's piperia. The MOU is intended to ensure the conservation of Yadon's piperia on PBC's lands by establishing a commitment to dedicate 511 acres (412 acres in the Del Monte Forest, 83 acres at Aguajito and 16 acres at Old Capitol) and to implement certain Yadon's piperia management measures with respect to such habitat and other areas. The agreement was developed at the time of environmental review and permit processing for the Del Monte Forest Preservation and Development Plan (DMF/PDP) and notes that if PBC is precluded from proceeding with the development of that project, the obligations of the parties under the MOU may be reasonably amended to address any changes in circumstances.

Within the Del Monte Forest, the MOU required the dedication of the southeastern portion of Area B, the northern portion of Area F-3, all of Area G, all of Area H, all of Area I-1, the portion of Area K west of Stevenson Drive, the eastern part of Area L, the portion of Area O along Bristol Curve, and nearly all of Area PQR. As noted above, 99 additional acres are also required to be dedicated at Aguajito and Old Capitol outside the Del Monte Forest.

Relevant to the proposed project, the MOU is consistent with proposed development and preservation areas in the Del Monte Forest with one exception. The current proposed project includes several residential lots in Area K west of Stevenson Drive, which the MOU requires to be dedicated. Since the MOU was established during the processing of the DMF/PDP, which is no longer being advanced, and current proposed preservation areas in the Del Monte Forest are far greater than what is required by the MOU (including preservation of far larger parts of MNOUV than required in the MOU), it is expected that PBC and USFWS will be able to negotiate amendments to the MOU to allow the current project to move forward.

Page 3.3-23, lines 3–5 are revised as follows:

Wetlands are uncommon and important biological resources in Del Monte Forest. A total of 9.59 acres of wetlands occur within the project area: 0.05 ~~0.06~~ acre within development site boundaries and 9.53 acres within proposed preservation areas (see Table 3.3-3 in this Section and Appendix F).

Page 3.3-24, lines 19–20 are revised as follows:

Approximately 0.05 ~~0.06~~ acres of seasonal wetlands are present in areas that would be disturbed, and 8.71 acres of seasonal wetlands occur in the proposed preservation areas.

Page 3.3-25, lines 9–16 are revised as follows:

There is a small ~~hu~~man-made drainage in Area U that receives Equestrian Center run-off; this drainage is not considered a wetland by the California Coastal Commission, but is considered "other waters of the United States" by USACE staff.~~a wetland under Coastal Act jurisdiction and~~ It may also be considered a state jurisdictional water by the Central Coast RWQCB and DFG~~; however, the USACE has indicated that it would also is unlikely to take federal jurisdiction over this feature~~. Additionally, there is a small (0.03 acre) man-made depression in the horse paddock in Area U that California Coastal Commission staff identified as a wetland; however, the USACE did not take jurisdiction over the isolated depression.

Page 3.3-40, lines 3–14 are revised as follows:

~~It is long standing practice of the CCC that impacts on ESHA for non-resource dependent development are to be avoided rather than mitigated. The project's proposed visitor-serving and residential development are not resource dependent, although some of the ancillary developments, such as trail development and internal Del Monte Forest roadway improvements are resource dependent because their locations are fixed in areas containing ESHA. As described in Chapter 2, Project Description, the project analyzed in this Draft EIR under CEQA includes both the proposed development project as well as the LCP Amendment. As noted above, the LCP Amendment would specifically allow the proposed project's development to be permitted. The agreement between the CCC staff and the applicant identifies that the CCC staff has determined that the LCP Amendment represents a balancing of impacts on ESHA due to development located within and adjacent to previously disturbed areas with the opportunity to preserve far larger areas of ESHA containing extensive, intact, contiguous habitat and high ecological values.~~

Page 3.3-41, lines 3–4 are revised as follows:

Natural Wetlands/Seasonal Ponds. The proposed project would result in the removal or fill of up to ~~0.06~~ 0.02 acres of Corps jurisdictional waters and Corps/Coastal Act wetlands at Area L. A Coastal Act jurisdictional wetland, approximately 0.03 acre in size, would also be filled in ~~and~~ Area U. The total fill in jurisdictional waters and wetlands would be 0.05 acres.

Page 3.3-43, the following is added after line 21:

This mitigation measure also includes the prohibition of the use of invasive non-native species for landscaping in any project residential or commercial locations that are adjacent to existing or proposed preservation areas within the Del Monte Forest. This requirement specifically applies to development in the following areas: Equestrian Center Reconstruction; New Employee Parking in Area B; and Residential Lot Subdivisions in Areas J, K, L, M (Spyglass Hill), U, V, and the Corporation Yard. Landscaping plans shall be prepared for all development in these areas and submitted to the County for review and approval prior to issuance of building permits for each site. The prohibition of use of invasive non-native species will be a condition of issuance of building permits for each site.

This mitigation measure also requires educational outreach to property owners in areas adjacent to proposed preservation areas (as well as property owners in the DMF in general) regarding invasive non-native species and the threat they pose to native vegetation and habitats in the DMF, how to recognize non-native species, how to report their presence, and appropriate methods of removal.

The following measures will be incorporated into site conditions for the New Employee Parking in Area B:

- Outside lighting will not be directed at the Area B preservations area.
- Outside lighting will be directed downward or inward toward the parking lot.

Page 3.3-44, lines 11–15 are revised as follows:

Significance Determination after Mitigation. ~~With the LCP Amendment's balancing of the priorities under the Coastal Act supporting the preservation of larger areas of intact ESHA at the expense of limited impacts on ESHA with areas that are previously disturbed or are adjacent to existing development, and w~~With the implementation of the mitigation measures noted above, the project's impacts on ESHA are considered less than significant.

Page 3.3-48, lines 6–10 are revised as follows:

Residential Area L. Residential development at Area L would result in removal of 4.48 acres and type conversion of 4.43 ~~5.17~~ acres of Monterey pine forest. Area L is located south and east of the Dunes Road and north of Holes 6 and 7 of the Spyglass Hill Golf Course. Dedication of a conservation easement on 9.25 ~~8.51~~ acres of Monterey pine forest in Area L is also proposed as part of the project.

Page 3.3-48, lines 26–28 are revised as follows:

Preservation Areas. In addition to the proposed preservation areas discussed above for Residential Areas L, U, and V, the project also includes preservation in Areas B, C, F-1, F-3, G, H, I-1, J, K, N, O, and PQR for a total of 598 acres of Monterey Pine Forest.

Page 3.3-52, lines 12–17 are revised as follows:

Impact BIO-C1. Project development would result in ~~potential~~ disturbance of 0.05 ~~0.06~~ acre of wetlands/drainages and result in indirect effects to wetlands and waters in and adjacent to project development areas. (Less than significant with mitigation)

Seven project elements contain wetlands (see Table 3.3-3). The project would also directly affect two small drainages at two locations (Area L and Area U).~~; as described previously, both of these drainages are classified as wetlands as well.~~

Page 3.3-52, lines 28–32 are revised as follows:

Approximately 0.014 ~~0.03 acre~~ of a seasonal wetland/drainage in Area L falls within the proposed access road alignment. This wetland would be subject to fill or disturbance as a result of road construction.

Approximately 0.03 acre of a seasonal wetland considered a jurisdictional wetland by the Coastal Commission staff~~/~~ and a 110 linear foot drainage ditch considered waters of the United Stated by the Corps ~~drainage~~ in Area U would be filled for residential development.

Page 3.3-53, lines 7–8 are revised as follows:

Proposed Preservation. Approximately 9.47 acres of wetlands would be preserved within Areas C, ~~G~~H, J, K, L, N, PQR, U, V and the Corporaration Yard.

Page 3.3-54, lines 7–8 are revised as follows:

Proposed Preservation. Approximately 9.47acres of wetlands would be preserved within Areas C, ~~G~~ H, J, K, L, N, PQR, U, V, and the Corporation Yard.

Page 3.3-70, lines 12–13 are revised as follows:

Construction and grading for the development areas will impact 0.05 ~~0.06~~ acre of jurisdictional waters and wetland in Areas L and U. CRLF could be killed or injured during construction activities.

Page 3.3-70, lines 19–21 are revised as follows:

Habitat conversion from forest to development would decrease the cover in areas through which CRLF may ~~must~~ move between sites, thereby increasing exposure to mortality factors such as predation and human disturbances (e.g., road mortality).

Page 3.3-71, lines 23–26 are revised as follows:

Conduct preconstruction surveys in all ~~upland~~ areas ~~within 300 feet of~~ with suitable upland habitat immediately adjacent to aquatic habitat, as determined by the surveying biologist, in areas proposed for temporary or permanent disturbance in Areas J, K, L U and V. The Equestrian Center and the Corporation Yard residential area do not need to be surveyed, but exclusion fencing will be placed around the Equestrian Center work area to prevent ingress by CRLF during construction.

Page 3.3-71, lines 37-40, and Page 3.3-72, lines 1–2 are revised as follows:

The applicant will hire a qualified restoration ecologist and biologist to design and create ~~three~~ new CRLF breeding ponds ~~along Seal Rock Creek in Areas, J, K, L and/or Indian Village~~ within the Seal Rock Creek watershed in areas determined suitable by a qualified biologist. The restoration ecologist and biologist will determine the most suitable locations to create CLRF breeding ponds based on the size and natural characteristics of each preservation area, as well as the number of feasible breeding ponds to most benefit CRLF breeding requirements. The following CRLF habitat characteristics will be incorporated into the designs for the new breeding ponds:

Page 3.3-72, lines 3–4 are revised as follows:

Water depth: ponded water depth should be at least 3 feet with water present through July, drying down completely at least every other year ~~in August–October~~ from late summer to early fall during years with typical rainfall.

Page 3.3-81, lines 37–38 are revised as follows:

Prior to construction activities, conduct pre-construction raptor surveys during the breeding season (typically February 28 ~~1~~ through July 1~~31~~)….

Page 3.3-82, line 3 is revised as follows:

Conduct a breeding-season survey (typically February 28~~1~~ through July 1~~31~~)….

Page 3.3-82, lines 13–14 are revised as follows:

Tree and vegetation removal may begin when the biologist determines that the nest is no longer being used for that season (typically around July 1~~31~~)….

Page 3.3-82, lines 18–19 are revised as follows:

…trees may be removed without any mitigation during the non-breeding season (typically July 1 ~~August 1~~ through February 28 ~~January 31~~).

Page 3.3-89, lines 40–41 are revised as follows:

The proposed project will result in the removal or fill of up to 0.05 ~~0.06~~ acres of wetlands/drainages at Area L and Area U.

Page 3.3-103, lines 7–17 are revised as follows:

Cumulative projects that would also remove more than a few native trees include the Poppy Hills Golf Course renovation project and residential development in the Del Monte Forest, which could also result in removal of native trees.

The Poppy Hills Golf Course renovation project includes the removal of 533 trees on approximately 2.5 acres to enable replacement of the existing irrigation and drainage system for more efficiency. This impact would be mitigated by a tree replacement plan that includes planting a mix of Monterey pine, Coast live oak, and Gowen cypress trees on 4 acres previously occupied by irrigated turf and planting Monterey pine trees within approximately 3 acres of existing forested areas where regeneration is not occurring naturally. This mitigation more than compensates for tree removal, and thus the project would not contribute to a cumulative impact.

Comparatively, the proposed PBC project includes the removal of up to 6,700 trees in the various development sites and the preservation of over 112,000 trees (primarily Monterey pines) in 635 acres ~~The project includes preservation of extensive areas containing native trees~~ within the Del Monte Forest. Mitigation Measure BIO-A-1 requires the development and implementation of a site-specific resource management plan (RMP) for each preservation area, and ~~As noted above,~~ mitigation measure BIO-J1 and BIO-J2 require incorporation of tree removal and replanting guidelines in site-specific RMPs and protection of retained trees during construction.

With the proposed preservation and resource management, and the identified mitigation measures for impact on Monterey pine forest and native trees for project impacts, the project's contribution to a cumulative impact on native trees would be less than significant.

Chapter 3.4 – Climate Change

Page 3.4-2, Table 3.4-1, is revised as follows:

Mitigation Measure CC-A2-A. Reduce annual greenhouse gas emission by 24 ~~26~~% relative to business as usual using a combination of design features, replanting, and/or offset purchases.

Page 3.4-3, lines 9–12 are revised as follows:

The key sources of data and information used in the preparation of this section are:

- 2005 Draft Unincorporated Monterey County Greenhouse Gas Emissions Inventory (AMBAG 2010a).
- 2005 Final Unincorporated Monterey County Greenhouse Gas Emissions Inventory (AMBAG, 2010b).
- 2010 Monterey County General Plan Final EIR (Monterey County 2010).

Page 3.4-10, Tables 3.4-3 and 3.4-4 are revised as follows:

Table 3.4-3. Global, National, State, and Local GHG Emissions Inventories

Emissions Inventory	CO_2e (metric tons)
2004 IPCC Global GHG Emissions Inventory	49,000,000,000
2009 EPA National GHG Emissions Inventory	6,633,200,000
2008 ARB State (CA) GHG Emissions Inventory	477,700,000
2005 Monterey County GHG Emissions Inventory	1,648,410 ~~1,713,227~~
Sources: Intergovernmental Panel on Climate Change 2007a; U.S. Environmental Protection Agency 2010; California Air Resources Board 2009; Association of Monterey Bay Area Governments 2010b.	

Table 3.4-4. Monterey County GHG Emission Inventory by Sector (2005)

Sector	CO_2e (metric tons)
Residential	143,707
Commercial/Industrial	759,974 ~~771,945~~
Transportation	645,742 ~~711,808~~
Wastewater	8,850
Waste	90,137 ~~50,973~~
2005 Monterey County GHG Emissions Inventory	1,648,410 ~~1,713,227~~
Source: Association of Monterey Bay Area Governments 2010b.	

Page 3.4-14, lines 30–34 are revised as follows:

On the county level, the County has identified its 2020 target to be to reduce GHG emissions by 15% below 2005 levels by 2020. The County's 2005 emissions were ~~of~~ approximately 1.648 ~~1.71~~ million MT CO2e (AMBAG 2010b) and the county's target would correspond to 1.401 million MT CO_2e. The

County's GHG emissions are projected to increase to 1.831 ~~1.91~~ million MT CO_2e by 2020 (AMBAG 2010b) which is an increase of approximately 11%. ~~Using the draft inventory data, the county's target would correspond to 1.5 million MT CO_2e.~~ This target ~~which~~ is approximately 24% (23.5% rounded up) below 2020 BAU conditions.

Page 3.4-14, footnote 4 is revised as follows:

BAU conditions are defined as population and economic growth in the future using ~~current~~ baseline (2005 ~~2008~~) building practices. BAU conditions presume no improvements in average energy efficiency, water efficiency, or fuel efficiency beyond that existing today.

Page 3.4-17, the following is added after Table 3.4-6:

The Poppy Hills Golf Course project is a short-term construction project in Pebble Beach that would overlap with the proposed project. For the Poppy Hills project, the majority of trees to be removed are in poor condition and approximately 16% are standing dead. They are located along the edges of the course where dead and hazardous trees are removed for safety reasons on an annual basis and would be likely candidates for removal in the foreseeable future. The planting of approximately 4 acres of new trees and the implementation of the Forest Management Plan (required by mitigation measure no. 8) will result in an increased number of acres of healthy forest that can sequester carbon.

Both projects would result in project-related emissions and tree removal. Mitigation measures identified for both projects (Mitigation Measure No. 2 for the Poppy Hills and Mitigation Measure CC-A1 for the PBC project) require best management practices to be included in the construction specifications to reduce construction-related GHG emissions to a less than significant level.

Pages 3.4-18 to 3.4-20, Table 3.4-7 is revised as follows:

Table 3.4-7. Unmitigated Operational GHG Emissions (metric tons/year)

Development Site	Sector	CO_2		CH_4		N_2O	CO_2e
PBL[a] Meeting Facility Expansion	Area	0.00		0.00		0.00	0.00
	Energy	13.97		0.00		0.00	14.06
	Mobile	23.16		0.00		0.00	23.2
	Waste	0.00		0.02		0.00	0.49
	Water	~~0.82~~	1.63	~~0.01~~	0.02	0.00	~~1.16~~ 2.30
	Total	**~~37.95~~**	**38.76**	**~~0.03~~**	**0.04**	**0.00**	**~~38.91~~ 40.05**
PBL Fairway One Reconstruction	Area	0.00		0.00		0.00	0.00
	Energy	250.56		0.01		0.00	252.11
	Mobile	204.73		0.02		0.00	205.1
	Waste	0.00		0.23		0.00	4.83
	Water	~~1.51~~	3.00	~~0.03~~	0.06	0.00	~~2.29~~ 4.55
	Total	**~~456.80~~**	**458.29**	**~~0.29~~**	**0.32**	**0.00**	**~~464.33~~ 466.59**
PBL New Colton Building	Area	0.00		0.00		0.00	0.00
	Energy	143.18		0.00		0.00	144.06
	Mobile	116.99		0.01		0.00	117.2
	Waste	0.00		0.13		0.00	2.76
	Water	~~0.86~~	1.71	~~0.02~~	0.04	0.00	~~1.31~~ 2.60
	Total	**~~261.03~~**	**261.88**	**~~0.16~~**	**0.18**	**0.00**	**~~265.33~~ 266.62**

Development Site	Sector	CO_2	CH_4	N_2O	CO_2e
SBI[b] Conference Center Expansion (Ballroom)	Area	0.00	0.00	0.00	0.00
	Energy	26.35	0.00	0.00	26.51
	Mobile	17.32	0.00	0.00	17.35
	Waste	0.00	0.04	0.00	0.92
	Water	~~1.56~~ 1.92	0.02	0.00	~~2.18~~ 2.69
	Total	**~~45.23~~ 45.59**	**0.06**	**0.00**	**~~46.96~~ 47.47**
SBI Conference Center Expansion (Meeting Rooms)	Area	0.00	0.00	0.00	0.00
	Energy	26.35	0.00	0.00	26.51
	Mobile	17.32	0.00	0.00	17.35
	Waste	0.00	0.04	0.00	0.92
	Water	~~1.56~~ 1.92	0.02	0.00	~~2.18~~ 2.69
	Total	**~~45.23~~ 45.59**	**0.06**	**0.00**	**~~46.96~~ 47.47**
SBI New Guest Cottages	Area	0.00	0.00	0.00	0.00
	Energy	286.35	0.01	0.01	288.12
	Mobile	233.98	0.02	0.00	234.4
	Waste	0.00	0.26	0.00	5.51
	Water	~~1.72~~ 2.12	~~0.03~~ 0.04	0.00	~~2.62~~ 3.23
	Total	**~~522.05~~ 522.45**	**~~0.32~~ 0.33**	**0.01**	**~~530.65~~ 531.26**
Area M Spyglass Hill Option 1 (New Resort Hotel)	Area	0.00	0.00	0.00	0.00
	Energy	715.88	0.02	0.01	720.30
	Mobile	934.64	0.08	0.00	936.31
	Waste	0.00	0.66	0.00	13.80
	Water	~~4.31~~ 15.24	~~0.08~~ 0.28	0.00	~~6.56~~ 23.20
	Total	**~~1,654.83~~ 1,665.76**	**~~0.84~~ 1.04**	**0.01**	**~~1,676.97~~ 1,693.61**
Area M Spyglass Hill Option 2 (New Residential Lots)	Area	13.12	0.01	0.00	13.63
	Energy	39.63	0.00	0.00	39.87
	Mobile	151.07	0.01	0.00	151.32
	Waste	0.00	0.15	0.00	3.21
	Water	~~1.45~~ 5.13	~~0.02~~ 0.07	0.00	~~2.03~~ 7.18
	Total	**~~205.27~~ 208.95**	**~~0.19~~ 0.24**	**0.00**	**~~210.06~~ 215.21**
Residential Lot Subdivisions (without Area V and Corporation Yard)	Area	83.96	0.06	0.01	87.21
	Energy	253.63	0.01	0.00	255.19
	Mobile	966.82	0.08	0.00	968.46
	Waste	0.00	0.97	0.00	20.29
	Water	~~9.29~~ 24.93	~~0.13~~ 0.35	0.00	~~13.00~~ 34.89
	Total	**~~1,313.70~~ 1,329.34**	**~~1.25~~ 1.47**	**0.01**	**~~1,344.15~~ 1,366.04**
Residential Lot Subdivisions (Area V)	Area	18.37	0.01	0.00	19.08
	Energy	55.48	0.00	0.00	55.82
	Mobile	211.49	0.02	0.00	211.85
	Waste	0.00	0.21	0.00	4.44
	Water	~~2.03~~ 5.45	~~0.03~~ 0.08	0.00	~~2.84~~ 7.62
	Total	**~~287.37~~ 290.79**	**~~0.27~~ 0.32**	**0.00**	**~~294.03~~ 298.81**

Development Site	Sector	CO_2		CH_4		N_2O	CO_2e
Residential Lot Subdivisions (Corporation Yard)	Area	13.12		0.01		0.00	13.63
	Energy	39.63		0.00		0.00	39.87
	Mobile	151.07		0.01		0.00	151.32
	Waste	0.00		0.15		0.00	3.21
	Water	~~1.45~~	3.89	~~0.02~~	0.05	0.00	~~2.03~~ 5.45
	Total	**~~205.27~~**	**207.71**	**~~0.19~~**	**0.22**	**0.00**	**~~210.06~~ 213.48**
Total Option 1 Area M Spyglass Hill New Resort Hotel	Area	115.45		0.08		0.01	119.92
	Energy	~~2,097.73~~	1,811.38	0.05		0.02~~3~~	~~2,110.67~~ 1,822.55
	Mobile	2,877.52		0.24		0.00	2,882.54
	Waste	0.00		~~2.97~~	2.71	0.00	~~62.68~~ 57.17
	Water	~~26.83~~	61.81	~~0.42~~	0.96	0.00	~~38.79~~ 89.22
	Total	**~~5,117.53~~**	**4,866.17**	**~~3.76~~**	**4.05**	**0.03~~4~~**	**~~5,214.60~~ 4,971.40**
Total Option 2 Area M Spyglass Hill New Residential Lots	Area	128.57		0.09		0.01	133.55
	Energy	~~1,421.48~~	1,135.13	~~0.04~~	0.03	0.01~~2~~	~~1,430.24~~ 1,142.12
	Mobile	2,093.95		0.17		0.00	2,097.55
	Waste	0.00		~~2.46~~	2.20	0.00	~~52.09~~ 46.58
	Water	~~23.97~~	51.70	~~0.36~~	0.75	0.00	~~34.26~~ 73.20
	Total	**~~3,667.97~~**	**3,409.35**	**~~3.12~~**	**3.25**	**0.02~~3~~**	**~~3,747.69~~ 3,493.00**

Source: ICF calculations using CalEEMod (Appendix E of this EIR).

Notes:

[a] PBL: The Lodge at Pebble Beach.

[b] SBI: The Inn at Spanish Bay. (The SBI ballroom includes support and circulation space.)

The PBL Parking and Circulation Reconstruction and SBI New Employee Parking are not reported because they are supporting facilities, and operational emissions from vehicles associated with these facilities are included in the other land use emissions. The estimates assume that the proposed development includes no mitigating features to reduce GHG emissions.

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Page 3.4-21, Table 3.4-9 is revised as follows:

Table 3.4-9 Total Project Emissions over Baseline (MT CO_2e/year)[a]

	Annual Operational Emissions	Annual~~ized Carbon Stock/~~Sequestration Loss[b]	Net Annual~~ized~~ Operational Emissions
Total Option 1	~~5,206~~	~~262~~	~~5,468~~
Area M Spyglass Hill New Resort Hotel	4,971	216	5,187[c]
Total Option 2	~~3,801~~	~~255~~	~~4,056~~
Area M Spyglass Hill New Residential Lots	3,493	211	3,704 [c]

Source:
ICF Calculations (Appendix E of this EIR).

Notes:

[a] This table presents net GHG emissions associated with the proposed project, accounting for emissions from carbon sequestration~~/stock loss emissions~~ associated with operational project components (i.e., motor vehicles, energy consumption, waste generation).

[b] Includes emissions associated with loss of carbon sequestration. C~~c~~arbon stock emissions are one-time emissions and not included in this table but are described in Table 3.4-8 and will be required to be mitigated as discussed below. a~~ssociated with land cover change annualized over a 100-year period per The Climate Action Reserve (The Climate Action Reserve 2010). The annualized stock loss equates to 46 MT CO_2e/year for Option 1 and 43 MT CO_2e/year for Option 2 and is added to the annual sequestration loss for each option in Table 3.4-8.~~

[c] Includes driving range and intersection analysis water emissions; these project elements are assumed to have no other increased GHG emissions.

Page 3.4-22, lines 14–28 are revised as follows:

Mitigation Measure CC-A2-A: Reduce annual greenhouse gas emission by 24%~~26~~% relative to business as usual using a combination of design features, replanting, and/or offset purchases.

The project applicant will develop and implement a GHG Reduction Plan to reduce annual emissions of the proposed project by 24~~26~~% below the unmitigated annual emissions level identified for the proposed project. Mitigation will also be required for the one-time emissions associated with tree removal and loss of associated carbon stock. The GHG Reduction Plan will be provided to Monterey County for review and approval prior to grading, or ground disturbance or vegetation removal for any phase of the proposed project. The GHG Reduction Plan will identify the specific design measures proposed to reduce GHG emissions from the proposed project, their timing, and the responsible party. The effect of state measures, as applied to project development, may be counted toward the 24~~26~~% reduction level.

The GHG Reduction Plan will provide for mitigation of both annual operational emissions and one-time emissions due to tree removal. Annual emissions are estimated 5,187 MT CO2e/year (Option 1) to 3,704 MT CO2e/year (Option 2). One-time emissions due to tree removal are estimated as 4,605 MTCO2e for Option 1 and 4,320 MTCO2e for Option 2.

The GHG Reduction Plan will demonstrate how the project-specific measures and the state measures will result in ~~2020~~ project annual emissions of no more than 3,942 ~~4,047~~ MT CO_2e/year for Area M Spyglass Hill Option 1 (New Resort Hotel) and 2,815 MT ~~3,001~~ CO_2e/year for Area M Spyglass Hill Option 2 (New Residential Lots).

The GHG Reduction Plan will also provide for 24% mitigation of emissions associated with one-time carbon loss due to tree removal. The mitigation required is estimated as 1,105 MTCO2e to 1,037 MT CO2e depending on Option 1 or 2. Mitigation for the one-time losses shall be provided prior to or no later than 2 years after tree removal.

Page 3.4-24, line 23 is revised as follows:

- Renewable Portfolio Standard (19.1% ~~23.9%~~ reduction in energy emissions).

Page 3.4-24, lines 27–31 are revised as follows:

- Project measures that could lower project emissions (compared to BAU conditions):
  - Features and measures to exceed Title 24 standards by 20%.
  - Installation of low-flow water fixtures and irrigation systems.
  - Expanding recycling and composting services to ensure recycling of 50% of materials.
  - ~~Replanting of trees to replace those removed.~~

Page 3.4-25, lines 1–4 are revised as follows:

Table 3.4-10 below shows that if the state measures and project-level 1 reductions noted above are incorporated into the design, annual operational GHG emissions could be reduced by approximately 24 ~~34~~% relative to BAU for Option 1 and 23~~37~~% relative to BAU for Option 2. While this scenario is hypothetical, it shows that reduction of emissions to below the significance criteria is feasible (with the addition of a small amount (37 MT) of addition mitigation for Option 2, which is readily feasible through one or more of the measures discussed above).

Pages 3.4-25 to 3.4-27, Table 3.4-10 is revised as follows:

Table 3.4-10. Mitigated Scenario fo4 Operational GHG Emissions (metric tons/year)

Phase	Sector	CO_2	CH_4	N_2O	CO_2e
PBL[a] New Colton Building	Area	0.00	0.00	0.00	0.00
	Energy	~~103.22~~ 108.20	0.00	0.00	~~103.86~~ 108.87
	Mobile	87.02	0.01	0.00	87.18
	Waste	0.00	0.07	0.00	1.38
	Water	~~0.70~~ 1.39	~~0.01~~ 0.02	0.00	~~1.06~~ 2.10
	Total	**~~190.94~~ 196.61**	**~~0.09~~ 0.10**	**0.00**	**~~193.48~~ 199.53**
PBL Fairway One Reconstruction	Area	0.00	0.00	0.00	0.00
	Energy	~~180.63~~ 189.35	0.01	0.00	~~181.75~~ 190.52
	Mobile	152.28	0.01	0.00	152.56
	Waste	0.00	0.11	0.00	2.42
	Water	~~1.22~~ 2.42	~~0.02~~ 0.04	0.00	~~1.85~~ 3.67
	Total	**~~334.13~~ 344.05**	**~~0.15~~ 0.17**	**0.00**	**~~338.58~~ 303.74**
PBL Meeting Facility Expansion	Area	0.00	0.00	0.00	0.00
	Energy	~~10.07~~ 10.56	0.00	0.00	~~10.14~~ 10.63
	Mobile	17.23	0.00	0.00	17.26
	Waste	0.00	0.01	0.00	0.24
	Water	~~0.69~~ 1.37	~~0.01~~ 0.02	0.00	~~0.96~~ 1.91
	Total	**~~27.99~~ 29.16**	**~~0.02~~ 0.03**	**0.00**	**~~28.60~~ 30.04**

Phase	Sector	CO_2	CH_4	N_2O	CO_2e
Residential Lot Subdivision (Corporation Yard)	Area	13.12	0.01	0.00	13.63
	Energy	~~28.57~~ 29.95	0.00	0.00	~~28.74~~ 30.13
	Mobile	112.37	0.01	0.00	112.55
	Waste	0.00	0.08	0.00	1.63
	Water	~~1.22~~ 3.28	~~0.02~~ 0.05	0.00	~~1.68~~ 4.51
	Total	**~~155.28~~ 158.71**	**~~0.12~~ 0.15**	**0.00**	**~~158.23~~ 162.45**
Residential Lot Subdivisions (without Area V or Corporation Yard)	Area	83.96	0.06	0.01	87.21
	Energy	~~182.85~~ 191.67	0.01	0.00	~~183.97~~ 192.85
	Mobile	719.14	0.06	0.00	720.36
	Waste	0.00	0.48	0.00	10.14
	Water	~~7.80~~ 20.94	~~0.10~~ 0.27	0.00	~~10.77~~ 28.91
	Total	**~~993.75~~ 1,015.71**	**~~0.71~~ 0.88**	**0.01**	**~~1,012.45~~ 1,039.47**
Residential Lot Subdivision (Area V)	Area	18.37	0.01	0.00	19.08
	Energy	~~40.00~~ 41.93	0.00	0.00	~~40.24~~ 42.18
	Mobile	157.31	0.01	0.00	157.58
	Waste	0.00	0.11	0.00	2.21
	Water	~~1.71~~ 4.59	~~0.02~~ 0.05	0.00	~~2.36~~ 6.33
	Total	**~~217.39~~ 222.20**	**~~0.15~~ 0.18**	**0.00**	**~~221.47~~ 227.38**
SBI[b] Conference Center Expansion (Ballroom)	Area	0.00	0.00	0.00	0.00
	Energy	~~19.00~~ 19.92	0.00	0.00	~~19.11~~ 20.03
	Mobile	12.88	0.00	0.00	12.91
	Waste	0.00	0.02	0.00	0.47
	Water	~~1.31~~ 1.61	0.02	0.00	~~1.81~~ 2.23
	Total	**~~33.19~~ 34.41**	**0.04**	**0.00**	**~~34.30~~ 35.64**
SBI Conference Center Expansion (Meeting Rooms)	Area	0.00	0.00	0.00	0.00
	Energy	~~19.00~~ 19.92	0.00	0.00	~~19.11~~ 20.03
	Mobile	12.88	0.00	0.00	12.91
	Waste	0.00	0.02	0.00	0.47
	Water	~~1.31~~ 1.61	0.02	0.00	~~1.81~~ 2.23
	Total	**~~33.19~~ 34.41**	**0.04**	**0.00**	**~~34.30~~ 35.64**
SBI New Guest Cottages	Area	0.00	0.00	0.00	0.00
	Energy	~~206.44~~ 216.40	0.01	0.01	~~207.71~~ 217.73
	Mobile	174.04	0.01	0.00	174.35
	Waste	0.00	0.13	0.00	2.76
	Water	~~1.39~~ 1.71	0.02	0.00	~~2.11~~ 2.60
	Total	**~~381.87~~ 392.16**	**~~0.17~~ 0.18**	**0.01**	**~~386.93~~ 397.44**
Area M Spyglass Hill Option 1 (New Resort Hotel)	Area	0.00	0.00	0.00	0.00
	Energy	~~516.09~~ 541.00	0.01	0.01	~~519.28~~ 544.34
	Mobile	695.20	0.06	0.00	696.45
	Waste	0.00	0.66	0.00	13.80
	Water	~~3.49~~ 12.34	~~0.06~~ 0.21	0.00	~~5.29~~ 18.71
	Total	**~~1,214.78~~ 1,248.54**	**~~0.79~~ 0.94**	**0.01**	**~~1,234.82~~ 1,273.30**

Phase	Sector	CO_2	CH_4	N_2O	CO_2e
Area M Spyglass Hill Option 2 (New Residential Lots)	Area	13.12	0.01	0.00	13.63
	Energy	~~28.57~~ 29.95	0.00	0.00	~~28.74~~ 30.13
	Mobile	112.37	0.01	0.00	112.55
	Waste	0.00	0.08	0.00	1.60
	Water	~~1.22~~ 4.31	~~0.02~~ 0.07	0.00	~~1.68~~ 5.94
	Total	**~~155.28~~ 159.75**	**~~0.12~~ 0.17**	**0.00**	**~~158.20~~ 163.85**
Tree Removal (All Areas, Option 1)	Trees (2020)	~~262~~ 216			~~262~~ 216
Tree Removal (All Areas, Option 2)	Trees (2020)	~~255~~ 211			~~255~~ 211
~~Tree Replanting (All Areas, Option 1)~~	~~Trees (2020)~~	~~-302~~			~~-302~~
~~Tree Replanting (All Areas, Option 2)~~	~~Trees (2020)~~	~~-297~~			~~-297~~
Total Option 1 Area M Spyglass Hill New Resort Hotel	Area	115.45	0.08	0.01	119.92
	Energy	~~1,305.87~~ 1,368.89	0.04	0.02	~~1,313.92~~ 1,377.32
	Mobile	2,140.35	0.17	0.00	~~2,144.09~~ 2,144.11
	Waste	0.00	1.69	0.00	~~35.49~~ 35.52
	Water	~~20.84~~ 51.26	~~0.30~~ 0.74	0.00	~~29.70~~ 73.20
	~~Net~~ Tree Sequestration Loss[c]	~~-40~~ 216			~~-40~~ 216
	Total	~~3,542.52~~ 3,891.95	~~2.29~~ 2.72	~~0.02~~ 0.03	~~3,603.12~~ 3,966.07[d]
Total Option 2 Area M Spyglass Hill New Residential Lots	Area	128.57	0.09	~~0.00~~ 0.01	133.55
	Energy	~~818.34~~ 857.84	~~0.02~~ 0.03	0.01	~~823.38~~ 863.11
	Mobile	1,557.52	0.12	0.00	1,560.21
	Waste	0.00	1.11	0.00	~~23.29~~ 23.32
	Water	~~18.57~~ 43.23	~~0.26~~ 0.60	0.00	~~26.09~~ 60.43
	~~Net~~ Tree Sequestration Loss[c]	~~-42~~ 211			~~-42~~ 211
	Total	~~2,481.00~~ 2,798.17	~~1.61~~ 1.95	~~0.01~~ 0.02	~~2,524.5~~ 2,851.62[d]

Source:
ICF Calculations using CalEEmod (Appendix E of this EIR).

Notes:

[a] PBL: The Lodge at Pebble Beach.

[b] SBI: The Inn at Spanish Bay. (The SBI ballroom includes support and circulation space.)

[c] This amount is the ~~net change in~~ loss in annual sequestration taking into account the project tree removal (from Table 3.4-9). ~~and~~ The value of planting new trees is not included ~~noted~~ in this table but could be used to meet the performance standard.
The PBL Parking and Circulation Reconstruction and SBI New Employee Parking are not reported because they are supporting facilities, and operational emissions from vehicles associated with these facilities are included in the other land use emissions. The estimates assume that the proposed development includes no mitigating features to reduce GHG emissions.

[d] Includes driving range and intersection analysis water emissions; these project elements are assumed to have no other increased GHG emissions.

1

Page 3.4-28, lines 14–20 are revised as follows:

As shown in Table 3.4-11, if the forest preservation offset credit is fully validated for the preservation lands designated for development in the existing LUP, then the project emissions would be reduced by far more than the significance threshold of 24% ~~26%~~ reduction. It should be noted that Table 3.4-11 does not take into account the effect of state GHG emission reduction measures, so the net project emissions would be even lower than shown in the table, if the offset credit is validated.

Page 3.4-28, Table 3.4-11 is revised as follows:

Table 3.4-11. Potential Mitigated GHG Emissions Assuming 100 Percent Validation of Forest Preservation Offset Credit for Preserved Forest Designated for Development in the Existing LUP

Development Site	Unmitigated Annualized Emissions (MT CO_2e)	Annualized Preserve Stock (MT CO_2e)	Annual Preserved Sequestration (MT CO_2e/ year)	Net Annual Project Emissions (MT CO_2e/ year)
Total Option 1 Area M Spyglass Hill New Resort Hotel	5,187 ~~5,206~~	-485	-2,620	2,082 ~~2,362~~
Total Option 2 Area M Spyglass Hill New Residential Lots	3,704 ~~3,801~~	-485	-2,620	599 ~~950~~

Source:
ICF Calculations using CalEEMod (Appendix E of this EIR).
Notes:
This table presents net GHG emissions associated with the proposed project, accounting for emissions and mitigation value of preservation, assuming the preservation is validated through the Climate Action Reserve's protocol.
Carbon stock preservation total for the preserved areas designated for development (~437 acres) was estimated as 48,528 MT CO_2e/year and was then annualized over a 100-year period per The Climate Action Reserve Forest Projects Protocol (The Climate Action Reserve 2010) to 485 MT CO_2e/year.

Chapter 3.5 – Cultural Resources

Page 3.5-14, lines 15–17 are revised as follows:

Prior to the initiation of any site preparation and/or start of construction, the applicant will ensure that all construction forepersons and field supervisors, who will be involved in grading and other ground-disturbing activities, receive training overseen by a qualified professional archaeologist and paleontologist….

Page 3.5-14, lines 23–25 are revised as follows:

Training will also be provided to all other construction workers who will be involved in grading and other ground-disturbing activities, but the training may ~~might~~ include videotape of the initial training and/or the use of written materials rather than in-person training.

Chapter 3.6 – Geology, Seismicity and Soils

Page 3.6-6, Table 3.6-2 is revised as follows (all changes are to the "Development Sites" column, only the affected rows are included, and the text in the "Description" column was omitted due to length):

Table 3.6-2. Geologic Units Within Project Development Sites

Geologic Unit	Geologic Period	Description	Development Sites
Artificial fill	Holocene		~~MH/MR~~
Dune sand deposits	Holocene		SBI (Conference Center Expansion) MH/MR
Undivided alluvial deposits	Holocene		SBI (New Employee Parking) MH/MR RES SUB (Area K, L and Corporation Yard)
Older dune deposits	Pleistocene		SBI (New Employee Parking) RES SUB (Areas L and U) ~~MR~~
Coastal terrace deposits	Pleistocene		COL-EQC (All three development sites) PBL (All three development sites) MH/MR RES SUB (Areas J, K, l, M, V, U, I-2, F-2, Collins, Corporation Yard)
Los Laureles/ Vaqueros/Temblor	Miocene		RES SUB (Area I-2 and K)
Porphyritic granodiorite of Monterey of Ross (1976)	Cretaceous	The porphyritic granodiorite of Monterey of Ross (1976) is light gray to moderate pink and medium grained.	RES SUB (Areas I-2,K, and Corporation Yard)

Page 3.6-10, Table 3.6-3 is revised as follows (all changes are to the "Development Sites" column, only the affected rows are included, and the text in the "Description" column was omitted due to length):

Table 3.6-3. Soil Unit Descriptions for Soils found within Project Development Sites

Soil Unit	Description	Development Sites
Dune Land		MH/MR
Narlon Loamy Fine Sand 2% to 9% Slopes		COL-EQC (All three development sites) PBL (All three development sites) RES SUB (U, V, K, I-2, F-2, Collins) RD (SR 1/SR 68/17-Mile Drive Intersection Reconfiguration)
Tangair Fine Sand 2% to 9% Slopes		SBI (All three development sites) RES SUB (K)

Page 3.6-19, lines 1–21 are revised as follows:

Slope Stability (Area M Spyglass Hill, Area K)

- For New Resort Hotel (Option 1) and New Residential Lots 1–7 (Option 2) where the steepened fill slopes possess inadequate engineering qualities for structure support and are unstable, remove un-engineered fill in the quarry area down to firm in situ earth materials and replace with compacted engineered fill (inclined at 2:1 slope or flatter) in areas designated to support improvements. For residential lots, development will be on portions of the lots with less steep slopes (Haro, Kasunich and Associates, Inc. 2010c, 2010d).
- For Residential Lot Subdivision at Area K where there are some steep cutbanks, the structural foundation elements will be set back at least 20 feet from the crest of cutbanks of drainage channels.

Unconsolidated Fill (The Inn at Spanish Bay, ~~Area M Spyglass Hill,~~ Corporation Yard)

- For the Conference Center Expansion where the undocumented fill is medium dense but can be variable, design the foundation elements to penetrate undocumented fill and be imbedded into competent native soil or, alternatively, the undocumented fill could be sub-excavated to the underlying native bedrock and replaced with engineered fill to provide uniform bearing support (Haro, Kasunich and Associates, Inc. 2010a.).
- For Residential Lot Subdivision at the Corporation Yard (10 residential lots) where man-made fill underlies the area, completely remove existing landfill materials and reclaim building sites with engineered fill placed in accordance with standard engineered fill procedures to provide adequate load-bearing support and adequate surface and subsurface drainage during and after construction (Haro, Kasunich and Associates, Inc. 2010m).
- ~~For Residential Lot Subdivision at Area K where there are some steep cutbanks, the structural foundation elements will be set back at least 20 feet from the crest of cutbanks of drainage channels~~.

Page 3.6-21, lines 27–30 are revised as follows:

This measure can be combined with requirements of Mitigation Measure HWQ-C1 (see Section 3.7 ~~3.4~~, Hydrology and Water Quality) to prepare a SWPPP in compliance with NPDES general construction permit requirements.

Chapter 3.7 – Hydrology and Water Quality

Page 3.7-9, lines 9–10 are revised as follows:

Wetland resources of the Del Monte Forest area have been studied for the proposed project. A total of 9.59 acres of wetlands and waters of the United States occur within the project area: 0.05 ~~0.06~~ acres within development site….

Page 3.7-19, lines 7–8 are revised as follows:

The southern portion lies east of Lopez Road and currently discharges storm run-off to a 20-inch ~~20/1~~ CMP culvert, and….

Page 3.7-20, line 19 is revised as follows:

This 3.85-acre development site is contained within the Fan Shell watershed with a small portion within the Carmel Bay ASBS watershed.

Page 3.7-20, lines 28–29 are revised as follows:

The preliminary drainage reports for the proposed project (WWD Corporation 2010, 2011 and Lorentz pers. comm.) indicate that impervious surface would increase by 36.69 ~~32.85~~ acres (0.70% ~~0.63%~~ of the total area of Pebble Beach).

Page 3.7-25, line 32 and footnotes are revised as follows, respectively:

Area K. The development could increase impervious area on the site by 1.91 acres,[4] ~~5~~

[2,3,4] This estimate assumes 9,000 square feet of impervious surface per lot plus associated roadway (WWD Corporation 2011).

~~[3] This estimate assumes 9,000 square feet of impervious surface per lot plus associated roadway (WWD Corporation 2011).~~

Page 3.7-26, line 33 and footnote are revised as follows, respectively:

Residential development could increase the impervious area on the site by 1.47 acres,[6] ~~4~~ ….

[5,6] ~~4~~ This estimate assumes 9,000 square feet of impervious surface per lot plus associated roadway (WWD Corporation 2011).

Page 3.7-27, lines 7, 19, 40 and footnote are revised as follows, respectively:

Area V. The residential development could increase the impervious area on the site by 3.37 acres[7] ~~6~~….

Collins Residence. The development could increase the impervious area by 1.03 acres,[8] ~~7~~….

Corporation Yard. The development could increase the impervious area of the site by 3.02 acres;[9] ~~5~~….

[7,8,9] ~~5~~ This estimate assumes 9,000 square feet of impervious surface per lot, plus the roadway (WWD Corporation 2010, 2011).

Page 3.7-30, lines 28–29 are revised as follows:

The preliminary drainage reports for the proposed project (WWD Corporation 2010, 2011; Lorentz pers. comm.) indicate that impervious surface would increase by 36.69 ~~32.85~~ acres (0.70 ~~0.63~~% of the total area of Pebble Beach).

Chapter 3.8 – Land Use and Recreation

Page 3.8-7, lines 4–5 are revised as follows:

Golf courses can be allowed as a conditional use in the Low-Density Residential (LDR) and Medium Density Residential (MDR) land use designations of the Del Monte Forest per the current LCP. The proposed LCP amendment deletes golf courses as an allowed use in these areas.

Page 3.8-7, lines 20–21 are revised as follows:

The area of the PBC Corporation Yard immediately south of the proposed ~~employee~~ housing is also designated institutional.

Page 3.8-8, lines 27–30 are revised as follows:

The proposed LCP Amendment would also ~~prohibit residential uses within Visitor-Serving Commercial (VSC)-designated areas and would~~ add driving rages, clubhouses, trails, and neighborhood parks as specifically allowable uses to the Open Space Recreation designation. The proposed LCP Amendment would also prohibit golf courses in the Low Density Residential and Medium Density Residential land use designations.

Page 3.8-13, lines 21–23 are revised as follows:

The proposed project includes creating new residential lot subdivisions, which are described below and shown in Figures 2-19 through 2-27. The proposed residential lot subdivisions are located in nine areas within or adjacent to existing golf courses or other development.

The proposed LUP and CIP amendments specify that all of these proposed residential lots cannot be further subdivided (beyond that in the Concept Plan which is consistent with the proposed project) and must be restricted by deed restrictions and B-6 zoning upon their initial subdivision.

Page 3.8-14, lines 10–12 are revised as follows:

The proposed project would develop 5 residential lots on two development parcels~~,~~ totaling 8.58 ~~9.38~~ acres and one preservation parcel of 0.80 acres, located within the Spyglass Cypress Planning Area with frontage on Spyglass Woods Drive.

Page 3.8-14, lines 24–25 are revised as follows:

Development in Area K would also include~~s~~ 4.70 ~~5.78~~ acres of land to be dedicated to open space.

Page 3.8-15, lines 25–27 are revised as follows:

Two parcels around the south, southeast, and southwest of the proposed residential lots would be dedicated to open space, totaling 2.91 ~~15.47~~ acres, and a 12.56-acre parcel to the north would be dedicated to preservation.

Page 3.8-16, lines 8–11 are revised as follows:

The proposed project would create a 10-lot residential subdivision. The portion of the parcel along the northwestern edge ~~adjacent to the HHNHA~~ would remain open space (1.45 acres). This open space would be used for low-impact passive recreation (e.g., playing Frisbee, walking dogs) and would have no formal recreation structures (e.g., no playground, basketball courts, etc.)." A 6.96-acre parcel, located north of the open space and adjacent to HHNHA, would be dedicated to preservation.

Page 3.8-17, lines 2–4 are revised as follows:

The proposed project would improve the existing intersection by ~~providing a left-turn channel and~~ realigning to eliminate the intersecting angle and improve sight distance.

Page 3.8-17, lines 15–16 are revised as follows:

There would be 0.25 ~~2.35~~ miles of new trails, and the balance of 2.15 ~~0.05~~ miles would result from relocating existing trails….

Page 3.8-19, lines 24–29 are revised as follows:

The Lodge at Pebble Beach. The proposed Meeting Facility Expansion, New Colton Building, Fairway One Reconstruction, and Parking and Circulation Reconstruction would be within an existing developed area and adjacent to existing visitor-serving facilities and golf course. Although the intensity of the land uses at The Lodge would increase with the proposed project, the increase would not be substantial, and it would be consistent and compatible with the existing and surrounding visitor-serving and residential land uses.

There are residential land uses adjacent to the Parking and Circulation Reconstruction site (which is currently a parking lot) and adjacent to Fairway One site (which currently contains a vacant residence and a 5 room visitor-serving facility). Fairway One is considered compatible with the residence on the east side for several reasons. The residence is situated at the 17-Mile Drive entrance to The Lodge complex. The residence is a large-scale residence (10,000-sf, partial 2-story structure on a 3.4-acre lot). The residential structure is over 70 feet away, and a mature vegetation buffer extends along the residence's property line. The ridgeline (highest part of the roof) of the second story units at Fairway One would be at an elevation of approximately 132 feet. Because the adjacent residential structure is situated upslope, its ridgeline is at an elevation of approximately 141 feet. As the new trees (over 100) planted around the Fairway One structures mature, they will further screen views of the structures. Additionally, this is a residential resort area. As one drives east-to-west on 17-Mile Drive towards The Lodge at Pebble Beach, the land uses transition from residential to visitor-serving. Casa Palmero on the south side of the 2nd Fairway introduces the full resort complexes before approaching The Lodge complex. Surrounded by 17-Mile Drive to the north and east, the 1st Fairway, Casa Palmero, and Lodge hotel room buildings to the south and the Peter Hay Golf Course across the street, the adjacent residence is in the heart of The Lodge resort area.

Page 3.8-24, line 21 is revised as follows:

Create ~~0.40 mile of new trails with~~ 0.15 mile on existing dirt fire roads….

Page 3.8-25, lines 11–14 are revised as follows:

Two land use plans or regulations are applicable to the proposed project: (1) the Del Monte Forest LCP and (2) the Coastal Act ~~Area~~. The Del Monte Forest Area segment of the Monterey County LCP is composed of the LUP and the CIP, which is codified in Title 20 of the County Code (coastal zoning ordinance).

Page 3.8-25, lines 39–40, and Page 3.8-26, line 1 are revised as follows:

As described in the proposed LCP Amendment, the PBC Concept Plan (which is equivalent to the proposed project described in this EIR), provides a plan for a majority of ~~the~~ PBC's remaining development potential in the Del Monte Forest.

Chapter 3.9 – Noise and Vibration

Page 3.9-4, lines 13–15 are revised as follows:

The text of the 1982 noise element refers to 60 decibels (dB) or below as being acceptable for residential uses. In addition to the County's land use compatibility guidelines summarized above, the Monterey County Planning Department has established 60 ~~decibels (~~dB~~)~~ as the maximum acceptable noise level for residential uses (Monterey County 2005).

Page 3.9-9, lines 22–24 are revised as follows:

For the noise analysis, traffic noise impacts were evaluated using existing and predicted traffic volumes provided by the project traffic engineers (Fehr & Peers 2011) and a spreadsheet model based on the FHWA's Traffic Noise Model[1].

[1] There are certain inherent limitations associated with noise modeling, as noise modeling, as models do not represent real-world conditions and include many assumptions. Some limitations associated with noise modeling include effects of sound propagation from meteorological conditions (wind and temperature), ground and terrain effects, roadway characteristics, and vehicle fleet characteristics.

Page 3.9-10, lines 24–28 are revised as follows:

- Expose persons to or generate noise levels in excess of standards established in the County's General Plan and by the Monterey County Planning Department ~~Land Use Compatibility for Exterior Community Noise chart~~ **and** result in a significant increase in noise levels over existing noise levels (i.e., >5-dB increase in noise where existing noise levels are less than 60 dBA L_{dn}, >3-dB increase in noise where existing noise levels are between 60 and 65 dBA L_{dn}, or a >1.5-dB increase in noise where existing noise levels are more than 65 dBA L_{dn}).

Page 3.9-26, Table 3.9-12 is revised as follows (only affected rows shown):

Table 3.9-12. Traffic Noise Exposure at Typical Residential Setbacks, Existing (2011) and 2030 Conditions

		Existing Noise (dB L_{dn})		Estimated Noise in 2030 (dB L_{dn})				Change		Project Contribution	
		Existing		No Project		With Project[a]		2030 With Project minus Existing		2030 With Project minus 2030 No Project	
Roadway	Segment Location	50 feet	100 feet	50 feet	100 feet	50 feet	100 feet	50 feet	100 feet	50 feet	100 feet
17-Mile Drive	Congress Rd–SR 68	56	51	58	52	58	~~52~~53	2	~~1~~2	0	1
17-Mile Drive	Forest Lodge Rd–Spanish Bay Rd	55	49	~~55~~56	50	57	51	2	2	~~2~~1	1
Congress Road	SFB Morse Dr–Forest Lodge Rd	54	49	55	~~49~~50	56	50	2	1	1	~~1~~0
17-Mile Drive	Stevenson Dr–Palmero Way	60	54	61	55	61	~~55~~56	1	2	0	1

Note: The future cumulative scenario includes the 45 visitor-serving units (25 at PBL and 20 at SBI) that are included in the 2012 Local Coastal Program amendment but that are not included as part of the proposed project.

Chapter 3.10 – Public Utilities and Services

Page 3.10-6, lines 28–31 are revised as follows:

- One 2011~~2000~~ Emergency One Fire Engine with a Class A triple combination pump that produces 1,500 gallons per minute (gpm).
- One 2004 American LaFrance Quint with ~~Truck has~~ a 75-foot aerial ladder and pump that produces 2,000 gpm. Please see Chapter 3 of this document for the specific changes.
- One 2000~~1993~~ Emergency One Fire Engine with a pump that produces 1,500 gpm.

Page 3.10-12, lines 27–29 are revised as follows:

In addition, PBCSD has an automatic aid agreement with Cypress Fire Protection District and the cities of Carmel, Pacific Grove, and Monterey that improves the District's ability to provide fire protection and emergency medical services to the project area.

Page 3.10-13, lines 38–41 are revised as follows:

Review of the PBCSD Fire Defense Plan reveals that construction at this location could block access to Haul Road (used as a fire road and fuel break) and fire roads 2 and 4 (Pebble Beach Community Service District 2009). As stated in Chapter 2, emergency vehicle access, including access to fire roads and fuel breaks, would not be blocked during construction activities or by proposed development. ~~Although it appears emergency access could be obstructed,~~ CAL FIRE has reviewed the project application and determined that the proposed project would not block emergency access to open space areas and undeveloped parcels identified in the PBCSD Fire Defense Plan (Hamelin pers. comm.[A].)

Chapter 3.11 – Transportation and Circulation

Page 3.11-2, Table 3.11-1 is revised as follows:

Mitigation Measure TRA-C2: Pay fair-share contribution to construct the full SR 68 Widening Project as modified by the City of Monterey to eliminate signalization of the SR 68/Professional Center intersection, eliminate left turns to southbound SR 68 from the Professional Center, and allow exiting eastbound traffic to make a U-turn at the Community Hospital intersection.

Mitigation Measure TRA-C8(C). Pay fair-share contribution to construct the full SR 68 Widening Project (excluding signalization of the SR 68/Professional Center driveway intersection as identified in ~~as required by~~ MM-TRA-C2) and to construct a~~dd~~ third eastbound lane and to construct a third eastbound lane on SR 68 from east of the Carmel Hill Professional Center driveway through the SR 1 intersection, with one lane going to the SR 1 southbound on-ramp and two lanes proceeding across the SR 68 overcrossing.

Page 3.11-28, line 15 is revised as follows:

Appendix G.1 contains the cumulative intersection traffic volumes used in this section. Cumulative conditions (2030) with-project include the 45 additional guest units (25 at The Lodge and 20 at The Inn) that are not part of the proposed project but are included in the proposed 2012 LCP amendment.

Page 3.11-56, lines 39–40, and Page 3.11-57, lines 1–37 are revised as follows:

This impact is considered significant because the proposed project adds more than one vehicle trip to an intersection operating at LOS F without the proposed project. ~~With the construction of the measure described in MM TRA-C2, the intersection would operate at LOS A (5.2 seconds of delay UPDATE) and LOS A (5.4 seconds of delay UPDATE) during the AM and PM peak hours, respectively~~.

The existing conditions at this intersection would be mitigated by implementing the full SR 68 Widening Project, as modified by the City of Monterey, to eliminate signalization of the SR 68/Professional Center intersection, eliminate left turns to southbound SR 68 from the Professional Center, and allow exiting eastbound traffic to make a U-turn at the Community Hospital intersection.

In the Conditions of Approval for the CHOMP expansion permit (City of Monterey 2006), the City of Monterey has identified the following condition:

> Condition #19: Prior to occupancy, the applicant shall provide an in lieu payment to the Transportation Agency for Monterey County to pay for construction improvements to modify the State Route 68/CHPC intersection to eliminate the southbound left-turn movement from the CHPC driveway approach to the State Route 68/CHPC intersection. Elimination of this left-turn would prohibit left-turn movements onto eastbound State Route 68. The applicant shall allow vehicles to turn right on State Route 68 and use the CHOMP driveway to make a U-turn in order to turn left onto eastbound State Route 68 toward Highway One at this signalized intersection (EIR Mitigation 13). The signing and striping required to execute this condition shall be approved by the City Traffic Engineer prior to installation. The radius is also subject to Caltrans approved.

By implementing the improvements described in Condition #19, the intersection would operate at LOS A (C) (0.4 seconds of delay for the intersection and 22.6 seconds for the worst movement) and LOS A (F) (2.6 seconds of delay for the intersection and 58.4 seconds for the worst movement) during the AM and PM peak hours under 2015 with project conditions, respectively. This represents an improvement over existing conditions.

Therefore, Mitigation Measure TRA-C2 requires the applicant be responsible for a fair-share contribution to this mitigation based on total traffic, as the intersection is already deficient under existing conditions. The impact would remain significant and unavoidable during the interim period between when the impact occurs and when the improvement is actually built.

Mitigation Measure TRA-C2: Pay fair-share contribution to construct the full SR 68 Widening Project as modified by the City of Monterey, to eliminate signalization of the SR 68/Professional Center intersection, eliminate left turns to southbound SR 68 from the Professional Center, and allow exiting eastbound traffic to make a U-turn at the Community Hospital intersection.

PBC will make a fair-share contribution to construct~~ing~~ the ~~full~~ SR 68 Widening Project (as modified by the City of Monterey to eliminate signalization of the SR 68/Professional Center intersection, eliminate left turns to southbound SR 68 from the Professional Center, and allow exiting eastbound traffic to make a U-turn at the Community Hospital intersection) through the TAMC Regional Impact Fee Program as the widening project is included in the TAMC program.

The contribution will be made prior to issuance of the first project building permit.

The full SR 68 Widening Project, as identified in the Regional Transportation Plan, extends from the SR 1 southbound off-ramp intersection to the Community Hospital intersection, and includes signalization of the Carmel Hill Professional Center intersection.

The full SR 68 Widening Project identified in the RTP includes the following features:

- Widen SR 68 from a two-lane to four-lane cross section from the ramp terminal intersection with SR 1 through the Community Hospital intersection.
- Widening the Highway 68 overcrossing at Highway 1.
- Replace the Scenic Drive overcrossing to accommodate the four-lane SR 68.
- Widen the SR 1 southbound off-ramp for more vehicle storage and provide a left-turn lane.
- Reconfigure the SR 1 southbound on-ramp to separate Pebble Beach– and highway-related traffic.
- Extend the SR 1 southbound on-ramp merge from Pebble Beach.
- ~~Signalize the Carmel Hill Professional Center driveway at SR 68.~~

The adopted Highway 68 Widening Project also includes signalizing of the Carmel Hill Professional Center at SR 68. However, this mitigation proposed a change to the project to instead eliminate left turns to southbound SR 68 instead of a signal. Consistent with the City of Monterey's Condition of Approval #19 for the CHOMP expansion permit, the State Route 68/Carmel Professional Center driveway intersection will be modified to eliminate the southbound left-turn movement from the Professional Center driveway approach to the State Route 68/ Carmel Professional Center driveway intersection. Elimination of this left-turn will prohibit left-turn movements onto eastbound State Route 68. Vehicles will be allowed to turn right on State Route 68 and use the CHOMP driveway to make a U-turn in order to turn left onto eastbound State Route 68 toward State Route 1 at this signalized intersection. The signing and striping required to execute this condition shall be approved by the City of Monterey Traffic Engineer prior to installation. The radius is also subject to Caltrans approved.

The 68 Widening Project (without the modification described above) has an estimated cost of $25,000,000 (Fehr & Peers 2011). Based on the project's portion of total traffic at the PM peak hour of 3.05% ~~3.11 percent~~ at the SR 1/SR 68 interchange, the fair share contribution for this mitigation would be approximately $762,500 ~~$778,000~~. The actual fair-share contribution will need to be determined by the County and TAMC, taking into account the Regional Impact Fee Program requirements, the mitigation value of the Phase 1B improvements (which are part of the Highway 68 Widening project) valued at approximately $4,000,000 (Fehr & Peers, 2011~~)~~), the local access benefit of the Phase 1B improvement to the applicant (previously calculated as 25% for the prior 2005 project, which would correspond to $1,000,000) and the calculation of the project's fair-share for project impacts to SR 68 (West). The fee would also need to be adjusted due to the modifications described above.

Fair-share contribution to the TAMC Regional Impact Fee Program relative to the SR 68 Widening Project (West) shall not be redirected to other mitigation measures (i.e. for other mitigation measures not related to SR 68 Widening Project as modified above).

At this time, the Highway 68 Widening Project includes a 5-legged intersection at the SR 1 southbound offramp/SR 68 intersection (the Phase 1B improvement). If a roundabout solution to this intersection were approved by Caltrans and approved by TAMC for inclusion in the regional impact fee program, sufficiently soon such that conditions at the SR 1/SR 68 intersection are improved without further delay, then the Applicant's fair share contribution can be applied to roundabout improvements.

Page 3.11-61, lines 1–37 are revised as follows:

Mitigation Measure TRA-C4. Pay fair-share traffic impact fee for various improvements to SR 1, SR 68, and SR 156 based on the conditions described in TAMC's Regional Development Impact Fee Program.

PBC shall make a contribution to the TAMC Regional Development Impact Fee Program based on the program requirements. The contribution will be made prior to issuance of the first project building permit. Fair-share contribution to the TAMC Regional Impact Fee Program shall not be redirected to other mitigation measures.

The calculation of the regional impact fee shall take into account the direct fair share for impacts to SR 68 (West) noted above in Mitigation Measure TRA-C2 relative to the Highway 68 Widening Project and any payments made by the Applicant for construction of Phase 1B improvement to ensure that total mitigation requirements for the project do not exceed the Applicant's overall fair share for impacts to regional highways. Monterey County and TAMC shall coordinate on the determination of the amount of the regional impact fee to ensure that no double-counting of fair-share contributions is made concerning improvements to SR 68 (West)

Page 3.11-69, Rows 5–6 are revised as follows:

The Monterey County Code would require 205 ~~182~~ parking spaces for these uses, as shown in Table 3.11-30.

Page 3.11-74, lines 36–38 are revised as follows:

The applicant will prepare and implement an alternative transportation plan, emphasizing specific trip reduction measures for proposed visitor, resident, and employee uses. The plan must also identify a reporting and enforcement mechanism. The plan must be submitted and reviewed by the county prior to issuance of the first building permit.

Page 3.11-76, lines 9–10 are revised as follows:

Appendix G.1 contains the intersection traffic volumes used in this section. Cumulative conditions (2030) with-project include the 45 additional guest units (25 at The Lodge and 20 at The Inn) that are not part of the proposed project but are included in the proposed 2012 LCP amendment.

Page 3.11-76, lines 12–13 are revised as follows:

Appendix G.2 contains the detailed results of the traffic analysis for Option 2 (New Residential Lots). Cumulative conditions (2030) with-project include the 45 additional guest units (25 at The Lodge and 20 at The Inn) that are not part of the proposed project but are included in the proposed 2012 LCP amendment.

Page 3.11-76, lines 26–31 are revised as follows:

Cumulative traffic would also contribute traffic to these deficient traffic operations. In the Del Monte Forest, construction of the Poppy Hills Golf Course renovation project would overlap with the proposed PBC project. The Poppy Hills project involves hauling 55,000 cubic yards (or 7,200 one-way trips) to the site for the sand-capping portion of the project. To mitigate this impact, the applicant would begin stockpiling sand on the site in March or April 2012, a year ahead of planned construction, to allow the average daily number of trucker trips to be spread over 17 months, rather

than 9 months. Also, the temporary new trips would be offsite by the reduced number of golfers using the course during construction. Thus, construction-related traffic from the Poppy Hills project was determined to be less than significant and would not contribute to a significant cumulative impact (Monterey County 2011). The project's contribution would be reduced in severity with implementation of Mitigation Measures TRA-A1 to TRA-A4. However, even with mitigation, it is possible that construction traffic would still contribute to unacceptable conditions on certain roadways outside Del Monte Forest and thus the project's contribution to cumulative traffic impacts during construction is considered significant and unavoidable.

Page 3.11-76, the following is added after line 38:

Given that all of the intersection levels of service (see discussion below) with the additional 45 visitor-serving units were nearly identical to the levels of service without the additional 45 units, a quantitative analysis of the impact of the additional 45 visitor-serving units on Del Monte Forest gates was not conducted as there is no evidence that completion of such an analysis would reveal any significant changes in traffic impacts relative to the proposed project.

1 *Pages 3.11-78 to 3.11-81, Tables 3.11-34 and 3.11-35 are revised as follows:*

2 **Table 3.11-34. Intersection AM Peak Hour Levels of Service—2030 With Project Conditions**

Intersection	Control[a]	Existing (2011)[b, c, d]	2030 Without Project[b, c, d]	2030 With Project[b, c, d, e, f]	2030 With Project Significant?[fg]	Project Contribution Significant?[gh]
Sunset Drive (SR 68)/17-Mile Drive[hi]	AWSC	6.9/A	8.0/A	9.~~3~~6/A	No	
Sunset Drive (SR 68)/Congress Road[hi]	AWSC	11.8/B	18.1/C	**~~25.2~~31.5/D**	**Yes**	**Yes**[jk]
Congress Avenue/Forest Lodge Road	AWSC	11.5/B	12.2/B	12.3/B	No	
Congress Avenue/David Avenue	AWSC	10.9/B	11.3/B	11.4/B	No	
Forest Avenue (SR 68)/David Avenue	Signal	24.8/C	26.5/C	27.~~1~~2/C	No	
SR 68/Prescott Avenue	Signal	11.2/B	15.7/B	15.7/B	No	
SR 68/Presidio Boulevard[hi]	SSSC	3.8 (4.3)/A(A)	12.8 (21.6) /B(C)	13.9 (24.~~1~~3)/B(C)	No	
SR 68/SFB Morse Gate	Signal	5.3/A	12.8/B	12.9/B	No	
SR 68/Skyline Forest Drive	SSSC	21.4(>120)/C(F)	>120(>120)/F(F)	**>120(>120)/F(F)**	**Yes**	**Yes**[kl]
Skyline Forest Drive/Skyline Drive	AWSC	7.9/A	8.2/A	8.2A	No	
SR 68/Community Hospital	Signal	7.1/A	9.5/A	9.7/A	No	
SR 68/Carmel Hill Professional Center	SSSC	64.6(>120)/F(F)	98.6(>120)/F(F)	**97.2(>120)/F(F)**	**Yes**	**Yes**[kl]
SR 68/SR 1 Southbound Off-Ramp	Signal	80.8/F	>120/F	**>120/F**	**Yes**	**Yes**[lm]
17-Mile Drive/SR 1 Southbound On-Ramp	SSSC	3.2 (14.1)/A(B)	3.7 (16.8)/A(C)	Eliminated[ij]	No	
SR 68/Aguajito Road[hi]	SSSC	2.6 (9.5)/A(A)	3.1 (17.4)/A(C)	~~3.4 (27.9)~~5.2(47.3)/A(~~D~~E)	No	
SR 1/Carpenter Street	Signal	16.0/B	18.3/B	18.3/B	No	
San Antonio Road/Ocean Avenue	AWSC	7.9/A	8.2/A	8.2/A	No	
SR 1/Ocean Avenue	Signal	34.5/C	45.0/D	46.~~3~~5/D	**Yes**	No[mn]
SR 1/Carmel Valley Road	Signal	9.4/A	10.2/B	10.3/B	No	
SR 1/Rio Road	Signal	30.5/C	33.7/C	33.9/C	No	
17-Mile Drive/Congress Road	SSSC	4.8 (10.6)/A(B)	5.2 (11.2)/A(B)	5.~~3~~4 (12.~~5~~7)/A(B)	No	
Forest Lodge Road/Congress Road	SSSC	2.0 (11.1)/A(B)	2.8 (11.5)/A(B)	3.~~0~~1 (11.7)/A(B)	No	
SFB Morse Drive/Congress Road	AWSC	7.7/A	7.8/A	7.9/A	No	
17-Mile Drive/Forest Lodge Road/Sloat Road[hi]	SSSC	4.5 (7.1)/A(A)	4.8 (7.5)/A(A)	~~5.1 (7.9)~~5.2(8.3)/A(A)	No	

Intersection	Control[a]	Existing (2011)[b, c, d]	2030 Without Project[b, c, d]	2030 With Project[b, c, d, e, f]	2030 With Project Significant?[fg]	Project Contribution Significant?[gh]
Lopez Road/Sloat Road	AWSC	8.0/A	8.1/A	8.5/A	No	
Spyglass Hill Road/Stevenson Drive	SSSC	2.9 (8.6)/A(A)	3.2 (8.8)/A(A)	4.8 (9.5)/A(A)	No	
Forest Lake Road/Stevenson Drive	SSSC	4.0 (11.9)/A(B)	4.6 (12.8)/A(B)	4.5 (14.~~2~~3)/A(B)	No	
17-Mile Drive/Alvarado Lane	AWSC	9.4/A	9.9/A	~~10.9~~11.0/B	No	
17-Mile Drive/Palmero Way	SSSC	2.2 (15.5)/A(C)	2.9 (17.3)/A(C)	2.9 (19.~~2~~4)/A(C)	No	
Sunridge Road/Ronda Road	SSSC	2.1 (10.0)/A(A)	2.4 (10.2)/A(B)	2.8 (10.4)/A(B)	No	
Sunridge Road/Scenic Drive	SSSC	0.6 (9.8)/A(A)	0.8 (10.1)/A(B)	0.8 (10.2)/A(B)	No	
Sunridge Road/Constanilla Way	SSSC	5.5 (9.5)/A(A)	5.6 (9.6)/A(A)	5.5 (9.7)/A(A)	No	
Sunridge Road/Haul Road[hi]	SSSC	0.8 (5.3)/A(A)	1.2 (7.3)/A(A)	1.3 (6.~~5~~8)/A(A)	No	

Source:
Fehr & Peers 2011.

Notes:

[a] Signal = signalized intersection; SSSC = side-street stop-controlled intersection; AWSC = all-way stop-controlled intersection.

[b] Average delay (in seconds) is listed first, followed by corresponding LOS.

[c] For side-street stop-controlled intersections, average delay is listed first, followed by delay for worst approach.

[d] Intersections that experience a significant project contribution are shown in bold.

[e] Project conditions reflect Option 1 (New Resort Hotel).

[f] Cumulative conditions (2030) include the 45 additional guest units (half at PBL and half at SBI) that are not part of proposed project but are included in LCP amendment.

[fg] Column evaluates difference between 2030 With Project conditions and Existing conditions against significance criteria.

[gh] Column evaluates whether proposed project contributes adversely to 2030 With Project conditions where 2030 With Project represents a significant change from Existing conditions.

[hi] Intersection analyzed using SimTraffic.

[ij] This intersection would be eliminated as part of the proposed project.

[jk] This intersection would change operations from LOS C to LOS D under 2030 With-Project conditions compared to 2030 Without-Project conditions.

[kl] This unsignalized intersection experiences an increase of the v/c ratio on the worst approach under 2030 With-Project conditions compared to 2030 Without-Project conditions.

[lm] The proposed project adds traffic to a signalized intersection that would operate at LOS F under 2030 Without-Project conditions.

[mn] This signalized intersection does not experience an increase of v/c of 0.01 or more with 2030 With-Project conditions compared to 2030 Without-Project conditions.

1

Table 3.11-35 Intersection PM Peak Hour Levels of Service—2030 With Project Conditions

Intersection	Control[a]	Existing (2011)[b, c, d]	2030 Without Project[b, c, d]	2030 With Project[b, c, d, e, f]	2030 With Project Significant?[fg]	Project Contribution Significant?[gh]
Sunset Drive (SR 68)/17-Mile Drive[fg]	AWSC	5.6/A	6.6/A	7.4/A	No	
Sunset Drive (SR 68)/Congress Road[fg]	AWSC	9.6/A	18.2/C	**26.3/D**	**Yes**	**Yes**[ik]
Congress Avenue/Forest Lodge Road	AWSC	10.6/B	12.6/B	12.8/B	No	
Congress Avenue/David Avenue	AWSC	10.5/B	12.6/B	12.7/B	No	
Forest Avenue (SR 68)/David Avenue	Signal	30.1/C	38.9/D	**40.4~~6~~6/D**	**Yes**	**Yes**[kl]
SR 68/Prescott Avenue	Signal	19.2/B	24.0/C	24.2/C	No	
SR 68/Presidio Boulevard[fg]	SSSC	3.6 (3.8)/A(A)	5.2 (5.6)/A(A)	~~5.3 (5.9)~~5.5(6.1)/A(A)	No	
SR 68/SFB Morse Gate	Signal	3.9/A	17.8/B	18.~~1~~2/B	No	
SR 68/Skyline Forest Drive	SSSC	15.9(>120)/C(F)	>120(>120)/F(F)	**>120(>120)/F(F)**	**Yes**	**Yes**[lm]
Skyline Forest Drive/Skyline Drive	AWSC	8.3/A	8.8/A	8.8/A	No	
SR 68/Community Hospital	Signal	8.7/A	23.7/C	26.~~2~~5/C	No	
SR 68/Carmel Hill Professional Center	SSSC	23.4(>120)/C(F)	>120(>120)/F(F)	**>120(>120)/F(F)**	**Yes**	**Yes**[lm]
SR 68/SR 1 Southbound Off-Ramp	Signal	70.1/E	>120/F	**>120/F**	**Yes**	**Yes**[mn]
17-Mile Drive/SR 1 Southbound On-Ramp	SSSC	8.7 (22.9)/A(C)	18.8(56.6) /C(F)	Eliminated[ij]	No	
SR 68/Aguajito Road[fg]	SSSC	2.9 (11.0)/A(A)	32.4 (>120)/D(F)	**39.7 (>120)/E(F)**	**Yes**	**Yes**[lm]
SR 1/Carpenter Street	Signal	45.9/D	74.1/E	**76.~~0~~1/E**	**Yes**	**Yes**[kl]
San Antonio Road/Ocean Avenue	AWSC	8.8/A	9.4/A	9.5/A	No	
SR 1/Ocean Avenue	Signal	45.4/D	63.9/E	65.~~7~~9/E	Yes	No[no]
SR 1/Carmel Valley Road	Signal	17.4/B	21.7/C	22.0/C	No	
SR 1/Rio Road	Signal	32.9/C	38.3/D	38.3/D	Yes	No[no]
17-Mile Drive/Congress Road	SSSC	5.5 (11.8)/A(B)	6.1 (12.6)/A(B)	7.~~0~~1 (14.~~7~~9)/A(C)	No	
Forest Lodge Road/Congress Road	SSSC	3.5 (13.9)/A(B)	4.2 (15.4)/A(C)	4.5 (16.1)/A(C)	No	
SFB Morse Drive/Congress Road	AWSC	7.9/A	8.1/A	8.2/A	No	
17-Mile Drive/Forest Lodge Road/Sloat Road[fg]	SSSC	4.1 (7.7)/A(A)	4.6 (8.2)/A(A)	5.1 (9.~~1~~2)/A(A)	No	

Intersection	Control[a]	Existing (2011)[b, c, d]	2030 Without Project[b, c, d]	2030 With Project[b, c, d, e, f]	2030 With Project Significant?[fg]	Project Contribution Significant?[gh]
Lopez Road/Sloat Road	AWSC	8.0/A	8.4/A	9.0/A	No	
Spyglass Hill Road/Stevenson Drive	SSSC	2.7 (9.0)/A(A)	2.9 (9.3)/A(A)	4.4~~5~~ (10.0)/A(B)	No	
Forest Lake Road/Stevenson Drive	SSSC	3.9 (11.7)/A(B)	4.5 (12.3)/A(B)	4.4~~5~~ (13.~~7~~8)/A(B)	No	
17-Mile Drive/Alvarado Lane	AWSC	9.6/A	10.5/B	~~11.8~~12.0/B	No	
17-Mile Drive/Palmero Way	SSSC	3.5 (16.2)/A(C)	4.4 (18.1)/A(C)	4.6 (20.~~2~~6)/A(C)	No	
Sunridge Road/Ronda Road	SSSC	3.7 (9.5)/A(A)	4.0 (9.8)/A(A)	4.1 (10.~~1~~0)/A(B)	No	
Sunridge Road/Scenic Drive	SSSC	0.8 (10.6)/A(B)	1.1 (10.6)/A(B)	1.~~1~~0 (10.9)/A(B)	No	
Sunridge Road/Constanilla Way	SSSC	2.5 (9.2)/A(A)	3.0 (9.4)/A(A)	3.2 (9.5)/A(A)	No	
Sunridge Road/Haul Road[fg]	SSSC	1.1 (5.6)/A(A)	1.6 (5.9)/A(A)	1.6 (5.~~8~~9)/A(A)	No	

Source for traffic data: Fehr & Peers 2011.

Notes:

[a] Signal = signalized intersection; SSSC = side-street stop-controlled intersection; AWSC = all-way stop-controlled intersection.

[b] Average delay (in seconds) is listed first, followed by corresponding LOS.

[c] For side-street stop-controlled intersections, average delay is listed first, followed by delay for worst approach.

[d] Intersections that experience a significant project contribution are shown in **bold**.

[e] Project conditions reflect Option 1 (New Resort Hotel).

[f] Cumulative conditions (2030) include the 45 additional guest units (25 at PBL and 20 at SBI) that are not part of proposed project but are included in the proposed LCP amendment.

[~~f~~g] Column evaluates difference between 2030 With-Project conditions and Existing conditions against significance criteria.

[~~g~~h] Column evaluates whether proposed project contributes adversely to 2030 With-Project conditions where 2030 With-Project conditions represent a significant change from Existing conditions.

[~~h~~i] Intersection analyzed using SimTraffic.

[~~i~~j] This intersection would be eliminated as part of the project.

[~~j~~k] This intersection would change operations from LOS C to LOS D under 2030 With-Project conditions compared to 2030 Without-Project conditions.

[~~k~~l] This signalized intersection experiences an increase of the v/c ratio of 0.01 or more under 2030 With-Project conditions compared to 2030 Without-Project Conditions.

[~~l~~m] This unsignalized intersection experiences an increase of the v/c ratio on the worst approach under 2030 With-Project conditions compared to 2030 Without-Project Conditions.

[~~m~~n] The project adds traffic to a signalized intersection that would operate at LOS F under 2030 Without-Project conditions.

[~~n~~o] This signalized intersection does not experience an increase of v/c of 0.01 or more with 2030 With-Project conditions compared to 2030 Without-Project conditions.

Page 3.11-82, lines 13–26 are revised as follows:

Mitigation Measure TRA-C6(C): Pay fair-share contribution to restripe the westbound approach at the Sunset Drive/Congress Avenue intersection to provide a left-turn pocket.

PBC will pay a fair-share contribution to restripe the westbound approach at the Sunset Drive/Congress Avenue intersection to provide a left-turn pocket. PBC is responsible for its fair-share contribution to this mitigation based on new traffic growth because the intersection operates at acceptable levels under existing conditions. The contribution will be made prior to issuance of the first building permit for this development.

Based on the project's contribution to this intersection over new traffic growth, the project's estimated share of impact is 20.82% ~~20.50 percent~~. The estimated cost of this mitigation is $4,200 (Fehr & Peers 2011). Thus, the estimated mitigation fair-share fee for this impact is $874 ~~$861~~.

This mitigation measure is not included in any existing local or regional traffic improvement program. The County will have the discretion to concentrate funds derived from PBC's fair-share contributions to several mitigation measures to accelerate the funding and implementation of one or more mitigation measures.

Page 3.11-82, lines 28–30 are revised as follows:

This is a signalized intersection. The intersection would operate at LOS D (38.9 seconds of delay) without the proposed project and LOS D (40.6 ~~40.4~~ seconds of delay) with the proposed project under 2030 weekday PM peak hour conditions.

Page 3.11-83, lines 1-17 are revised as follows:

Mitigation Measure TRA-C7(C): Pay fair-share contribution to optimize signal timings and phasing at the Forest Avenue/David Avenue intersection.

PBC will pay a fair-share contribution for new traffic signal timings and phasing for the Forest Avenue/David Avenue intersection to allow protected left turns (with lead/lag operations) from the westbound and eastbound approaches after the visitor-serving uses of the proposed project have been developed. The timings will be adjusted, while maintaining the same offsets to the adjacent signalized intersections in the corridor.

PBC is responsible for its fair-share contribution to this mitigation based on new traffic growth because the intersection operates at acceptable levels under existing conditions. The contribution will be made prior to issuance of the first building permit for this development.

Based on the project's contribution to this intersection over new traffic growth, the project's estimated share of impact is 10.94% ~~10.73 percent~~. The estimated cost of this mitigation is $143,800 (Fehr & Peers 2011). Thus, the estimated mitigation fair-share fee for this impact is $15,732 ~~$15,000~~.

This mitigation measure is not included in any existing local or regional traffic improvement program. The County will have the discretion to concentrate funds derived from PBC's fair-share contributions to several mitigation measures to accelerate the funding and implementation of one or more mitigation measures.

Page 3.11-83, lines 23–25 are revised as follows:

With the construction of the measure described in MM TRA-C1 (described above), the intersection would operate at LOS A (9.8 ~~9.7~~ seconds of delay) and LOS A (9.2 seconds of delay) during the AM and PM peak hours, respectively.

Page 3.11-83, lines 35–37 are revised as follows:

With the construction of the measure described in MM TRA-C2 (described above), the SR 68/Carmel Hill Professional Center intersection would operate at LOS C ~~A~~ (18.7 ~~4.7~~seconds of delay for the worst movement) and LOS C ~~A~~ (19.3 ~~5.7~~seconds of delay for the worst movement) during the AM and PM peak hours, respectively.

Page 3.11-84, lines 7–10 are revised as follows:

With the construction of the measures described in MM TRA-C8(C), the SR 68/SR 1 southbound off-ramp intersection would operate at LOS C (20.5 ~~20.4~~ seconds of delay) and LOS B (18.4 ~~18.3~~ seconds of delay) during the AM and PM peak hours, respectively.

Page 3.11-84, lines 15–42 are revised as follows:

Mitigation Measure TRA-C8(C): Pay fair-share contribution to construct the full SR 68 Widening Project (excluding signalization of the SR 68/Professional Center driveway intersection as identified in the Mitigation Measure TRA-C2) and to construct a third eastbound lane on SR 68 from east of the Carmel Hill Professional Center driveway through the SR 1 intersection, with one lane going to the SR 1 southbound on-ramp and two lanes proceeding across the SR 68 overcrossing.

PBC will pay a fair-share contribution to construct the full SR 68 Widening Project (as modified by Mitigation Measure TRA-C2) and to construct a third eastbound lane on SR 68 from east of the Carmel Hill Professional Center driveway through the SR 1 intersection. Of the three eastbound lanes on SR 68, one would become a dedicated lane to the SR 1 southbound on-ramp, and the other two would continue across a widened SR 68 overcrossing and merge into a single lane before the Aguajito Road intersection.

PBC is responsible for its fair-share contribution to this mitigation based on total traffic because this intersection is deficient under existing conditions. The contribution will be made prior to issuance of the first building permit for this development.

The 68 Widening Project is part of the Regional Impact Fee Program with an estimated cost of $25,000,000 (Fehr & Peers 2011) (not including any cost changes relative to the modifications in Mitigation Measure TRA-C2). The estimated cost of the Widening Project with the additional third eastbound lane would be $26,690,000 (Fehr & Peers 2011) for an additional cost of $1,690,000 for the third eastbound lane. Based on the project's portion of total traffic at the PM peak hour of 3.05% ~~3.11 percent~~ at the SR 1/SR 68 interchange, the fair share contribution for this mitigation would be approximately $813,029 ~~$830,000~~. The actual fair-share contribution will need to be determined by the County and TAMC, taking into account the Regional Impact Fee Program requirements, the mitigation value of the Phase 1B improvements (which are part of the Highway 68 Widening Project) valued at approximately $4,000,000, the local access benefit of the Phase 1B improvement to the applicant (previously calculated as 25% for the prior 2005 project and thus an estimated

$1,000,000 for the present project) ~~and~~ the calculation of the fair-share, and the costs of the modifications per Mitigation Measure TRA-C2.

The third eastbound lane is not included in any existing local or regional traffic improvement program. ~~The County, in consultation with TAMC, will have the discretion to concentrate funds derived from PBC's fair-share contributions to several mitigation measures to accelerate the funding and implementation of one or more mitigation measures.~~ Fair-share contribution to the TAMC Regional Impact Fee Program relative to the SR 68 Widening Project (West) shall not be redirected to other mitigation measures (i.e. for other mitigation measures not related to SR 68 Widening Project).

At this time, the Highway 68 Widening Project includes a 5-legged intersection at the SR 1 southbound off-ramp/SR 68 intersection (the Phase 1B improvement). If a roundabout solution to this intersection were approved by Caltrans and approved by TAMC for inclusion in the regional impact fee program, sufficiently soon such that conditions at the SR 1/SR 68 intersection are improved without further delay, then the Applicant's fair share contribution can be applied to roundabout improvements.

Page 3.11-85, lines 6–8 are revised as follows:

With the construction of the measures described in MM TRA-C9(C), the SR 68/Aguajito Road intersection would operate at LOS A (2.5 seconds of delay) and LOS C (23.1 ~~20.9~~ seconds of delay) during the AM and PM peak hours, respectively.

Page 3.11-85, lines 28–29 are revised as follows:

The intersection would operate at LOS E (74.1 seconds of delay) during the weekday PM peak hour and at LOS E (76.1 ~~76.0~~ seconds of delay) with the proposed project.

Page 3.11-85, lines 32–34 are revised as follows:

With the construction of the measures described in MM TRA-C10(C), the SR 1/Carpenter Street intersection would improve to LOS E (63.5 ~~63.4~~ seconds of delay) during the PM peak hour.

Page 3.11-86, lines 19–22 are revised as follows:

The intersection would operate at LOS D (46.5 ~~46.3~~ seconds of delay) during the weekday AM peak hour and at LOS E (65.9 ~~65.7~~ seconds of delay) under cumulative plus project conditions compared to existing conditions of LOS C and LOS D for AM and PM peak hours respectively.

Page 3.11-85, lines 13-26 are revised as follows:

Mitigation Measure TRA-C9(C): Pay fair-share contribution to construct a refuge lane on SR 68 for traffic turning left out of the Aguajito Road intersection.

PBC will make a fair-share contribution to construct a refuge lane on SR 68 for traffic turning left out of the Aguajito Road intersection with SR 68. PBC is responsible for its fair-share contribution to this mitigation based on new traffic because the intersection operates at acceptable levels under existing conditions. The contribution will be made prior to issuance of the first building permit for this development.

Based on the project's contribution to this intersection over new traffic growth, the project's estimated share of impact is 10.80% ~~7.31 percent~~. The estimated cost of this mitigation is $201,400

(Fehr & Peers 2011). Thus, the estimated mitigation fair-share fee for this impact is $21,749 ~~$15,000~~.

This mitigation measure is not included in any existing local or regional traffic improvement program. The County will have the discretion to concentrate funds derived from PBC's fair-share contributions to several mitigation measures to accelerate the funding and implementation of one or more mitigation measures.

Page 3.11-90, the following is added after line 6:

Given that all of the intersection levels of service (see discussion above) with the additional 45 visitor-serving units were nearly identical to the levels of service without the additional 45 units, a quantitative analysis of the impact of the additional 45 visitor-serving units on regional highways was not conducted as there is no evidence that completion of such an analysis would reveal any significant changes in traffic impacts relative to the proposed project.

Chapter 3.12 – Water Supply and Demand

Page 3.12-2, lines 10–20 are revised as follows:

A Regional Project (referred to as the Regional Project), whose principal element is a desalination plant, ~~is has been~~ planned to be completed by 2016 to replace the water that Cal-Am will no longer be able to withdraw from the Carmel River and the Seaside Aquifer, and to address both current water shortfalls and future planned growth. Although the Regional Project ~~has~~ had completed environmental review and ~~has~~ had been approved by the California Public Utilities Commission (CPUC), it is now facing substantial challenges in implementation including issues surrounding a court order finding that the Marina Coast Water District is the lead agency for its components of the project, the withdrawal of Cal-AM support for the project, permitting from the California Coastal Commission, cost concerns by ratepayers, and governance issues regarding the structure of project control and actions of one of the principal project consultants. Thus, the Regional Project is considered uncertain for the purposes of this analysis. Alternatives to the Regional Project are currently being proposed, but none of them have completed environmental review and are thus speculative at this time.

Page 3.12-3, lines 7–17 are revised as follows:

This section also analyzes the impact of the project's increased demand for water on the water supplies in the Carmel River, on the need for new water infrastructure, and on the biological resources of the Carmel River. Water to serve the project would be derived pursuant to the Applicant's water entitlement, which could come from any legal source from which Cal-Am could derive its water supply, which could include the Carmel River, the Seaside Aquifer (as limited by the adjudication), aquifer storage and recovery, or new sources developed as part of a regional water supply project (such as desalination). However, at this time, there are severe limitations on the use of existing water resources. The analysis does not presume ~~any new supply for this~~ the project will increase withdrawals from the Seaside Aquifer due to the existing adjudication mandating a substantial reduction in Cal-Am's withdrawals from this aquifer. Some or all of the actual water serving the project may come from the Seaside Aquifer but due to the adjudication, this increased demand cannot result in overall increase of withdrawals from the Seaside Aquifer by Cal-Am which is legally restricted. The project may increase Carmel River withdrawals prior to 2017 and may be served from potentially new sources, such as desalination. The analysis looks at impacts related to

providing water to the project on the Carmel River and to other sources, as the project could increase withdrawals from these sources, temporarily or permanently. This project is somewhat unique in that new development is inextricably related to a water entitlement derived from the prior reduction of water use due to the applicant's prior financing of the Recycled Water Project. This broader context is a fundamental part of the impact analysis used in this EIR. This section also analyzes cumulative demand due to other residential development in the Del Monte Forest and on the Monterey Peninsula in general that currently use water from the Carmel River and the Seaside Aquifer, in combination with the project's water demand.

Page 3.12-7, lines 21–28 are revised as follows:

To help finance the eventual $33 million cost of Phase II, MPWMD adopted Ordinance 109 on May 27, 2004. Ordinance 109 allowed Pebble Beach Company to sell up to 175 AF of the Company's remaining unused water entitlement to interested Del Monte Forest residential property owners, with the proceeds from such sales to be used to pay for Phase II. Since 2004, Pebble Beach Company has sold approximately 117~~130~~ AF of its remaining 355 AF water entitlement to Del Monte Forest residents, leaving 58 AF remaining that could still be sold (of the 175 AF allowed) ~~of which such~~ Residents that have purchased entitlements ~~connected~~ are actually only using approximately 30 AF of their 117 AF as of fall 2011 (MPWMD 2011) . Therefore there is approximately237 ~~225~~ AF of unsold and unused water entitlement available for Pebble Beach Company use. ~~and~~ For other Del Monte Forest residents that have purchased entitlements ~~have~~, there is approximately 87~~100~~ AF of unused water entitlement, for a total remaining unused water entitlement of 325 AF.

Page 3.12-16, lines 8–10 are revised as follows:

To determine if the proposed project would demand more water than a proposed residential development of 500 units, a factor of 0.42 acre-feet per year (AFY) per dwelling unit used by the MPWMD was used (~~Monterey County 2005~~ MPWMD, 2006c).

Page 3.12-17, lines 26–27 are revised as follows:

This analysis presumes that there will be no increase in withdrawals ~~supply~~ from the Seaside Aquifer to serve water demand generated by the project from this aquifer due to the constraints noted above. Some or all of the actual water serving the project may come from the Seaside Aquifer but due to the adjudication, this increased demand cannot result in overall increase of withdrawals from the Seaside Aquifer by Cal-Am which is legally restricted.

Page 3.12-18, lines 15–16 are revised as follows:

The original Order prohibited~~s~~ Cal-Am from diverting water from the Carmel River after ~~December 31, 2016,~~ to supply the applicant's water entitlement.

Page 3.12-18, lines 26–39 are revised as follows:

In summary, Cal-Am can increase withdrawals ~~provide water~~ from the Carmel River to supply new connection for the applicant's entitlements until December 31, 2016 without limitation. After December 31, 2016, Cal-Am would have to supply the applicant's entitlement from water withdrawn from the Carmel River within its legal rights or from other legal sources, such as an alternative to the Regional Project. Increased withdrawals from the Seaside Aquifer would not occur to serve the project due to the limits established by the adjudication, although the actual water to serve the project may come from the Seaside Aquifer. ~~cannot supply additional water for Cal-Am under current conditions (without replenishment of the aquifer from external sources)~~ because the aquifer

is oversubscribed and subject to constraint by the basin adjudication described above. Increased withdrawals from the Seaside Aquifer may occur in the future in association with additional supply from aquifer and storage (and may serve the project's demand) provided such withdrawals comply with the adjudication and do not result in depletion of the aquifer.

Pursuant to MPWMD Ordinance 109 the Applicant is allowed to transfer up to 175 AFY of their remaining entitlement to other residential users. As of 2011, the Applicant had used 10 AFY of the entitlement for the previously developed Casa Palmero project and has sold approximately 117~~130~~ AFY to other residential users. Subtracting these amounts from the original 365 AFY, there is approximately 237~~225~~ AFY remaining entitlement for project or other use. As of 2011, the total amount of the original entitlement of 365 AFY actually used was approximately 40 AFY, leaving 325 AF unused (MPWMD 2011).

Page 3.12-18, line 40, through Page 3.12-20, line 41 are revised as follows:

Monterey Bay Regional Water Supply Project

The Monterey Regional Water Supply Project (Regional Project) is a previously ~~an~~ adopted program to replace the water illegally withdrawn from the Carmel River by Cal-Am and water above Cal-Am's adjudicated allocation for the Seaside Aquifer in the short-run and to provide additional water for planned growth in the future.

In December 2011 (Intended Decision) and February 2012 (Amended Intended Decision), a Monterey County Superior Court found that the Marina Coast Water District is the lead agency for purposes of MCWD actions on the Regional Project and MCWD could not simply rely on the California Public Utilities Commission(CPUC)'s EIR. In January 2012, Cal-Am withdrew its support for the project. Thus, completion of this project is uncertain.

The California Public Utilities Commission (CPUC) originally studied a Coastal Water Project focused solely on replacing the unlawful diversions of Carmel River water. The CPUC's certified Final EIR for the Coastal Water Project also analyzed the Regional Project, as a project alternative, that would produce additional water beyond Cal-Am's current Carmel River replacement needs. In addition to Cal-Am's replacement needs, the Regional Project would provide sufficient additional water to the Marina Coast Water District to meet the future needs of Fort Ord (2,700 AFY), to provide for build-out of the Monterey Peninsula in accordance with existing local general plans (4,500 AFY), and to provide for the North County (5,900 AFY). The Regional Project was ~~is~~ envisioned as a phased project, with first priority being 12,500 AFY of replacement water for Cal-Am and 2,700 AFY to meet future Fort Ord demand. Phase I of the Regional Project would ~~therefore~~ provide up to 15,200 AFY in a critically dry weather year if built. If fully built out with Phase II, the Regional Project would supply up to 25,600 AFY (CPUC 2009).

As described in the Coastal Water Project Final EIR (CPUC 2009), Phase I of the Regional Project would include the following facilities and would provide up to 15,200 AFY in critically dry years if built:

- Sand City desalination plant and distribution system which began operation in 2010 (300 AFY).
- Regional Urban Water Augmentation Project, which includes delivery of recycled water from the Salinas Valley Reclamation Plant for urban irrigation uses (currently in design) (1,000 AFY).
- Seaside Basin Aquifer Storage and Recovery (ASR) project expansion (1,300 AFY including n existing 920 AFY plus expansion of 380 AFY).

- Regional Desalination Facility, which is a new 10.9 mgd plant and associated intake wells proposed to be located in North Marina. (8,800 AFY on average with up to 10,900 AFY).
- Groundwater use in critically dry years (1,700 AFY) with replacement of water from use of additional desalination water in off-peak years to balance basin.

Phase II could include some combination of the following additional facilities, none of which are currently approved (CPUC 2009):

- Pacific Grove urban runoff diversion project.
- Salinas River Diversion Facility.
- Castroville Seawater Intrusion Project expansion.
- Expansion of the Surface Water Treatment Plant proposed under Phase 1 of the Coastal Water Project.
- Expansion of the Regional Desalination Facility proposed under Phase 1 of the Coastal Water Project to utilize brackish water wells.
- Seaside Basin groundwater replenishment activities.
- Seaside Basin ASR and reservoir expansion.

The CPUC certified the Final EIR for the CWP in December 2009 and issued its decision approving the Regional Desalination Project, granting a Certificate of Public Convenience and Necessity (CPCN), for California-American Water Facilities on December 3, 2010.

The Regional Project ~~is~~ was being implemented through a Water Purchase Agreement (MCWRA/MCWD/Cal-Am 2011): a three-way partnership of the Marina Coast Water District (MCWD), the MCWRA and Cal-Am, whereby the overall purpose of each agency would have been as follows ~~is~~:

- MCWD provides water service to the City of Marina and the former Fort Ord. MCWD acts on behalf of persons served to furnish water for beneficial use, to protect the groundwater underlying MCWD, and to conserve the water supply for future as well as present use.
- MCWRA's boundaries are coexistent with Monterey County's boundaries, and MCWRA is responsible under the Agency Act to control groundwater extractions to prevent the loss of usable groundwater through intrusion of seawater, to replace groundwater through the development and distribution of a substitute surface supply, and to prohibit groundwater exportation from the Salinas Basin.
- Cal-Am provides water service in various areas within California, including a service area in Monterey County, adjacent to MCWD Service Area and within the boundaries of MCWRA. Cal-Am withdrew its support for the Regional Project in January, 2012 and is no longer part of the partnership.

Phase 1 of the Regional Project was planned for completion of construction by the end of 2015 and operation in 2016, but implementation of the Regional Project has faced numerous challenges to date that may delay or result in change to the Regional Project or outright cancellation:

- Environmental Impact Report: As noted above, the Monterey County Superior Court has found that MCWD is lead agency for its components of the project and cannot simply rely on the CPUC

EIR. The court also instructed MCWD that it would need to address certain issues, including water rights.

- California Coastal Commission: The project must be approved by the California Coastal Commission for project elements located within the coastal zone. No permit for the project has been issued to date. The CCC recently (August 2011) postponed consideration of an application for a test well for the project, which is needed to support project design. The delay of this permit could delay design and construction of the project. Approval of the overall project by the CCC is also uncertain as well.
- Cost: Water derived from the desalination element of the project will be much more expensive than the current supplies from the Carmel River and the Seaside Aquifer. As a result, there is substantial concern on behalf of ratepayers about the future increased cost of water. Cal-Am recently commissioned a study on alternatives to the project, specifically to examine the potential to reduce costs (see discussion below). It is unknown at this time whether cost concerns might result in a change to the project to a different technology or different project configuration; should this happen, completion of the project and provision of replacement water supply could be delayed.
- Governance: Certain issues have been raised recently concerning project governance. Some stakeholders have advocated for a different structure of control than the current control of MCWD, MCWRA, and Cal-Am. In addition, concerns have been raised about potential conflicts of interest on behalf of the project manager for the project's management consultant, RMC. While governance issues can ultimately be resolved, resolution of these issues may result in delays for project implementation or result in alternatives.
- Water Rights: Agricultural owners have challenged the project concerning water rights. The Monterey Superior Court ruling held that MCWD's environmental analysis would need to address certain issues, including water rights.

Given this uncertainty, at present it is unknown whether the Regional Project would be completed by the end of 2016 and whether the Regional Project will be completed at all. As a result, this EIR considers potential water supply impacts under two alternative scenarios for 2017:

- 2017 Scenario A: Regional Project completed as proposed by 2016.

2017 Scenario B: Regional Project (or an alternative) not completed by 2016.

Page 3.12-23, lines 28–33 are revised as follows:

In the Del Monte Forest, potable water is supplied by Cal-Am from sources in the Carmel Valley alluvial aquifer and the Seaside Aquifer. As discussed below, given the constraints in the Seaside Aquifer and the basin adjudication, which will reduce Cal-Am's withdrawals over time, it is presumed that the project would not result in increased withdrawals ~~be supplied by Cal-Am with water~~ from the Seaside Aquifer. It is presumed that the project ~~will be supplied from the~~ could increase withdrawals from the Carmel River through 2016, and could derive water from the Seaside aquifer (provided withdrawals are within Cal-Am's adjudicated limits). After 2017, the project's water could be derived ~~and either~~ from the Carmel River (within Cal-Am's legal right limit), from the Seaside Aquifer (within Cal-Am's adjudication limit) or from the Regional Project or an alternative to the Regional Project ~~after 2017~~.

The analysis of water supply presumes that the entire proposed project, including all visitor-serving development and residential development, is built shortly after project approval, such that the

entire project water demand occurs prior to 2016. This assumption is conservative and discloses a worst-case impact of increased project demand. However, this assumption is also likely an overstatement of the short and near-term project water demand. The commercial aspects of the project are likely to be built relatively soon, but the residential development could take many years to develop as the Applicant will be selling residential lots to private parties who may choose not to build their residences for many years. Thus, it may take many years before the project's full water demand is realized, and in particular it may be many years before the full residential demand is actually reached.

Page 3.12-25, the following text is added after line 26:

As noted above, it may take many years before the project's full water demand, particularly the residential demand, is realized because it may take many years before all the project's proposed residential lots are actually built out and their water demands come on line. Thus, in the short- and near-term, the estimates of project demand likely overstate the demand that would actually occur, and thus provide a worst-case analysis of potential impacts.

Page 3.12-26, lines 4–10 are revised as follows:

As noted above, the applicant's proposal is to use water pursuant to a water entitlement that was derived through financing the replacement of potable water used for turf irrigation in the Del Monte Forest with recycled water. Given the constraints on the Seaside Aquifer and the basin adjudication which will reduce Cal-Am's withdrawals over time, it is presumed that the project would not ~~be supplied by Cal-Am with~~ increase water withdrawals from the Seaside Aquifer ~~up to 2016~~, although it may be provide actual water from the Seaside Aquifer within Cal-Am's adjudicated limits. After 2016, the project could be supplied by Cal-Am with water from the Carmel River within Cal-Am's water rights, from the Seaside Aquifer (within Cal-Am's adjudication limit), or through new water supplies from the Regional Project (or an equivalent alternative).

Page 3.12-31, lines 6–14 are revised as follows:

As described above under "Environmental Setting," there is a remaining unused water entitlement available to the Applicant of 237~~325~~ AFY. Provision of water pursuant to this entitlement by Cal-Am is not constrained by the requirements of SWRCB Order WR 95-10 or Order WR2009-0060 up to December 31, 2016 (see discussion of water supply and distribution in "Environmental Setting" above). The estimated increased supply needed to serve project demands could range between 128 and 145 AFY, depending on water year type. Even if all of this water were derived from the Carmel River, it is less than the remaining entitlement; thus, Cal-Am would be able to supply project demand without incurring any additional risk of enforcement activity from SWRCB pursuant to Order WR 95-10 or Order WR2009-0060 up to December 31, 2016.

Page 3.12-32, lines 18–37 are revised as follows:

The Regional Project was ~~is being~~ designed to accommodate the existing demand that would be displaced by the restrictions on Cal-Am withdrawals from the Carmel River and the Seaside Aquifer. Alternatives to the Regional Project are being designed to achieve the same purpose. MPWMD estimates the existing demands based on estimates of water use within the Cal-Am system between 1996 and 2006, and then adjusted those demands upward to account for the relatively wet conditions in this period compared to long-term averages. The use of potable water by the PBCSD Recycled Water Project between 1996 and 2006 is included in MPWMD's estimates and averaged 285 AFY. Using the MPWMD's adjustment factors, the potable water demand of the Recycled Water

Project would be 292 AFY (average year) up to 307 AFY (critically dry year) (see calculations in Appendix H). Thus, MPWMD included up to 307 AFY in its estimate of existing water demand, which was used to size the Regional Project. A similar assessment of water demand is expected to be used in sizing Alternatives to the Regional Project.

Subsequent to 2006, the PBCSD Recycled Water Project was upgraded with the Phase 2 improvements which have virtually eliminated all potable water use. Thus, the 307 AFY included in the MPWMD's estimates of existing demand is no longer needed for the Recycled Water Project and is available. Since the Applicant financed the upgrades to the plant that eliminated this water use, it is reasonable to consider this 307 AFY available to serve the Applicant's entitlement. Thus, although the project's water demand will be met either directly from the Regional Project (or its equivalent) or indirectly from the Regional Project or its equivalent (due to displacement of other existing demand from being met via Carmel River water), the project would not require an expansion of the Regional Project (or its equivalent) beyond its currently planned capacity. This is considered a less than significant impact.

Page 3.12-33, lines 23–26 are revised as follows:

In the CPUC's Final EIR (CPUC 2009), the Regional Project was identified as having significant and unavoidable impacts in the following area: air quality (during construction only for both Phase 1 and Phase 2); geology, soils and seismicity (specifically concerning liquefaction for Phase 2 only); and greenhouse gas emissions (for both Phase 1 and Phase 2). The Monterey County Superior Court has held that MCWD is the lead agency for its components of the project and cannot simply rely on the CPUC EIR. The court ruling found that any new EIR for the Regional Project prepared by MCWD for its actions would need to address water rights, a contingency plan, the assumption of constant pumping, the exportation of groundwater from the Salinas Valley basin, brine impacts on the outfall, impacts on overlaying adjacent properties and water quality. Depending on the revised analysis the project may also have significant unavoidable impacts to other resources than those noted above in the Final EIR.

Page 3.12-36, line 24 to Page 3.12-37, line 7 are revised as follows:

Cumulative demand was analyzed in two ways: (1) Cumulative impacts were evaluated due to the use of the remaining unused portion of the Applicant's water entitlement combined with project water demand to examine potential near-term impacts on withdrawals from the Carmel River; and 2) Cumulative impacts were evaluated due to cumulative demands on the Monterey Peninsula for 2011, 2017, and 2030. As described in Section 3.0, cumulative development within the Del Monte Forest consists of residential development of perhaps up to 105 new single-family dwelling units[5]. as well as 45 additional visitor serving units at The Lodge at Pebble Beach and The Inn at Spanish Bay (allowed by the proposed LCP Amendment beyond that included in the proposed project). As shown in Table 3.12-11, these units could result in a demand of up to 93.5 AFY ~~82 AFY~~. It is expected that Del Monte Forest new residential owners may purchase a portion of the Applicant's entitlement; if not they would be new demand that would have to be supplied by Phase 2 of the Regional Project (or an equivalent alternative). MPWMD Ordinance No. 109 allowed up to 175 AF to be sold by the Applicant to other Del Monte Forest benefited properties. As of September 2011, of the 175 AF, only 30 AF was being used, leaving 145 AF that could be used in future. It was assumed that all of the remaining 145 AF of residential entitlement would be used in the near future and that the 93.5 AF ~~82 AF~~ of cumulative Del Monte Forest growth would either be accommodated through use of the residential entitlement or the remaining unused part of the Applicant's entitlement (for

their own properties) or would be deferred until new regional supplies were available[6]. These demands are summarized in Table 3.12-11.

Another project planned for the Del Monte Forest is the Poppy Hills Golf Course renovation project which includes: removing the existing irrigation system in the turf area and replacing it with a new high water efficiency system; grading and sand-capping (placing 8 inches of sand over irrigated turf areas) to improve water conservation and drainage; and removing 14.6 acres of irrigated turf and replacing it with naturalized non-irrigated plantings. This would result in a beneficial impact to water supply by decreasing the amount of water required to irrigate the Poppy Hills Golf Course.

On the Monterey Peninsula, cumulative water demands were examined in the Final EIR for the Coastal Water Project (California Public Utilities Commission 2009), which also analyzed the Regional Project. Using data from the Final EIR and several other data sources, cumulative water demand was analyzed for 2011, 2017, and 2030 in comparison to available or projected water supplies. The results of this analysis are discussed later in this section. The recent court ruling concerning MCWD's reliance on the EIR for the Regional Project did not indicate any deficiencies in the analysis of cumulative water demand.

As noted previously, it may take many years before the project's full water demand is realized, in particular due to residential demand as it may take many years before all the project's proposed lots are actually built out and their water demands come on line. The same is true for new cumulative water demand related to the Applicant's sale of a portion of its water entitlement (as of fall 2011, while 117 AF of the entitlement had been sold to other parties, only 30 AF was actually in use). Thus, in the short and near-term, the estimates of project and other entitlement demand likely overstate the demand that will actually occur, and thus provide a worst-case analysis of potential impacts.

Page 3.12-38, Table 3.12-11 is revised as follows:

Table 3.12-11. Other Future Entitlement Demand

	Units	Use factor (AFY/unit)	Demand AFY)	Factor (AFY/unit)	Notes
Del Monte Forest Buildout (other than the Project)					
Existing Vacant Lots					
Future SFD Development	96(1)	0.8	76.8	0.8	DMF Average based on pre-2001 non-rationing year use (2). Approximately the same as average actual use of McComber Estates (2).
Area X and Y					
Future SFD Development	9 (1)	0.8	7.2	0.8	DMF Average based on pre-2001 non-rationing year use (2). Approximately the same as average actual use of McComber Estates (2).
Visitor-Serving Units					
The Lodge at Pebble Beach and The Inn at Spanish Bay	45	0.21	9.5	0.21	Additional VSC units allowed by proposed LCP Amendment beyond the VSC units included in the proposed project.
Total			93.5 ~~84~~		Assumed that such properties would either purchase PBC entitlement or would have to be served by future expansions of the Regional Project (or an alternative to the Regional Project).
PBC Entitlement Allocations					
Total entitlement			365		
Amount sold to others or dedicated for PBC use ~~in use~~ as of 2011			127 ~~40~~		10 AF - PBC, 117~~30~~ AF – others (MPWMD 2011)
Remaining ~~unused~~ entitlement available for PBC use			237 ~~325~~		(MPWMD 2011)
Entitlement used for project			145		Based on critically dry year estimate
Remaining unsold entitlement outside of project for future other residential use			58 ~~145~~		MPWMD Ordinance 109 allows up to 175 AF to be sold to DMF benefited properties. As of September 2011, PBC had sold 117 AF, leaving 58 AF more that could be sold. (3) ~~Of the 175 AF, only 30 AF is being used as of 2011 leaving 145 AF that could be used in future.~~
Unused entitlement			34		Remaining entitlement ~~not currently being used~~ minus amount to be used for project minus remaining amount that can be used for ~~unused~~ DMF benefited properties. (Note numbers do not precisely add due to rounding).

	Units	Use factor (AFY/unit)	Demand AFY)	Factor (AFY/unit)	Notes
Other Entitlement Demand					
Amount of entitlement allowed to be transferred to others			175		MPWMD Ordinance 109 allows up to 175 AF to be sold to DMF benefited properties. (3)
Amount of entitlement actually used by others in 2011			30		(MPWMD, 2011)
Remaining amount that can be used by others			145		
Applicant's entitlement used for 45 additional VSC units			***9.5***		
Total Other Entitlement Use			**154**		Equals 145 AF that can be used by current and future entitlement holders that is not used as of fall 2011 and 9.5 AF used by the Applicant (for the additional 45 units at the Inn and Lodge or other uses).

Sources:

(1) DMF residential development calculations – ICF estimated vacant lots and buildout of X and Y based on Table 3-2 in Chapter 3 of the DEIR.

(2) DMF Average from DEIR for the DMF/PDP (Monterey County, 2004). Macomber Estates average actual use from Revised Water Demand Analysis for the September Ranch Project (Monterey County, 2009)

(3) Entitlement information: MPWMD, 2011, Monthly Entitlement Report, October 17, 2011 (for September 2011).

Page 3.12-40, Table 3.12-12 is revised as follows:

Table 3.12-12. Cumulative Changes in Withdrawals from the Carmel River (through 2016)

Low Use (Wet Year)	**Acre-Feet**
2011 Existing Conditions[a]	*10,393*
Project Demand	128
Other Water Entitlement Demand	147 ~~138~~
Withdrawal	*10,659*
Change relative to 2011 Existing Conditions	**275 ~~266~~**
Average Use (Average Rainfall Year)	
2011 Existing Conditions[b]	*11,205*
Project Demand	135
Other Water Entitlement Demand	154 ~~145~~
Withdrawal	*11,485*
Change relative to 2011 Existing Conditions	**289 ~~280~~**
High Use (Dry Year)	
2011 Existing Conditions[c]	*11,489*
Project Demand	142
Other Water Entitlement Demand	163 ~~153~~
Withdrawal	*11,783*
Change relative to 2011 Existing Conditions	**304 ~~294~~**
Very High Use (Critically Dry Year)	
2011 Existing Conditions[d]	*11,773*
Project Demand	145
Other Water Entitlement Demand	167 ~~156~~
Withdrawal	*12,074*
Change relative to 2011 Existing Conditions	**312 ~~301~~**

Source:
Appendix H
Notes:
Totals may not add precisely due to rounding.
[a] Wet Year = Water Years 1995, 1998, 2005, 2006, and 2010.
[b] Average = Average of 1995 to 2010 conditions, adjusted by MPWMD factor of 2.6% to reflect relative wetter conditions than long-term averages (see Appendix H).
[c] Dry = Average of 1995 to 2010 conditions, adjusted by MPWMD factor of 5.2%
[d] Critically Dry = Average of 1995 to 2010 conditions, adjusted by MPWMD factor of 7.8%.

Page 3.12-42, Table 3.12-13 is revised as follows:

Table 3.12-13. Cumulative Changes in Withdrawals from the Carmel River for 2017 Scenario A (with Regional Project)/2017 Scenario C (Alternative to the Regional Project)

Low Use (Wet Year)	
2011 Existing Conditions[a]	*10393*
Cal-Am Maximum Withdrawals per SCWRB Order WR 2009-0060[b]	3376
Project Demand[c]	128
Other Future Entitlement Demand[c]	147 ~~138~~
Reduction in Cal-Am service to Other Existing Users[d]	-275 ~~-266~~
Withdrawals with Project and other Entitlement Demand	*3376*
Change over 2011 Existing Conditions	**-7017**
Average Use (Average Rainfall Year)	
2011 Existing Conditions[a]	*11205*
Cal-Am Maximum Withdrawals per SCWRB Order WR 2009-0060[a]	3376
Project Demand[c]	135
Other Future Entitlement Demand[c]	154 ~~145~~
Reduction in Cal-Am service to Other Existing Users[d]	-289 ~~-280~~
Withdrawals with Project and other Entitlement Demand	*3376*
Change over 2011 Existing Conditions	**-7829**
High Use (Dry Year)	
2011 Existing Conditions[a]	*11814*
Cal-Am Maximum Withdrawals per SCWRB Order WR 2009-0060[b]	3376
Project Demand[c]	142
Other Future Entitlement Demand[c]	163 ~~153~~
Reduction in Cal-Am service to Other Existing Users[d]	-304 ~~-294~~
Withdrawals with Project and other Entitlement Demand	*3376*
Change over 2011 Existing Conditions	**-8113**
Very High Use (Critically Dry Year)	
2011 Existing Conditions[a]	*11773*
Cal-Am Maximum Withdrawals per SCWRB Order WR 2009-0060[b]	3376
Project Demand[c]	145
Other Future Entitlement Demand[c]	167 ~~156~~
Reduction in Cal-Am service to Other Existing Users[d]	-312 ~~-301~~
Withdrawals with Project and other Entitlement Demand	*3376*
Change over 2011 Existing Conditions	**-8397**

Source: Appendix H

[a] Existing Condition Water Year scenarios from Table 3.12-7.

[b] Cal-Am withdrawals from the Carmel River limited to Cal-Am water rights amount after 12/31/16.

[c] Project can be supplied per water entitlement per allowance in SWRCB order WR2009-0060, but not in excess of water right amount.

[d] If project supplied from Carmel River then Cal-Am, will need to supply existing users with an equivalent amount from the regional water supply project (or equivalent). If the project is supplied from the regional water supply project (or equivalent), then the net effect is the same as Cal-Am withdrawals are limited to their existing water rights (3,376 AFY).

Page 3.12-43, Table 3.12-14 is revised as follows:

Table 3.12-14. Cumulative Changes in Withdrawals from the Carmel River for 2017 Scenario B (No Regional Project or its equivalent)

Low Use (Wet Year)	
2011 Existing Conditions[a]	*10393*
Cal-Am Maximum Withdrawals per SCWRB Order 2009-0060[b]	3376
Project Demand At 65% rationing[c]	45
Other Future Entitlement Demand at 65% rationing[c]	51 ~~48~~
Reduction in Cal-Am service to Other Existing Users[d]	-96 ~~-93~~
Withdrawals with Project and other Entitlement Demand	*3376*
Change over 2011 Existing Conditions	**-7017**
Average Use (Average Rainfall Year)	
2011 Existing Conditions[a]	*11205*
Cal-Am Maximum Withdrawals per SCWRB Order 2009-0060[b]	3376
Project Demand At 65% rationing[c]	47
Other Future Entitlement Demand at 65% rationing[c]	54 ~~51~~
Reduction in Cal-Am service to Other Existing Users[d]	-101 ~~-98~~
Withdrawals with Project and other Entitlement Demand	*3376*
Change over 2011 Existing Conditions	**-7829**
High Use (Dry Year)	
2011 Existing Conditions[a]	*11489*
Cal-Am Maximum Withdrawals per SCWRB Order 2009-0060[b]	3376
Project Demand At 65% rationing[c]	50
Other Future Entitlement Demand at 65% rationing[c]	57 ~~53~~
Reduction in Cal-Am service to Other Existing Users[d]	-106 ~~-103~~
Withdrawals with Project and other Entitlement Demand	*3376*
Change over 2011 Existing Conditions	**-8113**
Very High Use (Critically Dry Year)	
2011 Existing Conditions[a]	*11773*
Cal-Am Maximum Withdrawals per SCWRB Order 2009-0060[b]	3376
Project Demand At 65% rationing[c]	51
Other Future Entitlement Demand at 65% rationing[c]	58 ~~55~~
Reduction in Cal-Am service to Other Existing Users[d]	-109 ~~-106~~
Withdrawals with Project and other Entitlement Demand	*3376*
Change over 2011 Existing Conditions	**-8397**

Source: Appendix H

Notes:

[a] Existing Condition Water Year scenarios from Table 3.12-7.

[b] Cal-Am withdrawals from the Carmel River limited to Cal-Am water rights amount after 12/31/16.

[c] Project can be supplied per water entitlement per allowance in SWRCB order WR2009-0060, but not in excess of water right amount. Presumed project is supplied from Carmel River by Cal-Am, but is subject to rationing like other users. Amount of rationing rounded up to 65% based on calculation of shortfall (61%) without Regional Project (or equivalent by 2017) as shown in Appendix H.3.

[d] Increase of project demand intensifies rationing by equivalent amount.

Totals may not precisely match due to rounding.

Page 3.12-44, lines 3–10 are revised as follows:

Cumulative conditions were also evaluated for the Monterey Peninsula as a whole considering existing and future demands, including the project demands, and future other entitlement demands noted above. The results of this analysis are shown in Table 3.12-15. As shown therein, there is adequate supply at present to serve cumulative demand (taking into account current restrictions on new connections) in 2017 and 2030 presuming, respectively, that Phase 1 of the Regional Project (or its equivalent) is built by 2016 and Phase 2 of the Regional Project (or its equivalent) is built in time to anticipate new demands beyond the demands met by Phase 1. If the Regional Project (or its equivalent) is not built, then there will be substantial shortfalls and likely water rationing.

Pages 3.12-45 and 3.12-46, Table 3.12-15 is revised as follows:

Table 3.12-15. Water Supply and Demand on the Monterey Peninsula, 2011, 2017, and 2030

	2011	2017 with no RWSP	2017 with RWSP Phase 1	2030 with RWSP Phase 2	Sources and Notes
Water Demand					
Existing demand from Carmel River served by Cal-Am[a]	11,015	11,015	11,015	11,015	CPUC 2009. Average year demand.
Existing demand from Seaside Aquifer served by Cal-Am[a]	3,695	3,695	3,695	3,695	CPUC 2009. Average year demand.
Future Monterey Peninsula Demand		455[b]	455[b]	4,546	CPUC 2009 for 2030 estimate.
Marina Coast Water District for former Fort Ord area (outside Cal-Am service Area)				2,700	CPUC 2009.
North County (outside Cal-Am service area				5,900	CPUC 2009.
Proposed Project Demand	135	135	135	135	Average year demand.
Future Other PBC Entitlement Demand	154 ~~145~~	154 ~~145~~	154 ~~145~~	154 ~~145~~	Average year demand.
Total Demand	*14,999* ~~*14,990*~~	*15,454* ~~*15,444*~~	*15,454* ~~*15,444*~~	*28,145* ~~*28,136*~~	
Water Supply					
Carmel River (Cal-Am water rights)	3,376	3,376	3,376	3,376	CPUC 2009.
Carmel River (Cal-Am interim limit over water rights)	7,909	0	0	0	CPUC 2009. Eliminated at end of 2016 per SWRCB order.
Seaside Aquifer (Cal-Am withdrawals)	3,448[c]	1,474[c]	1,474[c]	1,474[c]	Seaside Groundwater Basin Watermaster, 2010.
Seaside Aquifer Storage and Recovery (ASR)	920	920	920	920	CPUC 2009.
Subtotal Existing Sources	*15,653*	*5,770*	*5,770*	*5,770*	
RWSP: Conservation		0[d]	0[d]	0[d]	CPUC 2009.
RWSP: Sand City Desalination	300	300	300	300	CPUC 2009. Desal facility in operation in May 2010.
RWSP: Regional Urban Water Augmentation Project (RUWAP)		0	1,000	1,000	CPUC 2009.
RWSP: Seaside ASR Expansion		0	380	380	CPUC 2009. MPWMD estimates it may be able to obtain up to 1,000 AFY, but this analysis assumes only the 380 AFY in CPUC 2009.
RWSP: Desalination		0	10,900	10,900	CPUC 2009. Critically dry year supply; in average years would be 8,800 AFY.

	2011	2017 with no RWSP	2017 with RWSP Phase 1	2030 with RWSP Phase 2	Sources and Notes
RWSP: Groundwater use in critically dry years		0	1,700	1,700	CPUC 2009. Groundwater use in peak periods offset by desalination production in off peak periods
Total Additional Supply (with Phase 1)	*300*	*300*	*14,280*	*14,280*	
Total Supply (with Phase 1)	***15,953***	***6,070***	***20,050***	***20,050***	
Supply/ Demand Balance	**954** ~~**963**~~	**-9,384** ~~**-9,374**~~	**4,596** ~~**4,606**~~	**-8,095** ~~**-8,086**~~	
RWSP: Phase 2	0	0	0	10,400	CPUC 2009. Additional amount beyond Phase 1
Total Additional Supply (with Phase 2)	*15,953*	*6,070*	*20,050*	*20,050*	
Total Supply (with Phase 2)	***15,953***	***6,070***	***20,050***	***30,450***	
Supply/ Demand Balance	**954**[e] ~~**963**~~[e]	**-9,384** ~~**-9,374**~~	**4,596**[e] ~~**4,606**~~[e]	**2,305**[e] ~~**2,314**~~[e]	

Sources:

[a] CPUC, 2009. Final EIR, Coastal Water Project, Chapters 2 and 5.

[b] Project Demand and Future Other Entitlement Demand from Appendix H.2

[c] Seaside Basin Watermaster. 2010. Reported Quarterly and Annual Water Production from the Seaside Groundwater Basin.

Notes:

RWSP = Regional Water Supply Project or the Regional Project

[a] Does not include existing non–Cal-Am demand or supply. Other existing users not supplied by Cal-Am are presumed to derive water from the Carmel River and the Seaside Aquifer per their existing rights.

[b] Due to current moratorium on most new connections, only limited new hookups are allowed (including pursuant to the entitlement from the PBCSD Recycled Water Project and the Sand City Desalination project and certain areas in the Laguna Seca Subarea). The exact amount of new demand in these areas up to 2017 has not been estimated; 10% of 2030 new demand was assumed for the 2017 scenarios, excluding entitlements from the Recycled Water Project which were accounted for separately below.

[c] 2011 amount shown is for 2011 (~3,202 AFY for the coastal subareas and 246 AFY for the Laguna Seca Subarea). Allocation reduced to adjudicated rights (1,474 AFY per CPUC 2009) over time. Analysis assumes reduction to 1,474 AFY will occur by 2017 but may occur later in time.

[d] No number assumed in CPUC 2009. Also excluded 300 AFY mentioned in CPUC 2009 for unaccounted water recovery as unproven water savings.

[e] Although a nominal surplus is shown for 2011, >2016 (with RWSP Phase 1) and 2030 (with RWSP Phase 2), the water demand shown is normal-year demand and does not account for dry or critically dry -year demands. Thus, this should not be considered a true surplus in toto, but rather mostly a reserve for use during critical years. RWSP Phase 1, includes 15,200 AFY (including 920 AFY of existing ASR) to meet the immediate needs of the Monterey Peninsula, and replace a previously approved supply for part of the former Fort Ord within the MCWD service area. Similarly, the nominal surplus for 2011 and 2030 (with RWSP Phase 2) should not be seen as excess supply but rather reserve for dry or critically-dry years.

1

Page 3.12-47, lines 11–17 are revised as follows:

As shown in Table 3.12-15, by 2030, cumulative demand would far exceed water supplies developed with Phase 1 of the Regional Project (or its equivalent) but cumulative demand could be met if Phase 2 of the Regional Project (or its equivalent) were completed. As described in the EIR for the 2010 Monterey County General Plan, existing City, County, MPWMD, and SWRCB policies and restrictions would constrain new development in absence of a long-term water supply and thus cumulative demands beyond that serviced by Phase 1 of the Regional Project (or its equivalent) would not worsen the water supply conditions.

Page 3.12-47, line 39 through Page 3.12-48, line 4 are revised as follows:

As described above, MPWMD included up to 307 AFY in its estimate of existing water demand for the potable water demand of the PBCSD Recycled Water Project which is no longer needed when it estimated existing demand for the Regional Project (presumably similar estimating would be done for alternatives to the Regional Project). The project and future other entitlement water demand would range from 275 to 312 AFY ~~266 to 301 AFY~~, which is less than or approximately the same as the 307 AFY freed up by Phase 2 of the PBCSD Recycled Water Project and thus would not result in a need to expand the Regional Project (or its equivalent) beyond current planning. This is considered a less than considerable contribution to cumulative water supply impacts and thus a less than significant impact.

Page 3.12-48, lines 15–18 are revised as follows:

Inside the Del Monte Forest, distribution water lines are included in the project to deliver water from current distribution lines to the point of demand. Other cumulative development inside the Del Monte Forest is limited to residential development. The project's new demand and future other entitlement demand could range from 275 to 312 AFY ~~266 to 301 AFY~~,.

Chapter 4 – Other CEQA Required Sections

No revisions made.

Chapter 5 – Alternatives

Page 5-6, Table 5-1 is revised as follows:

Table 5-1. Summary of Alternatives Considered for Evaluation

Alternative	Meets Most Project Objectives?	Feasible?	Further Reduces Significant Impacts [a]? (1)	Reduces One or More Impacts~~[1]~~ to Less than Significant? (2)	Creates Additional Significant impacts?
Analyzed in Draft EIR					
1A. Clustered Development Option A	Yes	Yes	Yes	No	No
1B. Clustered Development Option B	Yes	Yes	Yes	No	No
1C. Clustered Development Option C	Yes	Yes	Yes	Yes	No
2A. Reduced Development Option A	Yes	Yes	Yes	No	No
2B. Reduced Development Option B	Yes	Yes	Yes	No	No
2C. Reduced Development Option C	Yes	Yes	Yes	Yes	No
3. Driving Range Redesign	Yes	Yes	Yes	Yes	No
4. Spanish Bay Underground Employee Parking	Yes	Yes	Yes	No	Yes
5. Roundabout at the SR 68/SR 1/17-Mile Drive Interchange	Yes	Yes	Yes ~~No~~	No	No
Alternatives Considered but Dismissed from Further Analysis					
Alternative A—New Access Road near SR 1 Gate	No	No	No	No	Yes
Alternative B—Residential Development at Sawmill Gulch	Yes	No	No	No	Yes
Alternative C—No Residential Development	No	Yes	Yes	Yes	No
Alternative D – No Visitor-Serving Development	No	Yes	Yes	Yes	No
Alternative E – Reduced Visitor-Serving Development	No	Yes	Yes	No	No

(1) ~~a~~ Reduces at least one ~~(but not all) projects impacts to less than~~ significant unavoidable impact, but not to a level of less than significant.

(2) Reduces a project impact that can be mitigated to a less than significant level, without the need for mitigation.

Page 5-6, Footnote 1 is deleted:

~~As described in Chapter 2, Project Description, the LCP Amendment is not part of the "project" being analyzed under CEQA in this document. The LCP Amendment is exempt from normal CEQA analysis because it will be analyzed through the certified regulatory process under the California Coastal Commission which is considered the functional equivalent to CEQA. However, the proposed project represents the "Concept Plan" described in the LCP Amendment and this EIR describes the environmental impacts of the Concept Plan for use as information in the County and CCC review and approval of the LCP Amendment.~~

Following Page 5-8, Table 5-3, Alternative 1 transportation impacts are revised as follows:

Table 5-3. Comparison of Environmental Impacts of Project Alternatives Analyzed in Draft EIR

		Alternative		
		1. Clustered Development Options		
Issue Area	**Proposed Project**	**1A: Option A**	**1B: Option B**	**1C: Option C**
Transportation	●Construction related traffic increases at intersections; operation related traffic to regional highways ⦿Increased traffic at intersections within DMF and highway ramps; potential design hazards from new roadways; increased risk to bicyclists	●⦿Similar impact. Slightly more local and regional traffic due to 18 more residences at Corporate Yard ~~but same regional traffic~~.	●⦿Similar impact. Slightly more local and regional traffic due to 18 more residences at Corporate Yard ~~but same regional traffic~~.	●⦿Similar impact. Slightly more local and regional traffic due to 18 more residences at Corporate Yard ~~but same regional traffic~~.

Following Page 5-8, Table 5-3, Alternative 2A climate change, transportation, and water supply and demand impacts are revised as follows:

Table 5-3. Comparison of Environmental Impacts of Project Alternatives Analyzed in Draft EIR

		Alternative		
		2. Reduced Development Options		
Issue Area	**Proposed Project**	**2A: Option A**	**2B: Option B**	**2C: Option C**
Climate Change	⦿ Contribute to climate change impacts.	⦿ Similar impact. Slightly less to s lightly more contribution.	⦿ Similar impact. Slightly less contribution.	⦿Similar impact. Slightly less contribution.
Transportation	●Construction related traffic increases at intersections; operation related traffic to regional highways ⦿Increased traffic at intersections within DMF and highway ramps; potential design hazards from new roadways; increased risk to bicyclists	●⦿Similar impact. Slightly more local traffic due to more residents in Del Monte Forest. Slightly more to slightly ~~L~~less regional traffic due to slightly more or less residential units.	●⦿Similar impact. Slightly less local and regional traffic	●⦿Similar impact. Slightly less local and regional traffic

Issue Area	Proposed Project	Alternative		
		2. Reduced Development Options		
		2A: Option A	2B: Option B	2C: Option C
Water Supply and Demand	●Demand for potable water and infrastructure extension would be accommodated through 2016. If Regional Project not built, project would intensify potential rationing. Project contributes to need for Regional Project, which has secondary impacts	● Slightly more to slightly ~~l~~less water demand since slightly more or slightly less residential development.	● Less water demand since less residential development.	● Less water demand since less residential development.

Pages 5-10 to 5-16, the Alternative 1 – Clustered Development Options analysis is revised as follows.

Note: The Alternative 1 – Clustered Development Options analysis has been revised to include more detail and quantification for the additional 18 inclusionary housing units that are part of Alternative 1. The Alternative 1 – Clustered Development Options discussion has been included in its entirety to provide context for the changes.

Alternative 1—Clustered Development Options

Alternative Characteristics

Multiple options exist to cluster residential development to reduce the level of impact on biological resources. The following three clustered development options (Alternatives 1A, 1B, 1C or Options 1A, 1B, 1C) were developed to reduce the level of impact on Monterey pine forest and Yadon's piperia. All three options have the same visitor-serving component as the proposed project (with Area M Spyglass Hill New Resort Hotel [Option 1]) and the same transportation improvements and preservation areas. Unlike the proposed project (whereby the applicant would contribute an in-lieu fee for affordable housing), these three options include an additional 18 inclusionary housing units in the Corporation Yard to comply with the County's affordable housing program, which increases the total residential development within Del Monte Forest to 108 residential units (90 market-rate and 18 inclusionary).

Table 5-2 includes a summary of the alternative characteristics for each clustered development option, including the total number of residential units (market rate and inclusionary), a description of how the residential units would be clustered, and the biological resource impacts being avoided or reduced.

All three Alternative 1 clustered development options would meet most of the project objectives, but the lots in certain subdivisions would be smaller in size and thus would not meet the specific project objective for large lots as well as the proposed project.

The use of an in-lieu inclusionary housing fee, as proposed by the Applicant, may or may not result in actual construction of inclusionary housing units as in-lieu fees can be used for a range of activities supporting inclusionary housing other than constructing new inclusionary housing units. Thus it is speculative at this time to conclude that inclusionary housing units would be built somewhere within Monterey County due to use of an in lieu fee. For this alternatives analysis, it is assumed that use of the in-lieu fee by the project does not result in actual construction of inclusionary housing units and thus that the amount of residential units included in each alternative should be compared to the units actually proposed to be built by the proposed project.

Alternative 1A: Clustered Development Option A

This alternative would include 90 market-rate residential lots but would relocate all proposed residential lots from Areas J (5 lots) and Area K (8 lots), shown in Figures 2-21 and 2-22, to Area F-2 (16 lots) and Area I-2 (16 lots), shown in Figures 2-19 and 2-20. Areas J and K contain Monterey pine forest, Yadon's piperia, streams and wetlands, and CRLF breeding habitat. Area K has the largest population of Yadon's piperia of all the proposed development sites (the majority of Yadon's piperia in Del Monte Forest is located within the proposed preservation sites). Areas F-2 and I-2 were selected as densification locations because they are completely surrounded by development and, as such, their natural resources are isolated and fragmented from larger undeveloped areas in Del Monte Forest.

There are a number of ways that the 13 lots from Areas J and K can be consolidated into Areas F-2 and I-2; this alternative presumes 6 lots are added to Area F-2 and 7 lots are added to Area I-2. This alternative presumes that lots not containing Yadon's piperia would be split to accommodate the new lots in each area, so as to avoid any increase in direct loss of Yadon's piperia. The gross density of Area F-2 would decrease from 1.22 acres per unit to 0.89 acre per unit, which would be classified as Medium-Density Residential (MDR), which allows between 2 and 4 units per acre. The gross density of Area I-2 would decrease from 1.17 acres per unit to 0.81 acre per unit, which would also be Medium-Density Residential (MDR).

This alternative would include 18 inclusionary units in attached housing at the Corporation Yard, in addition to the 10 market rate units, with all 28 units being within the same 4.7-acre development footprint as the proposed project. The 10 market rate units would be on 2.3 acres on the north side, and the 18 inclusionary units would be on 2.4 acres on the south side, as shown in Figure 5-3 (Pebble Beach Company 2012).The density of the proposed housing area would change from an average of 0.47 acre per unit to an average of 0.23 acre per unit for the 10 market rate units and 0.13 acre per unit for the 18 inclusionary units ~~0.17 acre per unit~~. The 18 inclusionary units would be in three two-story buildings with 6 units each, and the development area would include landscaping and 54 surface parking spaces. Per the county's coastal zoning ordinance, this density would be High-Density-Residential (HDR), which allows 8 units per acre or a higher density approved as part of a clustered residential subdivision. ~~The proposed 10 market-rate single family units at the Corporation Yard would change to attached housing in combination with the 18 inclusionary units, for a total of 28 units at the Corporation Yard).~~

Alternative 1B: Clustered Development Option B

This alternative would include 90 market-rate residential lots but would relocate all proposed residential lots from Area K (8 lots) and Area L (10 lots), as shown in Figures 2-22 and 2-23, to Areas F-2 and I-2. As noted, above, Area K contains Monterey pine forest, streams, wetlands, CRLF habitat, and the largest population of Yadon's piperia of all the proposed development sites. The

proposed development area at Area L contains Monterey pine forest adjacent to Del Monte Forest Foundation Indian Village preservation area. Although Area L also contains dune habitat, these areas are already preserved in an existing conservation easement. The project could have indirect effects on the dune area, as described in Section 3.3, Biological Resources, which would be avoided by not developing adjacent areas. Area L also contains several streams, CRLF habitat, and a small population of Yadon's piperia, but the proposed project includes these resources within the proposed preservation areas.

Areas F-2 and I-2 can accommodate the 18 lots from Areas K and L in a number of ways; this alternative presumes 9 lots each are added to F-2 and I-2. This alternative presumes that lots not containing Yadon's piperia would be split to accommodate the new lots in each area in order to avoid any increase in direct loss of Yadon's piperia. The gross density of Area F-2 would decrease from 1.22 acres per unit to 0.65 acre per unit, which would be classified as Medium-Density Residential (MDR)/2, which allows up to 2 units per acre. The gross density of Area I-2 would decrease from 1.17 acres per unit to 0.75 acre per unit, which would also be Medium-Density Residential (MDR)/2.

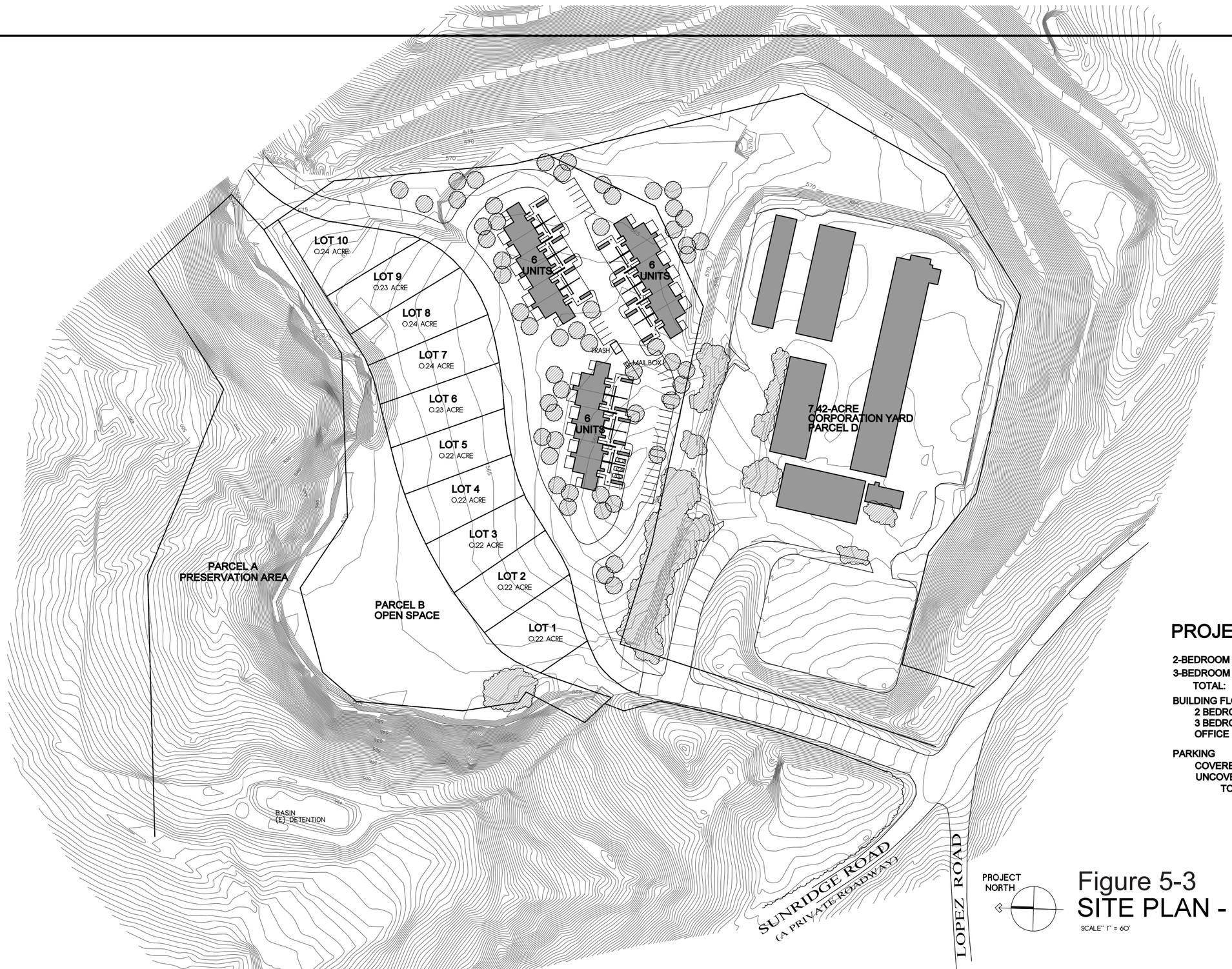
This alternative would include 18 inclusionary units in attached housing at the Corporation Yard as described under Alternative 1A and shown in Figure 5-3.

Alternative 1C: Clustered Development Option C

This alternative would include 90 market-rate residential lots but would restrict and reconfigure building envelopes to avoid all direct impacts to Yadon's piperia. While there are a myriad of ways that lots can be reconfigured and or clustered to avoid Yadon's piperia, this alternative includes the following:

- Area F-2 (16 lots): Modify allowable building envelopes on Lots 1, 2, 5, 6, 8, 9, 10, 11, and 15 and eliminate Lot 16, and split Lot 4 to accommodate the relocated lot on-site.
- Area I-2 (16 lots): Delete Lots 1, 3, 4, 5, 6, and 12 and split Lots 2, 7, 8, 9, 13, and 14 to accommodate relocated lots on-site.
- Area J (5 lots): Delete Lots 1 and 5 and split Lots 2 and 3 to accommodate relocated Lots on-site and modify Lot 4 allowable building envelope.
- Area K (8 lots): Modify allowable building envelopes on Lots 1 and 5 and delete Lots 2–4 and 6–8 and relocate the lots to Area L.
- Area L (10 lots): Split Lots 1–5 and Lot 8 to accommodate the relocated lots from Area K.
- Area U (7 lots): Modify allowable building envelope on Lot 7.
- Area V (14 lots): Delete Lot 11 and reconfigure other lots to accommodate relocated lot on-site, and modify Lot 10 allowable building envelope.
- Special Events Staging Area: Reduce the development footprint to avoid Yadon's piperia.

These areas and lots are shown in Figures 2-19 to 2-25. This alternative would include 18 inclusionary units in attached housing at the Corporation Yard, as described under Alternative 1A and shown in Figure 5-3.



PROJECT INFORMATION

2-BEDROOM UNITS	12
3-BEDROOM UNITS	6
TOTAL:	18
BUILDING FLOOR AREAS (all 2-story)	
2 BEDROOM UNIT	1,250 s.f.
3 BEDROOM UNIT	1,475 s.f.
OFFICE	670 s.f.
PARKING	
COVERED SPACES	24
UNCOVERED SPACES	30
TOTAL	54

Figure 5-3
SITE PLAN - 18 UNITS

SCALE: 1" = 60'

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EL PESCADERO RANCHO, MONTEREY COUNTY, CALIFORNIA

CORPORATE YARD
DEL MONTE FOREST PRESERVATION AND DEVELOPMENT PLAN
CORPORATE YARD INCLUSIONARY HOUSING

DATE: FEB. 9, 2012

Source: Pebble Beach Company 2012

Impact Analysis

The analysis below applies to all three Alternative 1 clustered development options. Any differences between the options are described within the evaluation. All three Alternative 1 options include the additional 18 inclusionary housing units at the Corporation Yard. The analysis below separates this element of the project to provide a quantitative analysis of the additional housing units. Although some impacts would result in an increase or decrease in the severity of an impact compared to the proposed project, the difference is relatively minor and does not change the significance determination for any of the impacts—except for biological resources. Alternative 1C would reduce impacts to Yadon's piperia from less than significant with mitigation to less than significant without mitigation.

Aesthetics

The impacts under this alternative would be similar to those identified for the proposed project.

Impacts Other than the Inclusionary Housing

Impacts AES-A1 (adversely affect public viewing in or near visually prominent areas identified in the LUP and along 17-Mile Drive), AES-B1 (degrade visual character and quality of some development sites), and AES-C1 (introduce new light and glare) would be slightly greater under Alternative 1 because residential development would be increased in Areas F-2~~,~~ and I-2 ~~and the Corporation Yard~~. Residential development would be removed from Areas J and K (13 lots) under Option 1A and from Areas K and L (18 lots) under Option 1B, and relocated to Areas F-2 and I-2. Under Option 1C, the number of residential lots within Areas J, K, L, F-2 and I-2 would be the same but shifted and split differently.

Impacts of the Inclusionary Housing

All three Alternative 1 options include adding 18 inclusionary housing units to the Corporation Yard site. Impact AES-C1 (introduce new light and glare) would be slightly greater under Alternative 1 because residential development would be increased in the Corporation Yard which is adjacent to the open space (the HHNHA). However, the Corporation Yard is mostly screened from view from neighboring residential areas due to intervening forest.

Impact Conclusion

Overall, the impacts and required mitigation of Alternative 1 would be similar to those of the proposed project but slightly higher in Areas F-2, I-2 and the Corporation Yard due to a higher number of residential units. Like the proposed project, the impacts of Alternative 1 would be reduced to a less-than-significant level with implementation of Mitigation Measures AES-A1 (incorporate design features and landscaping requirements in design plans and specifications for all development sites that involve construction of new structures or modification of existing structures) and AES-C1 (incorporate light and glare reduction measures in design plans and specifications).

Air Quality

The impacts under this alternative would be similar to those identified for the proposed project.

Impacts Other than the Inclusionary Housing

The construction-related Impacts AQ-C1 (increase in PM10 emissions from grading and construction) and AQ-D1 (increase in emission of diesel toxic air contaminants from construction trucks and equipment) would generally be the same under Alternative 1. However, localized emissions would shift from Areas J, K, and L to Areas F-2 and I-2 ~~and would slightly increase at the Corporation Yard~~. Residential development would be relocated from Areas J and K (13 lots) under Option 1A and from Areas K and L (18 lots) under Option 1B to Areas F-2 and I-2 under both options. Under Option 1C, the number of residential lots within Areas J, K, L, F-2 and I-2 would be the same, but shifted and split differently so the overall increase in these areas would remain the same.

Impacts of the Inclusionary Housing

All three Alternative 1 options include adding 18 inclusionary housing units to the Corporation Yard site. The construction-related Impacts AQ-C1 (increase in PM10 emissions from grading and construction) and AQ-D1 (increase in emission of diesel toxic air contaminants from construction trucks and equipment) would generally be the same under Alternative 1. However, localized emissions would increase slightly at the Corporation Yard.

Adding the 18 inclusionary housing units to the Corporation Yard would increase emissions associated with project operations from area, energy, and mobile sources. Table 5-8 summarizes operational emissions associated with the 18 inclusionary housing units to the Corporation Yard (which are indicated in **bold** text) and presents the total project emissions. As shown in Table 5-8, operational emissions are anticipated to remain below MBUAPCD threshold levels. Table 5-9 presents a comparison of emissions for the proposed project and Alternative 1 and shows that Alternative 1 would increase emissions slightly.

In addition to increases in criteria pollutant emissions, adding the 18 inclusionary housing units to the Corporation Yard site is expected to affect traffic congestion and distribution at nearby roadway intersections, which could result in elevated carbon monoxide (CO) concentrations. An analysis of CO concentrations at nearby roadway intersections was performed and is presented in Table 5-10. As shown in Table 5-10, the additional 18 inclusionary housing units would not result in elevated CO concentrations in excess of State or federal standards. Table 5-11 presents a comparison of CO concentrations for the proposed project and Alternative 1 and shows that Alternative 1 would increase CO concentrations slightly.

Impact Conclusion

Overall, the impacts and required mitigation of Alternative 1 would be similar to those of the proposed project but slightly higher due to a higher number of residential units. Compared to the proposed project, construction-related emissions would be roughly the same and would be reduced with implementation of Mitigation Measures AQ-C1 (measures to control fugitive dust emissions), AQ-C2 (measures to control construction-related exhaust emissions), and AQ-D1 (use after-market emissions control technology on construction equipment). Also like the proposed project, implementation of Mitigation Measures AQ-C1 and AQ-C2 would not be sufficient to reduce construction PM10 emissions to a less-than-significant level because the large excavation areas are related to the visitor-serving development and the relocation of the driving range.

Table 5-8. Operational Emissions (lbs/day) of Alternative 1 (new table)

		Pounds/Year								
Project Element	**Category**	**ROG**	**NOx**	**CO**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**
New Colton Building	Area	0.81	0.00	0.00		0.00	0.00		0.00	0.00
	Energy	0.04	0.36	0.30		0.00	0.03		0.00	0.03
	Mobile	1.12	2.43	11.71	1.03	0.08	1.11	0.04	0.08	0.11
	Total	**1.97**	**2.79**	**12.01**	**1.03**	**0.08**	**1.14**	**0.04**	**0.08**	**0.14**
SBI Conference Center Expansion (Ballroom)	Area	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Energy	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00
	Mobile	0.90	2.07	9.88	0.91	0.07	0.98	0.03	0.07	0.10
	Total	0.94	2.08	9.89	0.91	0.07	0.98	0.03	0.07	0.10
SBI New Guest Cottages	Area	1.61	0.00	0.00		0.00	0.00		0.00	0.00
	Energy	0.08	0.72	0.61		0.00	0.05		0.00	0.05
	Mobile	2.24	4.87	23.42	2.06	0.16	2.22	0.07	0.16	0.23
	Total	**3.93**	**5.59**	**24.03**	**2.06**	**0.16**	**2.27**	**0.07**	**0.16**	**0.28**
SBI Conference Center Expansion (Meeting Rooms)	Area	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Energy	0.00	0.02	0.02	0.00	0.00	0.00	0.00	0.00	0.00
	Mobile	0.12	0.28	1.35	0.12	0.01	0.13	0.00	0.01	0.01
	Total	**0.23**	**0.30**	**1.37**	**0.12**	**0.01**	**0.13**	**0.00**	**0.01**	**0.01**
Residential Lot Subdivision (Area V)	Area	8.18	0.15	12.13	0.00	0.00	1.59	0.00	0.00	1.59
	Energy	0.02	0.14	0.06	0.00	0.00	0.01	0.00	0.00	0.01
	Mobile	1.26	2.99	14.16	1.35	0.10	1.45	0.05	0.10	0.15
	Total	**9.46**	**3.28**	**26.35**	**1.35**	**0.10**	**3.05**	**0.05**	**0.10**	**1.75**
Area M Spyglass Hill (Option 1 New Resort Hotel)	Area	4.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Energy	0.20	1.81	1.52	0.00	0.00	0.14	0.00	0.00	0.14
	Mobile	6.51	14.14	68.06	5.99	0.46	6.45	0.21	0.46	0.66
	Total	**10.74**	**15.95**	**69.58**	**5.99**	**0.46**	**6.59**	**0.21**	**0.46**	**0.80**

Project Element	Category	Pounds/Year ROG	NOx	CO	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
Area M Spyglass Hill (Option 2 New Residential Lots)	Area	5.84	0.10	8.67	0.00	0.00	1.14	0.00	0.00	1.14
	Energy	0.01	0.10	0.04	0.00	0.00	0.01	0.00	0.00	0.01
	Mobile	0.90	2.14	10.11	0.96	0.07	1.03	0.03	0.07	0.11
	Total	**6.75**	**2.34**	**18.82**	**0.96**	**0.07**	**2.18**	**0.03**	**0.07**	**1.26**
PBL Meeting Facility Expansion	Area	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Energy	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00
	Mobile	0.18	0.42	1.99	0.18	0.01	0.20	0.01	0.01	0.02
	Total	**0.24**	**0.43**	**2.00**	**0.18**	**0.01**	**0.20**	**0.01**	**0.01**	**0.02**
Residential Lot Subdivisions (Other than Area V and the Corporation Yard)	Area	37.40	0.67	55.47	0.00	0.00	7.28	0.00	0.00	7.28
	Energy	0.07	0.62	0.27	0.00	0.00	0.05	0.00	0.00	0.05
	Mobile	5.74	13.67	64.72	6.15	0.46	6.61	0.21	0.46	0.67
	Total	**43.21**	**14.96**	**120.46**	**6.15**	**0.46**	**13.94**	**0.21**	**0.46**	**8.00**
Residential Lot Subdivision (Corporation Yard)	Area	15.38	0.29	24.14		0	3.19		0	3.19
	Energy	0.03	0.27	0.12		0	0.02		0	0.02
	Mobile	2.51	5.98	28.31	2.69	0.20	2.89	0.09	0.20	0.29
	Total	**17.92**	**6.54**	**52.57**	**2.69**	**0.20**	**6.10**	**0.09**	**0.20**	**3.50**
PBL Fairway One Reconstruction	Area	1.41	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Energy	0.07	0.63	0.53	0.00	0.00	0.05	0.00	0.00	0.05
	Mobile	1.96	4.26	20.49	1.80	0.14	1.94	0.06	0.14	0.20
	Total	3.44	4.89	21.02	1.80	0.14	1.99	0.06	0.14	0.25
Total Emissions with Area M Option 1 (New Resort Hotel)	Area	69.03	1.11	91.74	0.00	0.00	12.06	0.00	0.00	12.06
	Energy	0.51	4.59	3.45	0.00	0.00	0.35	0.00	0.00	0.35
	Mobile	22.54	51.11	344.09	22.28	1.69	23.98	0.77	1.69	2.44
	Total	**92.08**	**56.81**	**339.28**	**22.28**	**1.69**	**36.39**	**0.77**	**1.69**	**14.85**
MBUAPCD threshold (lbs./day)		137	137	550	NA	NA	82	NA	NA	NA
Above MBUAPCD threshold?		*No*	*No*	*No*	*NA*	*NA*	*No*	*NA*	*NA*	*NA*

Project Element	Category	Pounds/Year ROG	NOx	CO	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
Total Emissions with Area M Option 2 (New Residential Lots)	Area	70.84	1.21	100.41	0.00	0.00	13.20	0.00	0.00	13.20
	Energy	0.32	2.88	1.97	0.00	0.00	0.22	0.00	0.00	0.22
	Mobile	16.93	39.11	186.14	17.25	1.30	18.56	0.59	1.30	1.89
	Total	**88.09**	**43.20**	**288.52**	**17.25**	**1.30**	**31.98**	**0.58**	**1.30**	**15.31**
MBUAPCD threshold (lbs./day)		137	137	550	NA	NA	82	NA	NA	NA
Above MBUAPCD threshold?		*No*	*No*	*No*	*NA*	*NA*	*No*	*NA*	*NA*	*NA*

Notes:
PBL = The Lodge at Pebble Beach
SBI = The Inn at Spanish Bay (The ballroom includes support and circulation space.)

Table 5-9. Comparison of Operational Criteria Pollutant Emissions for the Proposed Project and Alternative 1 (lbs/day) (new table)

Project Condition	Pounds/Year ROG	NOx	CO	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
Area M Option 1 (New Resort Hotel)									
Total Emissions for Proposed Project	80.91	52.61	305.53	20.55	1.56	32.47	0.71	1.56	12.61
Total Emissions for Alternative 1	92.08	56.81	339.28	22.28	1.69	26.39	0.77	1.69	14.85
Difference	*11.17*	*4.20*	*33.75*	*1.73*	*0.13*	*3.92*	*0.06*	*0.13*	*2.24*
Area M Option 2 (New Residential Lots)									
Total Emissions for Proposed Project	76.92	39.00	254.77	15.52	1.17	28.06	0.53	1.17	13.07
Total Emissions for Alternative 1	88.09	43.20	288.52	17.25	1.30	31.98	0.59	1.30	15.31
Difference	*11.17*	*4.20*	*33.75*	*1.73*	*0.13*	*3.92*	*0.06*	*0.13*	*2.24*

Table 5-10. Results of Localized Carbon Monoxide Modeling for Alternative 1 with 18 Units (new table)

Intersection	Receptor[a]	2011		2015		2030	
		1-hour CO[b, c]	8-hour CO[b, c]	1-hour CO[b, c]	8-hour CO[b, c]	1-hour CO[b, c]	8-hour CO[b, c]
SR 68/Skyline Forest Drive	1	5.53	2.83	4.53	2.23	3.33	1.51
	2	5.53	2.83	4.53	2.23	3.33	1.51
	3	5.73	2.95	4.63	2.29	3.33	1.51
	4	5.43	2.77	4.43	2.17	3.33	1.51
SR 68/Carmel Hill Professional Center	5	5.63	2.89	4.53	2.23	3.33	1.51
	6	5.73	2.95	4.63	2.29	3.33	1.51
	7	5.73	2.95	4.63	2.29	3.33	1.51
	8	5.73	2.95	4.63	2.29	3.33	1.51
SR 68/SR 1 Off-Ramp	9	5.83	3.01	4.73	2.35	3.33	1.51
	10	5.93	3.07	4.73	2.35	3.43	1.57
	11	6.23	3.25	5.03	2.53	3.53	1.63
	12	6.13	3.19	4.93	2.47	3.43	1.57
SR 1/Carpenter Street	13	9.33	5.11	7.13	3.79	4.13	1.99
	14	9.33	5.11	7.13	3.79	4.13	1.99
	15	9.03	4.93	6.93	3.67	4.03	1.93
	16	9.93	5.47	7.53	4.03	4.23	2.05
Congress Road/SFB Morse Drive	17	2.93	1.27	2.73	1.15	2.43	0.97
	18	2.83	1.21	2.63	1.09	2.43	0.97
	19	2.83	1.21	2.63	1.09	2.43	0.97
	20	2.83	1.21	2.63	1.09	2.43	0.97

Notes:

[a] Receptors 1 through 20 are located 100 feet from the center of each intersection diagonal, 71 feet from the roadway centerline, and at the boundary of the mixing zone.

[b] Background concentrations of 2.2 ppm and 0.85 ppm were added to the modeling 1-hour and 8-hour results, respectively.

[c] The federal and state 1-hour standards are 35 and 20 ppm, respectively.

Table 5-11. Increase of Localized Carbon Monoxide Emissions with Alternative 1 compared to the Proposed Project (new table)

		2011		2015		2030	
Intersection	**Receptor[a]**	**1-hour CO[b, c]**	**8-hour CO[b, c]**	**1-hour CO[b, c]**	**8-hour CO[b, c]**	**1-hour CO[b, c]**	**8-hour CO[b, c]**
SR 68/Skyline Forest Drive	1	0	0	0	0	0	0
	2	0	0	0	0	0	0
	3	0	0	0	0	0	0
	4	0	0	0	0	0	0
SR 68/Carmel Hill Professional Center	5	0	0	0	0	0	0
	6	0	0	0	0	0	0
	7	0	0	0	0	0	0
	8	0	0	0	0	0	0
SR 68/SR 1 Off-Ramp	9	0	0	**0.1**	**0.06**	0	0
	10	0	0	0	0	0	0
	11	0	0	0	0	0	0
	12	0	0	0	0	0	0
SR 1/Carpenter Street	13	0	0	0	0	**0.1**	**0.06**
	14	0	0	0	0	**0.1**	**0.06**
	15	0	0	0	0	0	0
	16	0	0	0	0	0	0
Congress Road/SFB Morse Drive	17	0	0	0	0	0	0
	18	0	0	0	0	0	0
	19	0	0	0	0	0	0
	20	0	0	0	0	0	0

Notes:

[a] Receptors 1 through 20 are located 100 feet from the center of each intersection diagonal, 71 feet from the roadway centerline, and at the boundary of the mixing zone.

[b] Background concentrations of 2.2 ppm and 0.85 ppm were added to the modeling 1-hour and 8-hour results, respectively.

[c] The federal and state 1-hour standards are 35 and 20 ppm, respectively.

Biological Resources

The impacts under this alternative would be less than those identified for the proposed project.

Impacts Other than the Inclusionary Housing

Impacts on Monterey pine forest, Yadon's piperia, streams and wetlands, and CRLF habitat found in Areas J, K, and L would be reduced because the residential development would be relocated to other areas proposed for residential development (to Areas I-2 and F-2 for Alternatives 1A and 1B and repositioned to lower impacts on Yadon's piperia for Alternative 1C). The impacts were quantified for Monterey pine forest and Yadon's piperia. Under the proposed project, 85.98 acres of Monterey pine forest and 8.7 acres of Yadon's piperia would be affected. Under Alternatives 1A, 1B, and 1C, the

impacts on Monterey pine forest and Yadon's piperia would be less for both direct and indirect impacts. The total reduction in impacts is:

- Alternative 1A—8.53 acres less Monterey pine forest and 2.73 acres less Yadon's piperia.
- Alternative 1B—13.64 acres less Monterey pine forest and 2.45 acres less Yadon's piperia.
- Alternative 1C —3.49 acres less Monterey pine forest and 3.3 acres less Yadon's piperia (with no direct impacts on Yadon's piperia).

In general, impacts on other biological resources supported by Monterey pine forest would have similar relative characteristics to those indicated above for the Monterey pine forest. However, these clustered development alternatives would not lower impacts on Hooker's manzanita because this species is not found at Areas J, K, and L; and avoiding part of all of these areas would not lower the project's impact. Avoiding Areas J and K would also lower indirect impacts on CRLF habitat, although all proposed project indirect impacts can be readily mitigated to a less-than-significant level. Avoiding Area L would lower indirect impacts on coastal dunes, although all of the proposed project's indirect impacts can be readily mitigated to a less-than-significant level.

Impacts of the Inclusionary Housing

All three Alternative 1 options include adding 18 inclusionary housing units to the Corporation Yard site. The additional units at the Corporation Yard would increase the level of indirect effect on the HHNHA due to increased residential use of trails, as described for Impact BIO-B3 (indirectly disturb Monterey pygmy forest and other sensitive plant habitat areas and plant and wildlife species in the HHNHA due to increased trail use and adjacent residential use).

Impact Conclusion

Overall, the impacts and required mitigation of Alternative 1 would be similar to but less than those of the proposed project for impacts to Monterey pine forest and Yadon's piperia and other biological resources in Areas J, K and L. The potential for indirect impacts to the HHNHA would be slightly greater due to the 18 additional housing units at the Corporation Yard. However, like the proposed project, Impact BIO-B3 would be reduced to a less than significant level with implementation of Mitigation Measure BIO-B3 (include additional measures in the resource management plan for HHNHA to avoid indirect trail use impacts on sensitive resources and use directed lighting at the Corporation Yard residential area).

Climate Change

The impacts under this alternative would be similar to those identified for the proposed project.

Impacts Other than the Inclusionary Housing

Like the proposed project, GHG emitted during construction and from operation could contribute to climate change impacts. Alternative 1 would result in less tree removal than the Proposed Project. Based on the GHG emissions for the Proposed Project (Option 1, see Table 3.4-9) related to tree removal (annual emissions of up to 216 MT CO2e due to loss of sequestration and one-time emissions of up to 4,605 MT CO2e due to carbon stock loss), and the relative amounts for Monterey pine forest removal shown in Table 5-6, this alternative would result in 1 to 8 metric tons less annual GHG emissions and 15 to 162 metric tons less one-time emissions due to lowered tree removal.

Impacts of the Inclusionary Housing

This alternative would have the same amount of development as the proposed project, plus the 18 additional inclusionary residential units at the Corporation Yard[2].

The construction-related Impacts CC-A1 (increase in temporary construction-related GHG emissions) would generally be the same under Alternative 1. It is anticipated that equipment pieces and construction schedule would remain the same, and localized construction emissions are expected to remain the same at the Corporation Yard.

The additional 18 inclusionary housing units to the Corporation Yard are anticipated to increase emissions associated with project operations from area, energy, mobile, and waste water sources. Table 5-12 and Table 5-13 summarize unmitigated and mitigated, respectively, operational emissions associated with the 18 inclusionary housing units to the Corporation Yard (which are indicated in **bold** text) and presents the total project emissions. Table 5-14 and Table 5-15 compares unmitigated and mitigated, respectively, emissions for the proposed project and Alternative 1 and indicate that Alternative 1 would increase emissions slightly compared to the proposed project. The mitigation modeled for Alternative 1 is the same hypothetical mitigation applied to the proposed project, which is not the final specific emissions reduction measures, but just an illustrative case. As shown in Table 5-15, the hypothetical mitigation would reduce Alternative 1 GHG emissions by about 23% compared to the unmitigated condition which would be slightly short of the required mitigation performance standard of 24%. Additional mitigation of 29 to 42 MT would be necessary, which is readily feasible by application one or more of the specific measures discussed in Mitigation Measure CC-A2-A.

Page 5-14, Footnote 2 is changed as follows:

The use of an in-lieu fee may or may not ~~would~~ result in the same amount of emissions as would including the 18 inclusionary units at the Corporation Yard because it is unknown at this time whethere payment of the in-lieu fee would be used to actually construct inclusionary housing units or whether it may be used for other efforts supporting inclusionary housing in Monterey County as allowed in the in-lieu fee program. Thus it is speculative at this time to conclude that 18 units would be built somewhere within Monterey County. ~~Thus, there would be no nominal change in GHG emissions, although traffic emissions might differ depending on proximity to transit and services.~~ For this alternatives analysis, it is assumed that use of the in-lieu fee does not result in actual construction of inclusionary housing units and thus that the alternative amount of residential units should be compared to the units proposed to be built by the proposed project.

Table 5-12. Alternative 1, Unmitigated Operational GHG Emissions (new table)

Development Site	Sector	CO_2	CH_4	N_2O	CO_2e
PBL Meeting Facility Expansion	Area	0	0	0	0
	Energy	13.97	0	0	14.06
	Mobile	23.16	0	0	23.2
	Waste	0	0.02	0	0.49
	Water	1.63	0.02	0	2.30
	Total	**38.76**	**0.04**	**0**	**40.05**
PBL Fairway One Reconstruction	Area	0	0	0	0
	Energy	250.56	0.01	0	252.11
	Mobile	204.73	0.02	0	205.10
	Waste	0	0.23	0	4.83
	Water	3.00	0.06	0	4.55
	Total	**458.29**	**0.32**	**0**	**466.59**
PBL New Colton Building	Area	0	0	0	0
	Energy	143.18	0.01	0	144.06
	Mobile	116.99	0.02	0	117.2
	Waste	0	0.13	0	2.76
	Water	1.71	0.04	0	2.60
	Total	**261.88**	**0.18**	**0**	**266.62**
SBI Conference Center Expansion (Ballroom)	Area	0	0	0	0
	Energy	26.35	0	0	26.51
	Mobile	17.32	0	0	17.35
	Waste	0	0.04	0	0.92
	Water	1.92	0.02	0	2.69
	Total	**45.59**	**0.06**	**0**	**47.47**
SBI Conference Center Expansion (Meeting Rooms)	Area	0	0	0	0
	Energy	26.35	0	0	26.51
	Mobile	17.32	0	0	17.35
	Waste	0	0.04	0	0.92
	Water	1.92	0.02	0	2.69
	Total	**45.59**	**0.06**	**0**	**47.47**
SBI New Guest Cottages	Area	0	0	0	0
	Energy	286.35	0.01	0.01	288.12
	Mobile	233.98	0.04	0	234.40
	Waste	0	0.26	0	5.51
	Water	2.12	0.04	0	3.23
	Total	**522.45**	**0.33**	**0.01**	**531.26**

Development Site	Sector	CO_2	CH_4	N_2O	CO_2e
Area M Spyglass Hill Option 1 (New Resort Hotel)	Area	0	0	0	0
	Energy	715.88	0.02	0.01	720.30
	Mobile	934.64	0.08	0	936.31
	Waste	0	0.66	0	13.8
	Water	15.24	0.28	0	23.20
	Total	**1,665.76**	**1.04**	**0.01**	**1,693.61**
Area M Spyglass Hill Option 2 (New Residential Lots)	Area	13.12	0.01	0	13.63
	Energy	39.63	0	0	39.87
	Mobile	151.07	0.01	0	151.32
	Waste	0	0.15	0	3.21
	Water	5.13	0.07	0	7.18
	Total	**208.95**	**0.24**	**0**	**215.21**
Residential Lot Subdivisions (without Area V and Corporation Yard)	Area	83.96	0.06	0.01	87.21
	Energy	253.63	0.01	0	255.19
	Mobile	966.82	0.08	0	968.46
	Waste	0	0.97	0	20.29
	Water	24.93	0.35	0	34.89
	Total	**1,329.34**	**1.47**	**0.01**	**1,366.04**
Residential Lot Subdivisions (Area V)	Area	18.37	0.01	0	19.08
	Energy	55.48	0	0	55.82
	Mobile	211.49	0.02	0	211.85
	Waste	0	0.21	0	4.44
	Water	5.45	0.08	0	7.62
	Total	**290.79**	**0.32**	**0**	**298.81**
Residential Lot Subdivision (Corporation Yard)	Area	65.66	0.03	0	67.08
	Energy	110.96	0	0	111.65
	Mobile	390.04	0.03	0	390.75
	Waste	0	0.42	0	8.82
	Water	6.66	0.09	0	9.33
	Total	**573.32**	**0.57**	**0**	**587.93**
Total Area M Option 1 (New Resort Hotel)	Area	167.99	0.10	0.01	173.37
	Energy	1,882.71	0.05	0.02	1,894.33
	Mobile	3,116.49	0.26	0	3,121.97
	Waste	0	2.98	0	62.78
	Water	64.59	1.01	0	93.10
	Total	**5,231.78**	**4.40**	**0.03**	**5,345.55**
Total Area M Option 2 (New Residential Lots)	Area	181.11	0.11	0.01	187.00
	Energy	1,206.46	0.03	0.01	1,213.90
	Mobile	2,332.92	0.19	0.00	2,336.98
	Waste	0.00	2.47	0.00	52.19
	Water	54.48	0.80	0	77.08
	Total	**3,774.97**	**3.60**	**0.02**	**3,867.15**

Notes: PBL = The Lodge at Pebble Beach, SBI = The Inn at Spanish Bay (The ballroom includes support and circulation space.)

Table 5-13. Alternative 1, Mitigated Operational GHG Emissions (new table)

Phase	Sector	CO_2	CH_4	N_2O	CO_2e
PBL[a] New Colton Building	Area	0.00	0.00	0.00	0.00
	Energy	108.20	0.00	0.00	108.87
	Mobile	87.02	0.01	0.00	87.18
	Waste	0.00	0.07	0.00	1.38
	Water	1.39	0.02	0.00	2.10
	Total	**196.61**	**0.10**	**0.00**	**199.53**
PBL Fairway One Reconstruction	Area	0.00	0.00	0.00	0.00
	Energy	189.35	0.01	0.00	190.52
	Mobile	152.28	0.01	0.00	152.56
	Waste	0.00	0.11	0.00	2.42
	Water	2.42	0.04	0.00	3.67
	Total	**344.05**	**0.17**	**0.00**	**303.74**
PBL Meeting Facility Expansion	Area	0.00	0.00	0.00	0.00
	Energy	10.56	0.00	0.00	10.63
	Mobile	17.23	0.00	0.00	17.26
	Waste	0.00	0.01	0.00	0.24
	Water	1.37	0.02	0.00	1.91
	Total	**29.16**	**0.03**	**0.00**	**30.04**
Residential Lot Subdivision (Corporation Yard)	Area	65.66	0.03	0.00	67.08
	Energy	83.85	0.00	0.00	84.37
	Mobile	290.12	0.03	0.00	290.64
	Waste	0.00	0.22	0.00	4.48
	Water	5.61	0.09	0.00	7.72
	Total	**445.24**	**0.38**	**0.00**	**454.28**
Residential Lot Subdivisions (without Area V or Corporation Yard)	Area	83.96	0.06	0.01	87.21
	Energy	191.67	0.01	0.00	192.85
	Mobile	719.14	0.06	0.00	720.36
	Waste	0.00	0.48	0.00	10.14
	Water	20.94	0.27	0.00	28.91
	Total	**1,015.71**	**0.88**	**0.01**	**1,039.47**
Residential Lot Subdivision (Area V)	Area	18.37	0.01	0.00	19.08
	Energy	41.93	0.00	0.00	42.18
	Mobile	157.31	0.01	0.00	157.58
	Waste	0.00	0.11	0.00	2.21
	Water	4.59	0.05	0.00	6.33
	Total	**222.20**	**0.18**	**0.00**	**227.38**

Phase	Sector	CO_2	CH_4	N_2O	CO_2e
SBI[b] Conference Center Expansion (Ballroom)	Area	0.00	0.00	0.00	0.00
	Energy	19.92	0.00	0.00	20.03
	Mobile	12.88	0.00	0.00	12.91
	Waste	0.00	0.02	0.00	0.47
	Water	1.61	0.02	0.00	2.23
	Total	**34.41**	**0.04**	**0.00**	**35.64**
SBI Conference Center Expansion (Meeting Rooms)	Area	0.00	0.00	0.00	0.00
	Energy	19.92	0.00	0.00	20.03
	Mobile	12.88	0.00	0.00	12.91
	Waste	0.00	0.02	0.00	0.47
	Water	1.61	0.02	0.00	2.23
	Total	**34.41**	**0.04**	**0.00**	**35.64**
SBI New Guest Cottages	Area	0.00	0.00	0.00	0.00
	Energy	216.40	0.01	0.01	217.73
	Mobile	174.04	0.01	0.00	174.35
	Waste	0.00	0.13	0.00	2.76
	Water	1.71	0.02	0.00	2.60
	Total	**392.16**	**0.18**	**0.01**	**397.44**
Area M Spyglass Hill Option 1 (New Resort Hotel)	Area	0.00	0.00	0.00	0.00
	Energy	541.00	0.01	0.01	544.34
	Mobile	695.20	0.06	0.00	696.45
	Waste	0.00	0.66	0.00	13.80
	Water	12.34	0.21	0.00	18.71
	Total	**1,248.54**	**0.94**	**0.01**	**1,273.30**
Area M Spyglass Hill Option 2 (New Residential Lots)	Area	13.12	0.01	0.00	13.63
	Energy	29.95	0.00	0.00	30.13
	Mobile	112.37	0.01	0.00	112.55
	Waste	0.00	0.08	0.00	1.60
	Water	4.31	0.07	0.00	5.94
	Total	**159.75**	**0.17**	**0.00**	**163.85**
Tree Removal (All Areas, Option 1)	Trees (2020)	208			203
Tree Removal (All Areas, Option 2)	Trees (2020)	208			203
Total Option 1 Area M Spyglass Hill New Resort Hotel	Area	167.99	0.10	0.01	173.37
	Energy	1,422.80	0.04	0.02	1,431.56
	Mobile	2,318.10	0.19	0.00	2,322.20
	Waste	0.00	1.83	0.00	38.37
	Water	53.60	0.78	0.00	76.41
	Tree Sequestration Loss[c]	208			208
	Total	**4,170.48**	**2.95**	**0.03**	**4249.90[d]**

Phase	Sector	CO_2	CH_4	N_2O	CO_2e
Total Option 2 Area M Spyglass Hill New Residential Lots	Area	181.11	0.11	0.01	187.00
	Energy	911.75	0.03	0.01	917.35
	Mobile	1,735.27	0.14	0.00	1,738.30
	Waste	0.00	1.25	0.00	26.17
	Water	45.57	0.64	0.00	63.64
	Tree Sequestration Loss[c]	203			203
	Total	**3,076.70**	**2.17**	**0.02**	**3,135.45[d]**

Source:
ICF Calculations using CalEEmod adjusted for water and for RPS calculations (see Appendix E of this EIR).
Notes:

[a] PBL: The Lodge at Pebble Beach.

[b] SBI: The Inn at Spanish Bay. (The SBI ballroom includes support and circulation space.)

[c] This amount is the loss in annual sequestration taking into account the project tree removal (from Table 3.4-9). The value of planting new trees is not included in this table but could be used to provide mitigation to meet the performance standard.

The PBL Parking and Circulation Reconstruction and SBI New Employee Parking are not reported because they are supporting facilities, and operational emissions from vehicles associated with these facilities are included in the other land use emissions. The estimates assume that the proposed development includes no mitigating features to reduce GHG emissions.

[d] Includes driving range and intersection analysis water emissions; these project elements are assumed to have no other increased GHG emissions.

Table 5-14. Comparison of Unmitigated Annual Operational GHG Emissions for the Proposed Project and Alternative 1 (MT/Yr) (new table)

Project Condition	CO_2e
Area M Option 1 (New Resort Hotel)	
Total Annual Emissions for Proposed Project	5,187
Total Annual Emissions for Alternative 1	5,554
Difference	*+366*
Area M Option 2 (New Residential Lots)	
Total Annual Emissions for Proposed Project	3,704
Total Annual Emissions for Alternative 1	4,070
Difference	*+366*
Note: Excludes one-time losses due to tree removal, but includes 8 less MT due to less loss of annual sequestration	

Table 5-15. Comparison of Mitigated Operational GHG Emissions for the Proposed Project and Alternative 1 (MT/Yr) (new table)

Project Condition	CO_2e
Area M Option 1 (New Resort Hotel)	
Total Emissions for Proposed Project	3,966
Total Emissions for Alternative 1	4,250
Difference	*+284*
Area M Option 2 (New Residential Lots)	
Total Emissions for Proposed Project	2,852
Total Emissions for Alternative 1	3,135
Difference	*+284*

Impact Conclusion

Compared to the proposed project, Alternative 1 emissions would be similar to but slightly higher than the proposed project and could be reduced with implementation of Mitigation Measures CC-A1 (BMPs for GHG emissions during project construction) and CC-A2 (GHG reduction measures and other design elements to ensure project-related GHG emissions are reduced by 24~~26~~% relative to business as usual).

Cultural Resources

The impacts under this alternative would be similar to those identified for the proposed project.

Impacts Other than the Inclusionary Housing

This alternative would have similar effects as the proposed project if undiscovered resources were encountered during construction. Under this alternative, residential development would be shifted and the density would be increased, reducing the overall disturbed land area, so the potential for discovery could be slightly less because residential development would be relocated from Areas J, K and L to Areas F-2 and I-2 (Options 1A and 1B). The following same mitigation measures would be required to reduce this impact to a less-than-significant level: Mitigation Measures CR-B1 (worker awareness training for archaeological and paleontological resources prior to construction), CR-B2 (stop work if buried cultural deposits or human remains are encountered during construction activities), and CR-D1 (stop work order if vertebrate fossil materials are encountered during construction).

Impacts of the Inclusionary Housing

All three Alternative 1options include adding 18 inclusionary housing units at the Corporation Yard site. Although the development site footprint would be the same, the construction of 18 additional units (3 buildings with 6 units each) would result in greater ground disturbance. Thus, compared to the proposed project, Alternative 1 would result in slightly greater Impacts CR-B1, CR-C1 and CR-D1 which are the potential for grading and excavation to disturb previously undiscovered archaeological resources, human remains, and paleontological resources. Like the proposed project, the impacts would be reduced to a less than significant level with implementation of the same mitigation measures.

Impact Conclusion

Overall, the impacts and required mitigation of Alternative 1 would be similar to those of the proposed project, and the following same mitigation measures would be required to reduce impacts to a less-than-significant level: Mitigation Measures CR-B1 (worker awareness training for archaeological and paleontological resources prior to construction), CR-B2 (stop work if buried cultural deposits or human remains are encountered during construction activities), and CR-D1 (stop work order if vertebrate fossil materials are encountered during construction).

Geology, Seismicity, and Soils

The impacts under this alternative would be similar to but slightly more than those identified for the proposed project.

Impacts Other than the Inclusionary Housing

Under this alternative, residential development would be relocated from Areas J, K and L (Options 1A and Option 1B) to Areas F-2 and I-2, and shift from and within various other areas to avoid Yadon's piperia (Option 1C). Because residential development would be removed from Area K where there are unstable slopes from steep cutbanks, the impact would be slightly less compared to the proposed project.

Impacts of the Inclusionary Housing

Although the development site footprint would be the same, ~~T~~this alternative includes more residential development (18 inclusionary units) at the Corporation Yard, thus slightly increasing I~~i~~mpact~~s~~ GSS-D3 relative to unstable soils due to unconsolidated fill and Impact GSS-E1 relative to exposure of construction workers and future residents to hazardous materials and methane off-gassing at this site; however, the mitigation identified for the proposed project to address soils and hazardous materials would still reduce this impact to a less-than-significant level. ~~This alternative also includes removing residential development from Area K where there are unstable slopes~~.

Impact Conclusion

Overall, the impacts and required mitigation measures of Alternative 1 would be similar to those identified for the proposed project. Impacts GSS-D3 (construction in areas of unconsolidated fill) and GSS-E1 (exposure of construction workers and future residents to hazardous materials and methane off-gassing) would be greater, but not substantially greater; and the following same mitigation measures would reduce impacts to a less-than-significant level: Mitigation Measures GSS-A1 (ensure final design and construction specifications include recommendations contained in site-specific geotechnical and geologic reports), GSS-E1 (conduct Phase II investigation consisting of subsurface soil borings and initiate remedial action if warranted at the Corporation Yard), and GSS-E2 (assess potential for methane off-gassing at the Corporation Yard and incorporate methane controls and/or venting into construction plans and final design if warranted).

Hydrology and Water Quality

The impacts under this alternative would be similar to those identified for the proposed project.

Impacts Other than the Inclusionary Housing

Under this alternative, residential development would be removed from Areas J and K (Option 1A), from Areas K and L (Option 1B), and from various areas to avoid Yadon's piperia (Option 1C). However, it would be relocated to other sites planned for market-rate residential development, so the amount of impervious surface and associated impacts on drainage and water quality would be similar.

Impacts of the Inclusionary Housing

All three Alternative 1 options include adding 18 inclusionary housing units at the Corporation Yard site. Although the development site footprint would be the same, t~~T~~here would be an increase in impervious surface at the Corporation Yard to accommodate the 18 inclusionary units (Table 5-16)~~, resulting in a slight increase in impacts associated with increased impervious surface within Del Monte Forest, but the proposed project's use of an in-lieu fee would still result in new impervious surfaces in Monterey County, and thus the amount of impact would be the same but the location would be different. Site-specific drainage reports would need to be revised for these sites~~.

Table 5-16. Increase in Impervious Surface at the Corporation Yard (new table)

Corporation Yard Site	Proposed Project	Alternative 1
Residential Development	10 market rate units on lots averaging 0.47 acre	10 market rate units on lots averaging 0.23 acre, 18 inclusionary housing units in three two-story buildings, 54 parking spaces
Increase the impervious area by:	3.02 acres[1]	4.1 acres[2]
Result in total site run-off detention of:	9,578 cubic feet	13,500 cubic feet

[1] This estimate assumes 9,000 square feet (sf) of impervious surface per lot, plus the roadway (WWD Corporation 2010, 2011).

[2] This estimate assumes 9,000 sf per lot for 10 market rate units (90,000 sf total); 12,000 sf for each of the 3 inclusionary housing structures (36,000 sf total); 53,000 sf for roadway/parking (Lorentz pers. comm.).

With the proposed project, the residential development is estimated to increase the impervious area of the site by 3.02 acres, requiring site run-off detention of 9,578 cubic feet. With Alternative 1, the residential development is estimated to increase the impervious area of the site by 4.1 acres, requiring site run-off detention of 13,500 cubic feet.

Like for the proposed project, all drainage from road and lot development would be hard-piped to the existing detention basin located at the west end of the development site. The existing detention basin would be increased to accommodate the additional 3,922 cubic feet of storm run-off created by this development under Alternative 1. A new overflow for the detention basin would be designed to allow for the appropriate 10-year pre-development and excessive storm event releases. Existing overflow is released overland prior to entering a tributary of Sawmill Gulch.

With the proposed project, the impervious surface overall would increase by 36.69 acres (0.70% of the total area of Pebble Beach). With Alternative 1, the impervious surface overall would increase by 37.78 acres (0.72% of the total area of Pebble Beach) (Lorentz pers. comm.).

Although Alternative 1 would slightly increase Impact HYD-B1 (increased stormwater run-off due to an increase in impervious surfaces) and Impact HYD-C1 (degrade surface water quality due to an increase in sediment and pollutant loading in stormwater drainage) relative to the proposed project, implementation of the following same mitigation identified for the proposed project would still reduce these impacts to a less-than-significant level: Mitigation Measures HYD-A1 (ensure on-site detention of stormwater run-off and oil/grease separators at parking lots); HYD-A2 (maintain and monitor drainage and flood control facilities); HYD-C1 (prepare and implement a stormwater pollution prevention plan); HYD-C2 (provide regular inspection and maintenance of operational best management practices); and GSS-C1 (prepare and implement an erosion and sediment control plan).

Impact Conclusion

Overall, the impacts and required mitigation measures would be roughly the same as those for the proposed project. Although Impacts HYD-B1 and Impact HYD-C1 would be greater from the additional 18 inclusionary housing units at the Corporation Yard, they would not be substantially greater and would be reduced to a less than significant level with the same mitigation as for the proposed project.

Land Use and Recreation

The impacts under this alternative would be similar to those identified for the proposed project.

Impacts Other than the Inclusionary Housing

Residential land uses would be relocated ~~shifted~~ from Areas J, K and L to Areas I-2 and F-2 (Options 1A and 1B), and would be shifted from and within various other areas to avoid Yadon's piperia (Option 1C). Regardless of the relocating and shifting of the residential lots under Alternative 1, there would be the same number of residential units in areas ~~(~~planned for residential development~~)~~, and ~~but~~ the resultant densities would be within the range of normal development in Del Monte Forest.

Impacts of the Inclusionary Housing

All three Alternative 1options include adding 18 inclusionary housing units at the Corporation Yard site. Densities at the Corporation Yard would be higher than most development in Del Monte Forest, but the Corporation Yard is functionally separate from other development and well screened by forest areas. This alternative would comply with the County's Inclusionary Housing Ordinance by providing 18 inclusionary residential units in the Corporation Yard instead of an in-lieu fee.

As described for the proposed project, the residential area would be located adjacent to the HHNHA and could increase the use of existing trails in the HHNHA. Locating residential uses adjacent to open space areas is considered consistent with existing development patterns in Del Monte Forest and is considered a compatible land use. The trails are buffered from residential noise with distance, topography and forest buffer.

As described for the proposed project, locating residences adjacent to ongoing Corporation Yard activities could expose residences to nuisance noise, truck traffic and associated adverse visual

effects. This is considered less than significant because the maintenance activities and stockpiles would be relocated to an area east of the PBC offices, further away from the proposed residences; maintenance vehicles would enter the active Corporation Yard area before entering the residential area; and there would be a landscaped berm along the south side of the residential area to minimize adverse noise and visual effects.

Impact Conclusion

Overall, the land use impacts and required mitigation would be roughly similar to the proposed project in that development can be found consistent with the LUP and would not introduce incompatible land use within Del Monte Forest.

Noise and Vibration

The impacts under this alternative would be similar to those identified for the proposed project.

Impacts Other than the Inclusionary Housing

Under this alternative, construction of residential development would be relocated from Areas J and K (Option 1A), from Areas K and L (Option 1B), and from various areas to avoid Yadon's piperia (Option 1C) to Areas I-2 and F-2, thus shifting the location of construction-related noise. This shift would result in slightly less construction noise to residents near Area J and slightly more construction noise to residents near Area I-2. Because no known noise sensitive land uses (Table 3.9-11 in Section 3.9, Noise and Vibration) were identified near Area I-2, there would be no construction noise impact from Area I-2. The construction noise impact would be the same as the impact identified for the proposed project.

Impacts of the Inclusionary Housing

This alternative would also add construction of 18 additional inclusionary housing units at the Corporation Yard. ~~Based on the location of sensitive receptors (Table 3.9-11 in Section 3.9, Noise and Vibration), t~~This shift would result in ~~slightly less construction noise to residents near Area J and~~ slightly more noise to residents near ~~Area I-2 and the~~ Corporation Yard. Because no known noise sensitive land uses (Table 3.9-11 in Section 3.9, Noise and Vibration) were identified in the immediate vicinity of the Corporation Yard, there would be no significant construction noise impact from construction at this location. The construction noise impact would be the same as the impact identified for the proposed project.

Traffic generation (and thus traffic noise) in and adjacent to Del Monte Forest would be higher than the proposed project due to the 18 inclusionary housing units at the Corporation Yard; regionally, traffic generation (and thus traffic noise) would be ~~the same as that of~~ slightly higher than the proposed project due to the presumption of 18 more units than the proposed project ~~because the in-lieu fee would result in 18 units within Monterey County.~~ Table 5-17 summarizes the predicted noise exposure at 50 and 100 feet from roadway centerlines for the first operational year (2015) and cumulative (2030) conditions. The modeled noise levels of Alternative 1 are compared to the noise levels of proposed project. As shown in Table 5-17, Alternative 1 would only result in a slight traffic noise increase (1 dB) along two study segments: Congress Road (SFB Morse Drive – Forest Lodge Road) and Cortez Road (north of Stevenson Drive/17-Mile Drive). The noise levels on both segments are within the normally and conditionally acceptable ranges established in the Noise Element (Table 3.9-2 in Section 3.9, Noise and Vibration), for defined noise-sensitive uses. As a

result, the impacts related to traffic noise would be the same as the impacts identified for the proposed project and are considered less than significant.

The 18 additional inclusionary housing units would be located more than 100 feet from the main access road to the Corporation Yard area (Figure 5-3). The distance between the 18 housing units and the Corporation Yard area would be similar to the distance evaluated for the 10 residential housing units for proposed project. Therefore, noise impacts from operations within the Corporation Yard would be similar to those identified for the proposed project and is considered less than significant.

Impact Conclusion

Overall noise impacts and required mitigation measures would be roughly similar to those of the proposed project.

Table 5-17. Comparison of Traffic Noise Exposure at Typical Residential Setbacks, Proposed Project and Alternative 1 (new table)

		Estimated Noise in 2015[a] (dB Ldn)						Estimated Noise in 2030[a] (dB Ldn)					
		Proposed Project		Alternative 1		2015 Difference		Proposed Project		Alternative 1		2030 Difference	
Roadway	Segment Location	50 feet	100 feet	50 feet	100 feet	50 feet	100 feet	50 feet	100 feet	50 feet	100 feet	50 feet	100 feet
17-Mile Drive	Congress Road–SR 68	58	52	58	52	0	0	58	53	58	53	0	0
17-Mile Drive	West of Congress Road	58	53	58	53	0	0	59	53	59	53	0	0
17-Mile Drive	Forest Lodge Road–Spanish Bay Road	57	51	57	51	0	0	57	51	57	51	0	0
Forest Lodge Road	17-Mile Drive–Congress Road	59	53	59	53	0	0	59	53	59	53	0	0
Forest Lodge Road	Congress Road–Congress Avenue	60	54	60	54	0	0	60	54	60	54	0	0
David Avenue	Congress Avenue–SR 68	61	56	61	56	0	0	62	56	62	56	0	0
Congress Road	SFB Morse Drive–Forest Lodge Road	55	50	56	50	1	0	56	50	56	50	0	0
Sloat Road	Lopez Road–Forest Lodge Road	60	54	60	54	0	0	60	54	60	54	0	0
SFB Morse Drive	Congress Road–SR 68	58	52	58	52	0	0	58	53	58	53	0	0
Congress Road	Bird Rock Road–SFB Morse Drive	56	50	56	50	0	0	56	51	56	51	0	0
Lopez Road	South of Sloat Road	58	53	58	53	0	0	59	53	59	53	0	0
Sloat Road	Stevenson Road–Lopez Road	55	50	55	50	0	0	55	50	55	50	0	0
Sunridge Road	Constanilla Way–Scenic Drive	59	53	59	53	0	0	59	53	59	53	0	0
17-Mile Drive	At SR 1 Gate	60	55	60	55	0	0	61	55	61	55	0	0
Spyglass Hill Road	West of Stevenson Drive	56	50	56	50	0	0	56	50	56	50	0	0
Stevenson Drive	North of Spyglass Hill Road	56	50	56	50	0	0	56	50	56	50	0	0
Stevenson Drive	Spyglass Hill Road–Forest Lake Road	57	51	57	51	0	0	57	52	57	52	0	0
Forest Lake Road	North of Stevenson Drive	57	51	57	51	0	0	57	51	57	51	0	0
17-Mile Drive	South of Stevenson Drive	59	53	59	53	0	0	59	53	59	53	0	0
Cortez Road	North of Stevenson Drive/17-Mile Drive	53	47	53	48	0	1	53	47	53	48	0	1
17-Mile Drive	Stevenson Drive–Palmero Way	61	55	61	55	0	0	61	56	61	56	0	0
17-Mile Drive	East of Palmero Way	62	56	62	56	0	0	62	56	62	56	0	0
San Antonio Road	North of Ocean Avenue	58	52	58	52	0	0	58	52	58	52	0	0

		Estimated Noise in 2015[a] (dB Ldn)						Estimated Noise in 2030[a] (dB Ldn)					
		Proposed Project		Alternative 1		2015 Difference		Proposed Project		Alternative 1		2030 Difference	
Roadway	**Segment Location**	**50 feet**	**100 feet**	**50 feet**	**100 feet**	**50 feet**	**100 feet**	**50 feet**	**100 feet**	**50 feet**	**100 feet**	**50 feet**	**100 feet**
SR 68	South of Skyline Forest Drive	68	62	68	62	0	0	70	64	70	64	0	0
SR 68	North of David Avenue	67	61	67	61	0	0	68	62	68	62	0	0

Notes:

[a] This impact was evaluated with Option 1 (Area M Spyglass Hill New Resort Hotel) because Option 1 would generate more trips than Option 2 (Area M Spyglass Hill New Residential Lots).

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Public Services and Utilities

The impacts under this alternative would be roughly similar to those identified for the proposed project.

Impacts Other than the Inclusionary Housing

Under this alternative, residential development would be shifted from Areas J, K and L to Areas I-2 and F-2 (Options 1A and 1B) and from and within various other areas to avoid Yadon's piperia (Option 1C) to other sites planned for market-rate residential development, so the impacts to public services and utilities would be similar to the proposed project.

Impacts of the Inclusionary Housing

All three Alternative 1 options include adding 18 inclusionary housing units at the Corporation Yard site. The additional housing units would result in 38 additional people (residents) at the Corporation Yard site and in the Pebble Beach area, compared to the proposed project (Table 5-18).

Table 5-18. Comparing Increase in Daily Population (new table)

	Proposed Project	Alternative 1	Increase
Estimated Daily Population Increase in Pebble Beach Area[1]:			
Area M Option 1 Resort Hotel	518	556	38
Area M Option 2 Residential Lots	343	381	38
Estimated Increase at the Corporation Yard:			
Number of Residences	10	28	18
Number of Residents[2]	21	59	38
Increase in number of school-age children in the MPUSD[3]	13	17.5	4.5

[1] Refer to Table 3.10-4 in Volume I.

[2] The number of residents per household is based on based on the 2010 U.S. Census data average of 2.11 residents per household for the Del Monte Forest census-designated place.

[3] The Corporation Yard site is within the Monterey Peninsula Unified School District (MPUSD) boundaries, which has a remaining capacity of 379 students. The additional number of school-age children is based on a multiplying factor of 0.25 student per household. Refer to Tables 3.10-3 and 3.10-5 in Volume I.

Assuming the resort hotel would be constructed in Area M (which results in a higher estimated daily population than the 10 residential units in Area M), the estimated daily population would be 518 with the proposed project and 556 with Alternative 1, representing a 7% increase. Thus, it is reasonable to expect the demand and impact on public services and utilities could be 7% greater, with a concentrated increase at the Corporation Yard. For area-wide services and utilities (police, fire, emergency, wastewater, solid waste service, schools), this increase is not considered substantial, and the impacts would still be less than significant with no mitigation required. The potential for utility service disruption (Impact PSU-F1) and required mitigation to coordinate with relevant utility providers and agencies would be the same as the proposed project.

The impact of exposing people and structures to the risk of wildland fires (Impact PSU-C1) would be slightly more than the proposed project because 18 additional inclusionary housing units would be located in the Residential Lot Subdivision at the Corporation Yard, which is adjacent to the HHNHA

and SFB Morse Botanical Preserve to the north and Preservation Areas G and H to the south. The impact severity and required mitigation for this alternative would be the same as that of the proposed project. Implementation of Mitigation Measures PSU-C1 (implement vegetation management plans and maintenance in high-risk fire areas), PSU-C2 (implement fire safety precautions during the declared fire season when performing maintenance on natural open space areas), and PSU-C3 (improve water flow requirements where needed to ensure proper fire flow) would reduce this impact to a less than significant level.

Impact Conclusion

Overall, impacts and required mitigation would be similar to those of the proposed project.

Transportation and Circulation

The impacts under this alternative would be similar to those identified for the proposed project.

Impacts Other than the Inclusionary Housing

Local construction traffic impacts would be similar to the proposed project ~~but slightly higher than the proposed project due to the 18 additional inclusionary housing units~~.

Localized operational traffic would shift with the relocation of residential lots from Areas J, K, and L to Areas I-2 and F-2. ~~and there would be a minor increase in local traffic from the 18 additional housing units at the Corporation Yard (but no increase in regional traffic.~~

Impacts of the Inclusionary Housing

Local construction traffic impacts would be slightly higher than the proposed project. With the 18 additional inclusionary housing units, construction activities would require 3 additional delivery trucks and 15 additional workers. This small increase of construction activities would not change any conclusions related to traffic impacts during construction compared to the proposed project.

There would be a minor increase in local operational traffic from the 18 additional housing units at the Corporation Yard compared to the proposed project. Intersection traffic analysis results for 2015 conditions with-project including inclusionary housing are shown in Table 5-19 and Table 5-20 (AM and PM peak hours, respectively) where LOS results are compared to the No Project and Proposed Project alternatives. As shown on these tables, some intersection delay values change slightly with the additional 18 inclusionary housing, but there is no change to the findings. The project impacts are identified at the same locations, and the same mitigation measures as identified for the proposed project are required.

Intersection traffic analysis results for 2030 cumulative conditions with-project, including inclusionary housing, are shown in Table 5-21 and Table 5-22 (AM and PM peak hours, respectively) where LOS results are compared to the No Project and Proposed Project alternatives. As shown on these tables, some intersection delay values change slightly with the additional 18 inclusionary housing, but there is no change to the findings: the project impacts are identified at the same locations, and the same mitigation measures as identified for the proposed project are required.

Table 5-19. Intersection AM Peak Hour Levels of Service—2015 Conditions (new table)

Intersection	Control[a]	2015 Without Project[b, c, d]	2015 With-Project[b, c, d, e]	2015 With-Project and 18 Incl. Housing [b, c, d, e]
Sunset Drive (SR 68)/17-Mile Drive[f]	AWSC	7.3/A	8.4/A	8.5/A
Sunset Drive (SR 68)/Congress Road[f]	AWSC	16.3/C	21.2/C	21.2/C
Congress Avenue/Forest Lodge Road	AWSC	12.9/B	13.0/B	13.0/B
Congress Avenue/David Avenue	AWSC	11.9/B	12.0/B	12.1/B
Forest Avenue (SR 68)/David Avenue	Signal	25.8/C	26.6/C	26.6/C
SR 68/Prescott Avenue	Signal	12.7/B	12.8/B	12.8/B
SR 68/Presidio Boulevard[f]	SSSC	4.2 (4.7)/A(A)	4.3 (4.6)/A(A)	4.4 (4.8)/A(A)
SR 68/SFB Morse Gate	Signal	5.5/A	5.3/A	5.2/A
SR 68/Skyline Forest Drive	SSSC	33.3(>120)/D(F)	**37.3(>120)/E(F)**[g]	**37.6(>120)/E(F)**[g]
Skyline Forest Drive/Skyline Drive	AWSC	8.1/A	8.1/A	8.1/A
SR 68/Community Hospital	Signal	8.2/A	8.4/A	8.4/A
SR 68/Carmel Hill Professional Center	SSSC	95.0(>120)/F(F)	**93.0(>120)/F(F)**[g]	**93.0(>120)/F(F)**[g]
SR 68/SR 1 Southbound Off-Ramp	Signal	105.7/F	34.3/C	34.4/C
17-Mile Drive/SR 1 Southbound On-Ramp	SSSC	3.5 (15.1)/A(C)	Eliminated[h]	Eliminated[h]
SR 68/Aguajito Road[f]	SSSC	2.4 (11.8)/A(B)	3.0(15.4)/A(C)	3.2(19.6)/A(C)
SR 1/Carpenter Street	Signal	18.3/B	18.4/B	18.4/B
San Antonio Road/Ocean Avenue	AWSC	8.2/A	8.3/A	8.3/A
SR 1/Ocean Avenue	Signal	39.5/D	**40.7/D**[i]	**40.7/D**[i]
SR 1/Carmel Valley Road	Signal	9.7/A	9.9/A	9.8/A
SR 1/Rio Road	Signal	32.3/C	32.3/C	32.5/C
17-Mile Drive/Congress Road	SSSC	5.2 (11.2)/A(B)	5.3 (12.6)/A(B)	5.4 (12.6)/A(B)
Forest Lodge Road/Congress Road	SSSC	3.1 (11.8)/A(B)	3.3 (12.0)/A(B)	3.4 (12.1)/A(B)
SFB Morse Drive/Congress Road	AWSC	7.8/A	7.9/A	8.0/A
17-Mile Drive/Forest Lodge Road/Sloat Road[f]	SSSC	4.6 (7.4)/A(A)	5.0 (8.0)/A(A)	5.0 (8.0)/A(A)
Lopez Road/Sloat Road	AWSC	8.2/A	8.6/A	8.6/A
Spyglass Hill Road/Stevenson Drive	SSSC	3.2 (8.9)/A(A)	4.9 (9.7)/A(A)	4.9 (9.7)/A(A)

Intersection	Control[a]	2015 Without Project[b, c, d]	2015 With-Project[b, c, d, e]	2015 With-Project and 18 Incl. Housing [b, c, d, e]
Forest Lake Road/Stevenson Drive	SSSC	4.8 (13.4)/A(B)	4.8 (15.3) A(C)	4.8 (15.3) A(C)
17-Mile Drive/Alvarado Lane	AWSC	9.9/A	11.1/B	11.1/B
17-Mile Drive/Palmero Way	SSSC	3.1 (18.4)/A(C)	3.2(21.0)/A(C)	3.2(21.0)/A(C)
Sunridge Road/Ronda Road	SSSC	2.6 (10.4)/A(B)	3.0 (10.7)/A(B)	3.1 (10.8)/A(B)
Sunridge Road/Scenic Drive	SSSC	0.9 (10.2)/A(B)	0.8 (10.3)/A(B)	0.8 (10.3)/A(B)
Sunridge Road/Constanilla Way	SSSC	5.6 (9.7)/A(A)	5.4 (9.8)/A(A)	5.4 (9.8)/A(A)
Sunridge Road/Haul Road[h]	SSSC	1.2 (7.4)/A(A)	1.4 (6.8)/A(A)	1.6 (7.2)/A(A)

Source:
Fehr & Peers 2011 and 2012.

Notes:

[a] Signal = signalized intersection; SSSC = side-street stop-controlled intersection; AWSC = all-way stop-controlled intersection.

[b] Average delay (in seconds) is listed first, followed by corresponding LOS.

[c] For side-street stop-controlled intersections, average delay is listed first, followed by delay for worst approach.

[d] Intersections that experience a significant project contribution are shown in bold.

[e] Project conditions reflect Option 1 (New Resort Hotel).

[f] Intersection analyzed using SimTraffic.

[g] The 2015 With-Project conditions represent a significant change from existing conditions. The project would contribute traffic to an intersection already operating at an unacceptable LOS F condition.

[h] This intersection would be eliminated as part of the proposed project.

[i] The 2015 With-Project conditions represent a significant change from existing conditions. This signalized intersection experiences an increase of v/c of 0.01 or more with 2015 with-project conditions compared to 2015 without-project conditions.

1

Table 5-20. Intersection PM Peak Hour Levels of Service—2015 Conditions (new table)

Intersection	Control[a]	2015 Without Project[b, c, d]	2015 With-Project[b, c, d, e]	2015 With-Project and 18 Incl. Housing [b, c, d, e]
Sunset Drive (SR 68)/17-Mile Drive[f]	AWSC	6.0/A	6.8/A	6.9/A
Sunset Drive (SR 68)/Congress Road[f]	AWSC	11.4/B	13.0/B	13.0/B
Congress Avenue/Forest Lodge Road	AWSC	11.4/B	11.5/B	11.5/B
Congress Avenue/David Avenue	AWSC	11.5/B	11.6/B	11.6/B
Forest Avenue (SR 68)/David Avenue	Signal	32.4/C	33.4/C	33.5/C
SR 68/Prescott Avenue	Signal	21.4/C	21.5/C	21.4/C
SR 68/Presidio Boulevard[f]	SSSC	3.7 (3.9)/A(A)	3.7 (3.9)/A(A)	4.0 (4.1)/A(A)
SR 68/SFB Morse Gate	Signal	4.0/A	4.2/A	4.2/A
SR 68/Skyline Forest Drive	SSSC	25.1(>120)/D(F)	**28.3(>120)/C(F)**[g]	**28.4(>120)/C(F)**[g]
Skyline Forest Drive/Skyline Drive	AWSC	8.5/A	8.5/A	8.5/A
SR 68/Community Hospital	Signal	9.1/A	9.3/A	9.3/A
SR 68/Carmel Hill Professional Center	SSSC	39.3(>120)/E(F)	**>120(>120)/F(F)**[g]	**>120(>120)/F(F)**[g]
SR 68/SR 1 Southbound Off-Ramp	Signal	79.0/E	40.2/D	40.5/D
17-Mile Drive/SR 1 Southbound On-Ramp	SSSC	9.6 (25.7)/A(D)	Eliminated[h]	Eliminated[h]
SR 68/Aguajito Road[f]	SSSC	3.3 (16.0)/A(C)	3.6 (17.7)/A(C)	3.6 (17.7)/A(C)
SR 1/Carpenter Street	Signal	57.9/E	59.6/E[i]	59.7/E[i]
San Antonio Road/Ocean Avenue	AWSC	9.2/A	9.3/A	9.3/A
SR 1/Ocean Avenue	Signal	51.8/D	**52.9/D**[j]	**53.0/D**[j]
SR 1/Carmel Valley Road	Signal	18.7/B	19.0/B	19.0/B
SR 1/Rio Road	Signal	35.9/D	36.0/D[i]	36.0/D[i]
17-Mile Drive/Congress Road	SSSC	6.2 (12.9)/A(B)	7.2 (15.1)/A(C)	7.2 (15.1)/A(C)
Forest Lodge Road/Congress Road	SSSC	4.4 (15.4)/A(C)	4.7 (16.2)/A(C)	4.8 (16.3)/A(C)
SFB Morse Drive/Congress Road	AWSC	8.1/A	8.2/A	8.2/A
17-Mile Drive/Forest Lodge Road/Sloat Road[f]	SSSC	4.5 (7.8)/A(A)	4.9 (8.7)/A(A)	4.9 (8.7)/A(A)
Lopez Road/Sloat Road	AWSC	8.5/A	9.1/A	9.1/A
Spyglass Hill Road/Stevenson Drive	SSSC	3.1 (9.3)/A(A)	4.6 (10.1)/A(B)	4.7 (10.0)/A(B)

Intersection	Control[a]	2015 Without Project[b, c, d]	2015 With-Project[b, c, d, e]	2015 With-Project and 18 Incl. Housing [b, c, d, e]
Forest Lake Road/Stevenson Drive	SSSC	4.4 (12.6)/A(B)	4.3 (14.2)/A(B)	4.3 (14.3)/A(B)
17-Mile Drive/Alvarado Lane	AWSC	10.3/B	11.7/B	11.7/B
17-Mile Drive/Palmero Way	SSSC	4.6 (17.7)/A(C)	4.8 (19.8)/A(C)	4.8 (19.9)/A(C)
Sunridge Road/Ronda Road	SSSC	3.9 (9.8)/A(A)	4.0 (10.0)/A(B)	4.0 (10.0)/A(B)
Sunridge Road/Scenic Drive	SSSC	1.2 (10.5)/A(B)	1.1 (10.8)/A(B)	1.1 (10.8)/A(B)
Sunridge Road/Constanilla Way	SSSC	2.8 (9.4)/A(A)	3.2 (9.5)/A(A)	3.2 (9.5)/A(A)
Sunridge Road/Haul Road[f]	SSSC	1.4 (5.5)/A(A)	1.5 (5.8)/A(A)	1.5 (5.8)/A(A)

Source:
Fehr & Peers 2011 and 2012.

Notes:

[a] Signal = signalized intersection; SSSC = side-street stop-controlled intersection; AWSC = all-way stop-controlled intersection.

[b] Average delay (in seconds) is listed first, followed by corresponding LOS.

[c] For side-street stop-controlled intersections, average delay is listed first, followed by delay for worst approach.

[d] Intersections that experience a significant project contribution are shown in **bold**.

[e] Project conditions reflect Option 1 (New Resort Hotel).

[f] Intersection analyzed using SimTraffic.

[g] The 2015 With-Project conditions represent a significant change from existing conditions. The proposedproject would contribute traffic to an intersection already operating at an unacceptable LOS F condition.

[h] This intersection would be eliminated as part of the proposed project.

[I] The 2015 With-Project conditions represent a significant change from existing conditions. However, the proposed project would not increase the critical movement v/c ratio by 0.01 or more with 2015 With-Project conditions compared to 2015 Without-Project conditions.

[j] The 2015 With-Project conditions represent a significant change from existing conditions. The proposed project would increase the critical movement v/c ratio by 0.01 or more with 2015 With-Project conditions compared to 2015 Without-Project conditions.

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2

Table 5-21. Intersection AM Peak Hour Levels of Service—2030 Conditions (new table)

Intersection	Control[a]	2030 Without Project[b, c, d]	2030 With-Project[b, c, d, e, f]	2030 With-Project and 18 Incl. Housing [b, c, d, e, f]
Sunset Drive (SR 68)/17-Mile Drive[g]	AWSC	8.0/A	9.6/A	9.8/A
Sunset Drive (SR 68)/Congress Road[g]	AWSC	18.1/C	**31.5/D**	**31.5/D**
Congress Avenue/Forest Lodge Road	AWSC	12.2/B	12.3/B	12.3/B
Congress Avenue/David Avenue	AWSC	11.3/B	11.4/B	11.5/B
Forest Avenue (SR 68)/David Avenue	Signal	26.5/C	27.2/C	27.2/C
SR 68/Prescott Avenue	Signal	15.7/B	15.7/B	15.7/B
SR 68/Presidio Boulevard[g]	SSSC	12.8 (21.6) /B(C)	13.9 (24.3)/B(C)	14.2 (24.1)/B(C)
SR 68/SFB Morse Gate	Signal	12.8/B	12.9/B	12.9/B
SR 68/Skyline Forest Drive	SSSC	>120(>120)/F(F)	**>120(>120)/F(F)**	**>120(>120)/F(F)**
Skyline Forest Drive/Skyline Drive	AWSC	8.2/A	8.2A	8.2A
SR 68/Community Hospital	Signal	9.5/A	9.7/A	9.7/A
SR 68/Carmel Hill Professional Center	SSSC	98.6(>120)/F(F)	**97.2(>120)/F(F)**	**97.2(>120)/F(F)**
SR 68/SR 1 Southbound Off-Ramp	Signal	>120/F	**>120/F**	**>120/F**
17-Mile Drive/SR 1 Southbound On-Ramp	SSSC	3.7 (16.8)/A(C)	Eliminated[h]	Eliminated[h]
SR 68/Aguajito Road[g]	SSSC	3.1 (17.4)/A(C)	5.2(47.3)/A(E)	5.2(47.3)/A(E)
SR 1/Carpenter Street	Signal	18.3/B	18.3/B	18.4/B
San Antonio Road/Ocean Avenue	AWSC	8.2/A	8.2/A	8.2/A
SR 1/Ocean Avenue	Signal	45.0/D	46.5/D	46.4/D
SR 1/Carmel Valley Road	Signal	10.2/B	10.3/B	10.3/B
SR 1/Rio Road	Signal	33.7/C	33.9/C	33.9/C
17-Mile Drive/Congress Road	SSSC	5.2 (11.2)/A(B)	5.4 (12.7)/A(B)	5.4 (12.6)/A(B)
Forest Lodge Road/Congress Road	SSSC	2.8 (11.5)/A(B)	3.1 (11.7)/A(B)	3.1 (11.7)/A(B)
SFB Morse Drive/Congress Road	AWSC	7.8/A	7.9/A	7.9/A
17-Mile Drive/Forest Lodge Road/Sloat Road[g]	SSSC	4.8 (7.5)/A(A)	5.2(8.3)/A(A)	5.3(8.2)/A(A)
Lopez Road/Sloat Road	AWSC	8.1/A	8.5/A	8.5/A
Spyglass Hill Road/Stevenson Drive	SSSC	3.2 (8.8)/A(A)	4.8 (9.5)/A(A)	4.9 (9.5)/A(A)

Intersection	Control[a]	2030 Without Project[b, c, d]	2030 With-Project[b, c, d, e, f]	2030 With-Project and 18 Incl. Housing [b, c, d, e, f]
Forest Lake Road/Stevenson Drive	SSSC	4.6 (12.8)/A(B)	4.5 (14.3)/A(B)	4.5 (14.4)/A(B)
17-Mile Drive/Alvarado Lane	AWSC	9.9/A	11.0/B	11.0/B
17-Mile Drive/Palmero Way	SSSC	2.9 (17.3)/A(C)	2.9 (19.4)/A(C)	2.9 (19.4)/A(C)
Sunridge Road/Ronda Road	SSSC	2.4 (10.2)/A(B)	2.8 (10.4)/A(B)	2.9 (10.5)/A(B)
Sunridge Road/Scenic Drive	SSSC	0.8 (10.1)/A(B)	0.8 (10.2)/A(B)	0.8 (10.2)/A(B)
Sunridge Road/Constanilla Way	SSSC	5.6 (9.6)/A(A)	5.5 (9.7)/A(A)	5.4 (9.7)/A(A)
Sunridge Road/Haul Road[g]	SSSC	1.2 (7.3)/A(A)	1.3 (6.8)/A(A)	1.5 (7.4)/A(A)

Source:

Fehr & Peers 2011 and 2012.

Notes:

[a] Signal = signalized intersection; SSSC = side-street stop-controlled intersection; AWSC = all-way stop-controlled intersection.

[b] Average delay (in seconds) is listed first, followed by corresponding LOS.

[c] For side-street stop-controlled intersections, average delay is listed first, followed by delay for worst approach.

[d] Intersections that experience a significant project contribution are shown in bold.

[e] Project conditions reflect Option 1 (New Resort Hotel).

[f] Cumulative conditions (2030) include the 45 additional guest units (half at PBL and half at SBI) that are not part of proposed project but are included in proposed LCP amendment

[g] Intersection analyzed using SimTraffic.

[h] This intersection would be eliminated as part of the proposed project.

1
2

Table 5-22. Intersection PM Peak Hour Levels of Service—2030 Conditions (new table)

Intersection	Control[a]	2030 Without Project[b, c, d]	2030 With-Project[b, c, d, e, f]	2030 With-Project and 18 Incl. Housing [b, c, d, e, f]
Sunset Drive (SR 68)/17-Mile Drive[g]	AWSC	6.6/A	7.4/A	7.5/A
Sunset Drive (SR 68)/Congress Road[g]	AWSC	18.2/C	**26.3/D**	**26.3/D**
Congress Avenue/Forest Lodge Road	AWSC	12.6/B	12.8/B	12.9/B
Congress Avenue/David Avenue	AWSC	12.6/B	12.7/B	12.7/B
Forest Avenue (SR 68)/David Avenue	Signal	38.9/D	**40.6/D**	**40.6/D**
SR 68/Prescott Avenue	Signal	24.0/C	24.2/C	24.2/C
SR 68/Presidio Boulevard[g]	SSSC	5.2 (5.6)/A(A)	5.5(6.1)/A(A)	5.3(5.9)/A(A)
SR 68/SFB Morse Gate	Signal	17.8/B	18.2/B	18.2/B
SR 68/Skyline Forest Drive	SSSC	>120(>120)/F(F)	**>120(>120)/F(F)**	**>120(>120)/F(F)**
Skyline Forest Drive/Skyline Drive	AWSC	8.8/A	8.8/A	8.8/A
SR 68/Community Hospital	Signal	23.7/C	26.5/C	26.6/C
SR 68/Carmel Hill Professional Center	SSSC	>120(>120)/F(F)	**>120(>120)/F(F)**	**>120(>120)/F(F)**
SR 68/SR 1 Southbound Off-Ramp	Signal	>120/F	**>120/F**	**>120/F**
17-Mile Drive/SR 1 Southbound On-Ramp	SSSC	18.8(56.6) /C(F)	Eliminated[h]	Eliminated[h]
SR 68/Aguajito Road[g]	SSSC	32.4 (>120)/D(F)	**39.7 (>120)/E(F)**	**39.7 (>120)/E(F)**
SR 1/Carpenter Street	Signal	74.1/E	**76.1/E**	**76.2/E**
San Antonio Road/Ocean Avenue	AWSC	9.4/A	9.5/A	9.5/A
SR 1/Ocean Avenue	Signal	63.9/E	65.9/E	65.9/E
SR 1/Carmel Valley Road	Signal	21.7/C	22.0/C	22.0/C
SR 1/Rio Road	Signal	38.3/D	38.3/D	38.3/D
17-Mile Drive/Congress Road	SSSC	6.1 (12.6)/A(B)	7.1 (14.9)/A(C)	7.2 (15.0)/A(C)
Forest Lodge Road/Congress Road	SSSC	4.2 (15.4)/A(C)	4.5 (16.1)/A(C)	4.6 (16.3)/A(C)
SFB Morse Drive/Congress Road	AWSC	8.1/A	8.2/A	8.2/A
17-Mile Drive/Forest Lodge Road/Sloat Road[g]	SSSC	4.6 (8.2)/A(A)	5.1 (9.2)/A(A)	5.1 (9.0)/A(A)
Lopez Road/Sloat Road	AWSC	8.4/A	9.0/A	9.0/A
Spyglass Hill Road/Stevenson Drive	SSSC	2.9 (9.3)/A(A)	4.5 (10.0)/A(B)	4.5 (10.0)/A(B)

Intersection	Control[a]	2030 Without Project[b, c, d]	2030 With-Project[b, c, d, e, f]	2030 With-Project and 18 Incl. Housing [b, c, d, e, f]
Forest Lake Road/Stevenson Drive	SSSC	4.5 (12.3)/A(B)	4.5 (13.8)/A(B)	4.4 (13.9)/A(B)
17-Mile Drive/Alvarado Lane	AWSC	10.5/B	12.0/B	12.1/B
17-Mile Drive/Palmero Way	SSSC	4.4 (18.1)/A(C)	4.6 (20.6)/A(C)	4.7 (20.6)/A(C)
Sunridge Road/Ronda Road	SSSC	4.0 (9.8)/A(A)	4.1 (10.0)/A(B)	4.1 (10.1)/A(B)
Sunridge Road/Scenic Drive	SSSC	1.1 (10.6)/A(B)	1.0 (10.9)/A(B)	1.1 (10.9)/A(B)
Sunridge Road/Constanilla Way	SSSC	3.0 (9.4)/A(A)	3.2 (9.5)/A(A)	3.3 (9.5)/A(A)
Sunridge Road/Haul Road[g]	SSSC	1.6 (5.9)/A(A)	1.6 (5.9)/A(A)	1.6 (5.8)/A(A)

Source:
Fehr & Peers 2011 and 2012.

Notes:
[a] Signal = signalized intersection; SSSC = side-street stop-controlled intersection; AWSC = all-way stop-controlled intersection.
[b] Average delay (in seconds) is listed first, followed by corresponding LOS.
[c] For side-street stop-controlled intersections, average delay is listed first, followed by delay for worst approach.
[d] Intersections that experience a significant project contribution are shown in bold.
[e] Project conditions reflect Option 1 (New Resort Hotel).
[f] Cumulative conditions (2030) include the 45 additional guest units (half at PBL and half at SBI) that are not part of proposed project but are included in proposed LCP amendment
[g] Intersection analyzed using SimTraffic.
[h] This intersection would be eliminated as part of the proposed project.

Given that all of the intersection levels of service were nearly identical to the levels of service for the project, a quantitative analysis of the impact of the additional 18 inclusionary housing units on regional highways or Del Monte Forest gates was not conducted as there is no evidence that completion of such an analysis would reveal any significant changes in traffic impacts relative to the proposed project.

Impact Conclusion

Overall, impacts and required mitigation would be the same as ~~roughly similar to~~ those of the proposed project. Impacts can be reduced with the project mitigation identified for the proposed project, but similar to the proposed project, even with mitigation, certain impacts will remain significant and unavoidable.

Water Supply and Demand

The impacts under this alternative would be similar to those identified for the proposed project.

Impacts Other than the Inclusionary Housing

For project elements other than the inclusionary housing, the project would result in the same water demand as the proposed project as it would contain the same number of market-rate residential units and the same number of visitor-serving units.

Impacts of the Inclusionary Housing

This alternative would result in slightly more demand in Del Monte Forest for potable water with the additional 18 inclusionary units at the Corporation Yard. ~~However, the project's proposed payment of an in lieu fee may result in the ultimate construction of 18 inclusionary units somewhere at some time outside the Del Monte Forest. Should this occur, then Alternative 1 and the proposed project would have the same impact on regional potable water demand~~

As shown in Table H.2-2D (see revisions in Chapter 4 of this document), 18 new inclusionary housing units could have an estimated potable water demand of just under 5 AF/year. With the other elements in Alternative 1 (which are equal to the proposed project), this Alternative overall could have a water demand of approximately 140 AF/Year with a demand of up to 150 AF/year in critically dry years (compared to project demand of 135 AF/year in an averageyear and 145 AF/year in a critically dry year). The Corporation Yard is a benefitted property for the Applicant's water entitlement and thus the Applicant is allowed by MPWMD rules to offer a portion of its water entitlement for sale for use on the property by others. As discussed in the DEIR, as of October 2011, the applicant had not sold all of the allowed 175 AF of its entitlement. Thus, there is ample remaining water entitlement that could be used for the 18 inclusionary housing units.

This additional demand would slightly (by 4%) increase the level of project impacts related to Impact WSD-A1 (water supply), WSD-B1 (water infrastrucutrue), and WSD-3 (Carmel River biological resources) but would not result in a change in the significance conclusions and would not result in substantially more severe impacts related to water supply.

As to the cumulative impact of the additional 5 AF/year of potable water demand, the DEIR analyzed the cumulative use of all of the 175 AF water entitlement allowed for sale to other users on property in the Del Monte Forest. The use of 5 AF/year for inclusionary housing would not increase the overall amount of water that could be cumulatively used from the entitlement and thus the cumulative analysis for the proposed project already discloses the cumulative impact that might occur should some of the remaining entitlement be used for inclusionary housing at the Corporation Yard instead of by other users in the Del Monte Forest.

Impact Conclusion

The overall impact of this alternative would be ~~the same as~~ similar to the proposed project, but slightly higher including the significant unavoidable impacts related to project water demand in the event of no new regional water supply and related to indirect impacts associated with new regional water supply development.

Pages 5-16 to 5-21, the Alternative 2 – Reduced Development Options analysis is revised as follows.

Note: Only the affected portions of the Alternative 2 – Reduced Development Options discussion have been included.

Page 5-17, after line 16, the following new text is added:

As noted above, the use of an in-lieu inclusionary housing fee, as proposed by the Applicant, may or may not result in actual construction of inclusionary housing units as in-lieu fees can be used for a range of activities supporting inclusionary housing other than constructing new inclusionary housing units. Thus it is speculative at this time to conclude that inclusionary housing units would be built somewhere within Monterey County due to use of an in lieu fee. For this alternatives analysis, it is assumed that use of the in-lieu fee by the project does not result in actual construction of inclusionary housing units and thus that the amount of residential units included in each alternative should be compared to the units actually proposed to be built by the proposed project.

Page 5-18, lines 19–34, and Page 5-19, lines 1–3 are revised as follows:

Air Quality

The impacts under this alternative would be roughly similar but slightly greater (with Alternative 2A) to slightly less (with Alternative 2B or 2C) than those identified for the proposed project.

The construction-related Impacts AQ-C1 (increase in PM10 emissions from grading and construction) and AQ-D1 (increase in emission of diesel TACs from construction trucks and equipment) would be slightly less under Alternative 2 because, despite an increase in construction at the Corporation Yard, localized emissions would be eliminated at Areas J, K, and/or L (Alternatives 2A and 2B), or lowered at Areas J, K, L, F-2, I-2, U and V (Alternative 2C), and the overall amount of construction would be slightly higher (with Alternative 2A with 3 additional units) slightly lower than the proposed project (with Alternative 2B or 2C with 3 to 13 less ~~77 to 93 units with Alternative 2 compared to 108 units with the~~ than the proposed project~~, 18 of which would be inclusionary units somewhere in Monterey County~~). Construction-related emissions would be reduced with implementation of Mitigation Measures AQ-C1 (measures to control fugitive dust emissions), AQ-C2 (measures to control construction-related exhaust emissions), and AQ-D1 (use after-market emissions control technology on construction equipment). Also like the proposed project, implementation of Mitigation Measures AQ-C1 and AQ-C2 is not enough to reduce Impact AQ-C1 to a less-than-significant level. The impact would remain significant and unavoidable.

Operational traffic-related emissions would be slightly~~less~~ greater than the proposed project for Alternative 2A (with 3 additional housing units) to slightly less than the proposed project for Alternatives 2B and 2C (due to 3 to 13 ~~15 to 31~~ fewer units ~~overall in Monterey County~~) and would have a less-than-significant impact on air quality, similar to the proposed project.

Page 5-19, lines 30–37 are revised as follows:

Climate Change

The impacts under this alternative would be similar to but slightly greater for Alternative 2A (with 3 more housing units) and slightly less than those identified for the proposed project for Alternatives 2B and 2C.~~due to reduction in residential unit development by 3 to 13 15 to 31 units.~~

By scaling the GHG emissions in Table 3.4-7 in Section 3.4 for the Proposed Project for the residential component, residential annual operational emissions for this alternative would be

between 65 MT CO2e higher (for Alternative 2A with 3 more residential units than the Proposed Project) to 280 MT CO2 lower (for Alternative 2C, which would have 13 less units than the Proposed Project). Construction emissions would be lower than the Proposed Project due a smaller overall amount of grading.

Alternative 2 would result in less tree removal than the Proposed Project. Based on the GHG emissions for the Proposed Project (Option 1, see Table 3.4-9) related to tree removal (annual emissions of up to 216 MT CO2e due to loss of sequestration and one-time emissions of up to 4,605 MT CO2e due to carbon stock loss), and the relative amounts for Monterey pine forest removal shown in Table 5-6 in this section, this alternative would result in 26 (Alternative 2A) to 49 (Alternative 2C) metric tons less annual GHG emissions and 554 (Alternative 2A) to 1,041 (Alternative 2C) metric tons less one-time emissions due to lowered tree removal. The reduction in lost sequestration and one-time emissions for Alternative 2A would mean this alternative would have less GHG emissions than the proposed project in the next 10-15 years, but thereafter emissions would be slightly higher due to 3 more residential units than the proposed project. The reduction in lost sequestration and one-time emissions for Alternatives 2B and 2C would add to the lower annual emissions due to less residential units than the proposed project.

Like the proposed project, GHG emissions during construction and from operation could contribute to climate change impacts. Under this alternative, there would be less residential development compared to the proposed project. The increase in emissions above existing conditions due to Alternative 2 could be reduced to a less-than-significant level with implementation of Mitigation Measures CC-A1 and CC-A2 (same as the proposed project).

- CC-A1 (best management practices for GHG emissions during construction).
- CC-A2(reduce annual greenhouse gas emission by 24% ~~26%~~ relative to business as usual by either A) using a combination of design features, replanting, and/or offset purchases; or B) validating the greenhouse gas emission offset value of preserving Monterey pine forest designated for development using the Climate Action Registry Forest Project Protocol and preserve the lands in perpetuity).

Page 5-21, lines 9–28 are revised as follows:

Transportation and Circulation

The impacts under this alternative would be similar to those identified for the proposed project.

Localized traffic would be reduced with the removal of residential lots from Areas J, K, and L (and small portions of other areas planned for residential development); and there would be minor increases in traffic from the 13-16 additional housing units at the Corporation Yard. Traffic generation would be slightly lower than the proposed project regionally, due to 13 to 31 less residential units overall. Traffic generation in Del Monte Forest would be slightly higher by 3 units (Alternative 2A) or slightly lower by 3 to 13 units (Alternatives 2B and 2C). Traffic impacts in and around Del Monte Forest would be similar to the proposed project and slightly more (Alternative 2A) or slightly less (Alternatives 2B or 2C) regionally. Impacts can be reduced with the project mitigation identified for the proposed project, but similar to the proposed project, even with mitigation, there will be certain impacts that will remain significant and unavoidable.

Water Supply and Demand

The impacts under this alternative would be similar to but slightly less than those identified for the proposed project.

This alternative would result in slightly more (Alternative 2A with 3 more units than the proposed poject) to slightly less regional demand for potable water with Alternative 2B and 2C (with 3 to 13 ~~to 31~~ fewer residential units than the proposed project). The overall impact of this alternative would be the similar to ~~but less than~~ the proposed project but would still result in a significant unavoidable impacts related to project water demand in the event of no new regional water supply and related to indirect impacts associated with new regional water supply development.

Pages 5-25 to 5-35, the Alternative 5 – Roundabout at the SR 1/SR 68/17-Mile Drive Interchange analysis is revised as follows.

Note: Only the affected portions of the Alternative 5 – Roundabout at the SR 1/SR 68/17-Mile Drive Interchange discussion have been included.

Page 5-25, lines 33–38, and Page 5-26, lines 1–2 are revised as follows:

Alternative 5 – Roundabout at the SR 1/SR 68/17-Mile Drive Interchange

This alternative was developed by the City of Monterey and has been included in this analysis upon their request because it would result in better traffic conditions at this interchange than either the proposed Phase 1B improvement or the RTP's Highway 68 Widening Project.

However, as described in Section 3.11, Transportation and Circulation, the Phase 1B improvement included in the proposed project would substantially improve traffic conditions compared to a no project condition. As a result, the roundabout is an alternative to this project element~~, but~~. As discussed in the impact analysis below, the alternative would not avoid a significant unavoidable impact of the proposed project and thus is not necessary to address an identified significant unavoidable impact of the project. This alternative would lower several project impacts, such as greenhouse gas emissions, and thus lower the amount for mitigation that would be necessary. This alternative would also lower several project impacts not found to be significant, such as operational criteria pollutant emissions.

Page 5-28, the following is added after line 21:

Concerning operational emissions, a roundabout would result in less criteria pollutant emissions than the proposed project due to the lowering of vehicle delay with shorter vehicles queues and less vehicle idling. While this would be environmentally beneficial, the proposed project would not result in significant criteria pollutant emissions, and thus this alternative would not eliminate a significant impact of the project or eliminate mitigation relative to the proposed project and operational criteria pollutants.

Both Alternative 5 and the proposed project would result in Impact AQ-B1 (long-term increase in ROG, NOx, CO, and PM10 emissions due to vehicular traffic generated by development), but the impact would be less than significant because it would not exceed air quality standards of daily emissions thresholds. Alternative 5 would further reduce congestion relative to the proposed project (refer to page 5-32 of Volume I) and thus would lower vehicle emissions at this one intersection.

Page 5-29, lines 15–31 are revised as follows:

Climate Change

The impacts and required mitigation measures under this alternative would be similar but less than ~~to~~ those identified for the proposed project. Both Alternative 5 and the proposed project would result in project-related greenhouse gas emissions, during construction and from operation that could considerably contribute to climate change impacts and be inconsistent with the goals of AB 32 (Impact CC-A1). Construction-related emissions would be slightly less with Alternative 5 because there would be less grading associated with the lower and shorter retaining wall. ~~;~~ O~~o~~perational emissions would be slightly less because ~~it is expected that~~ traffic would have ~~somewhat~~ shorter queues with the roundabout because vehicles would not be idling at a traffic signal. The differences in GHG emissions between a roundabout and the proposed project were estimated based on the changes in vehicle delay and idling emission factors and Alternative 5 was found to result in up to 249 metric tons less CO2 emissions per year than the Proposed Project (see analysis in Appendix E). The Proposed Project (Option 1) overall would result in up to 5,187 metric tons of GHG emissions per year (excluding one-time emissions associated with tree removal). With the roundabout alternative, the project would result in 4,938 metric tons of GHG emissions per year, a reduction of approximately 5 percent. Using the revised impact analysis in the EIR, the project (Option 1) would need to reduce annual emissions by 24% to 3,942 MT CO2e per year (as well as mitigate for one-time losses) and thus the roundabout, on its own, would not reduce this impact to a less than significant level without the need for additional mitigation as called for in Mitigation Measure CC-A1 and CC-A2.

In both cases (proposed project and Alternative 5), Impact CC-A1 would be reduced to a less-than-significant level by implementing the following mitigation measures:

- CC-A1 (best management practices for GHG emissions during construction).
- CC-A2(reduce annual greenhouse gas emission by 24% ~~26%~~ relative to business as usual by either A) using a combination of design features, replanting, and/or offset purchases; or B) validating the greenhouse gas emission offset value of preserving Monterey pine forest designated for development using the Climate Action Registry Forest Project Protocol and preserve the lands in perpetuity).

Page 5-32, Table 5-4 is revised as follows:

Table 5-4. Level of Service Comparison for the SR 68/ SB SR 1 Off-Ramp Intersection

		AM			PM		
Scenario	**Year**	**LOS**	**Delay (seconds)**	**v/c***	**LOS**	**Delay (seconds)**	**v/c***
Existing	2011	F	80.8	1.01	E	70.1	1.02
No Project	2015	F	105.7	1.05	E	79.0	1.06
Phase 1B (Signal)	2015	C	34.3	0.85	D	40.2	0.90
Highway 68 Widening Project (Signal)	2015	C	26.3	0.80	A	16.4	0.54
Roundabout	2015	B	10.8	0.76	A	6.5	0.53
Highway 68 Widening Project (Signal)	2030						

Scenario	Year	AM LOS	AM Delay (seconds)	AM v/c*	PM LOS	PM Delay (seconds)	PM v/c*
Highway 68 Widening Project + Mitigation (Signal)	2030	C	20.4	0.79	B	18.3	0.75
Roundabout	2030	A	8.2	0.83	A	8.2	0.61

Sources:
Roundabout: Parsons-Brinckerhoff 2011. (Table 5. Results for Roundabout are from SIDRA analysis.)
Phase 1B/SR68 Widening Project: Fehr & Peers 2011.
Notes:
* v/c = volume/capacity; LOS = level of service

Page 5-33, Table 5-5 is revised as follows:

Table 5-5. Comparative 95th Percentile Queue Distances for the SR 68/SB SR 1 Off-Ramp Intersection (feet)

Scenario	Year	AM EB	AM WB	AM NB	AM SB	PM EB	PM WB	PM NB	PM SB
Existing	2011	3,454[1]	504	176	354	3,760[1]	575	294	425
No Project	2015	3,874[1]	583	133	408	4,078[1]	594	273	679
Phase 1B (Signal)	2015	2,160[1]	155	158	441	2,040[1]	438	237	681
Highway 68 Widening Project (Signal)	2015	895	173	153	440	293	129	236	175
Roundabout	2015	300	52	41	190	107	47	74	51
Highway 68 Widening Project (Signal)	2030	1,903[1]	288	187	904	2,217[1]	201	218	369
Highway 68 Widening Project + Mitigation (Signal)	2030	331	270	133	664	285	157	225	251
Roundabout	2030	94	77	15	60	95	60	35	26

Sources:
Roundabout: Parsons Brinckerhoff 2011. (Table 7. Results for Roundabout are from SIDRA analysis.)
Phase 1B/SR68 Widening Project: Fehr & Peers 2011. (Results from SimTraffic software and micro-simulation using 10 random seed runs out of 20 total runs.)
Notes:
~~a~~ [1] Queue extends beyond Community Hospital intersection. While queues are extensive, the improvement increases the green time allocated to eastbound SR 68 from 29% to 39% of total green time, which reduces queues over the no project condition.

Page 5-35, lines 31–36 are revised as follows:

Based on the assessment of environmental impacts above and summarized inTable 5-2, the environmentally superior "action" alternative is Alternative 2C (Reduced ~~Clustered~~ Development Alternative C) because it reduces the impacts on biological resources (Monterey pine forest and Yadon's piperia, in particular, see comparison in Table 5-6 below), has lower air quality impacts (due to less construction), less traffic and a lower water demand compared to the other action alternatives (as well as the proposed project).

Page 5-35, lines 12–28 are revised as follows:

Based on the assessment of environmental impacts for the feasible alternatives described above, the environmentally superior alternative is the No Project Alternative, which would have lesser significant adverse impacts of the proposed project, particularly as it relates to biological resources, and would reduce, but not completely avoid the unavoidable impacts associated with air quality, traffic, and water supply. It should be noted that the No Project Alternative would also not result in the dedication of the proposed preservation areas. As noted above, the environmental impact of one single-family dwelling unit per existing lot of record (perhaps as many as 41 units overall, of which only 20 would be in areas considered ESHA with perhaps 8 acres of disturbance in ESHA) with implementation of conditions through the permit review process, is expected to be less than the 90 to 100 units included in the proposed project including 58 to 61 ~~76~~ units in areas considered to be mostly or entirely ESHA (including all lots in Areas F-1, I-2, J, K, and L and a few lots in Areas M, U, and V) with associated disturbance of sensitive habitat over 40 acres. The No Project Alternative would result in fewer units than any action alternative (77 to 108 units within Del Monte Forest, depending on alternative) reducing traffic and water supply impacts). While it is possible that foregoing formal dedication of conservation easements for substantial areas within Del Monte Forest could leave the window open for more extensive subsequent future development of these areas, such potential is not considered in this determination.

Page 5-36, Table 5-6 is revised as follows:

The Yadon's Piperia Indirect Impact for Alternative 1C is hereby changed from "5.40 (-2.85)" to "5.40 (+2.85)."

Chapter 6 – Report Preparation

No revisions made.

Chapter 7 – References

Page 7-19, the following is added at the end of the chapter as follows:

References Added for the FEIR

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Pebble Beach Company. 2012. Site Plan for 18 Inclusionary Housing Units at the Corporation Yard Residential Lot Subdivision Area. February 9.

Pebble Beach Company. 2012. Letter to Ms. Marti Noel, Monterey County Resource management Agency Economic Development Office re: Pebble Beach Company Del Monte Forest Plan Inclusionary Housing Ordinance Qualification and Proposal. February 24.

Stilwell, Mark. Executive Vice President, General Counsel, Real Estate Division. Pebble Beach Company. February 13, 2012 – Email communication with Rich Walter, ICF International. March 22, 2012 – Email communication with Rich Walter, ICF International.

Transportation Research Board. 2010. National Cooperative Highway Research Program (NCHRP) Report 672, Roundabouts: An Informational Guide, 2nd edition. Washington, D.C. www.trb.org.

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Revisions to Volume II Draft EIR Appendices

Appendix A – Notice of Preparation and Written Comments

No revisions made.

Appendix B – Proposed Roadway Improvements

No revisions made.

Appendix C – Master Resource Management Plan

Page 2-2, lines 7–17 are revised as follows:

An interagency team to be known as the Resource Management Team (RMT) will review the SSRMPs, the annual work plans, and annual monitoring reports and provide input to Monterey County for consideration in approval of same. The RMT will include the California Department of Fish and Game (DFG), California Coastal Commission (CCC), the U.S. Fish and Wildlife Service (USFWS), the Fire Protection arm of the Pebble Beach Community Services District (PBSCD/CALFIRE~~CDF~~), the Pebble Beach Open Space Advisory Committee (OSAC), the Monterey County Planning Department (County), Del Monte Forest Foundation (DMFF), and other agencies, organizations, and scientific experts as deemed necessary by Monterey County.

The County is the approving agency with one exception: PBCSD/CALFIRE~~CDF~~ shall jointly be responsible for review and approval of plans for any proposed prescribed burns and vegetation management for fuel reduction.

Page 2-3, the following is added before line 16

The area of management for each preservation area includes directly adjacent roadsides for the purposes of control of non-native invasive plants even if the roadside area is outside the formally dedicated area. These roadside areas do not need to be managed to promote the growth of natural vegetation or creation of habitat, but need to be managed to control the spread of highly invasive non-native species.

Page 4-8, lines 21–22 are revised as follows:

The qualified biologist preparing the SSRMP shall consult the *Piperia Yadonii* Studies 2006-2011 report, which contains useful information for habitat management (Jodi McGraw Consulting and Ecosystems West Consulting Group 2011).

Page 6-1, lines 8–9 are revised as follows:

Jodi McGraw Consulting and Ecosystems West Consulting Group. 2011. *Piperia yadonii* studies 2006-2011. Prepared for County of Monterey Resource Management Agency Planning Department, November.

Appendix D – Proposed Monterey County Local Coastal Program Amendment

Appendix D fly page is revised as follows:

- Appendix D.1: Draft Del Monte Forest Land Use Plan
- Appendix D.2: Draft Del Monte Forest Land Use Plan Figures
- Appendix D.3: Proposed Changes to Coastal Implementation Plan Part 1 Title 20 Zoning Code
- Appendix D.4: Draft Coastal Implementation Plan Part 5 Chapter 20.147: Regulations for Development in the Del Monte Forest Land Use Plan Area
- Appendix D.5: Errata to the Del Monte Forest Local Coastal Plan Amendment

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MONTEREY COUNTY
RESOURCE MANAGEMENT AGENCY – PLANNING DEPARTMENT

MEMORANDUM

Date: January 24, 2012

To: Board of Supervisors

From: Joseph Sidor, Associate Planner

Subject: Scheduled Item # 3 – DMF LCP Amendment – Monterey County (PLN100138)

Note: Recommended revisions are delineated by either strikethrough (~~deletions~~) or underline (additions).

Revise Attachment No. 2, Resolution of Intention to Amend the Local Coastal Program, Decision, to add the following guidance for staff:
e. Direct staff to adjust the formatting of the draft ordinance, as applicable, prior to transmission to the California Coastal Commission.

County staff, in conjunction with California Coastal Commission (CCC) staff, recommends revision of the following draft language in the Del Monte Forest Land Use Plan:

CHAPTER TWO
RESOURCE MANAGEMENT ELEMENT

INTRODUCTION
Revise the 2nd paragraph, 1st sentence, as follows:
In considering the following natural resource management sections, it is important to read them together as a whole framework and as discrete subjects.

Revise the 4th paragraph, 5th sentence, as follows:
In short, for these lands and pursuant to the Concept Plan, this LUP strikes a balance that recognizes that concentrating development in and near existing developed Forest nodes (e.g., in former quarry areas and in areas framed by golf course and residential development, etc.) pursuant to the Concept Plan allows for large resource areas, including those that are contiguous to other large protected resource areas (e.g., Pescadero Canyon and Huckleberry Hill Natural Habitat Area, etc.), to be protected and managed as contiguous habitat areas in perpetuity.

FRESHWATER AND MARINE RESOURCES
Revise Policy 2 as follows:
Non-point sources of pollution to Carmel Bay, rocky intertidal areas, and wetlands shall be avoided to the maximum extent possible, and where unavoidable, minimized and mitigated, through use of appropriately sited and designed drainage and runoff control systems.

ENVIRONMENTALLY SENSITIVE HABITAT AREAS
Revise the 1st paragraph, 1st sentence, as follows:
Environmentally sensitive habitat areas (or ESHAs) in the Del Monte Forest are defined as those areas in which plant or animal life or their habitats are either rare or especially valuable due to their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments.

Revise the 4th paragraph as follows:
Historically, the following types of habitats have generally been found to meet the definition of ESHA ~~Unless there is compelling site specific evidence to the contrary, all of the following are considered ESHA in the Del Monte Forest~~:

- Habitat areas that are rare or especially valuable from a local, regional, or statewide basis.
- Habitat areas that support plant or animal species designated or candidates for listing as rare, threatened, or endangered under State or Federal law.
- Habitat areas that support species designated as Fully Protected or Species of Special Concern under State law or regulations.
- Habitat areas that support plant species for which there is compelling evidence of rarity (e.g., those designated 1b (rare or endangered in California and elsewhere) or 2 (rare, threatened, or endangered in California but more common elsewhere) by the California Native Plant Society).
- ~~Threatened or Endangered pursuant to the federal Endangered Species Act of 1973 as amended.~~
- ~~Rare, Threatened or Endangered pursuant to the California Endangered Species Act of 1984 as amended.~~
- ~~Habitat areas that are designated as an Area of Special Biological Significance (ASBS) or a Marine Protected Area (MPA).~~
- Areas of particular biological, scientific, or educational interest, including large continuous expanses of native trees and vegetation.

Revise the 5th paragraph as follows:
Determinations of whether ESHA is actually present in the Del Monte Forest in any particular situation must be based on an evaluation of both the resources on the ground and knowledge about the sensitivity of the habitat at the time of development consideration. In the Del Monte Forest ~~Area~~, examples of habitat areas that have historically been determined to meet the definition of ESHA ~~be entirely or in part environmentally sensitive~~ include: the rare Monterey cypress and Gowen cypress forest communities, portions of the native Monterey pine forest, the endemic Monterey pine/Bishop pine association, central maritime chaparral, coastal sand dunes, streams and riparian corridors, wetlands, rocky intertidal areas, rookeries and haul-out sites, important roosting sites, and sites in which ~~of~~ sensitive plants and animals associated with these and other habitats are located~~, and changes that could cause a fish or wildlife species population below self-sustaining levels, threaten to eliminate a plant or animal community, or restrict the range of an endangered, rare or threatened species~~.

Revise Policy 9, 2nd sentence, as follows:
Areas that are especially sensitive to recreational use include riparian and stream habitats, wetlands, rocky intertidal areas, and sites ~~of~~ where threatened, rare, and endangered species of plants and animals are found.

Revise Policy 10, 4th sentence, as follows:
No residential subdivision shall be allowed unless it is first demonstrated that, for each new residential lot, normal residential development, including driveway and utility connections, is feasible without ~~damage~~ adverse impacts to any environmentally sensitive habitat area.

HAZARDS

Revise Policy 42, 1st sentence, as follows:

As technical reports supporting development proposals are completed and received by the County, the information contained therein shall be recorded in such a manner that the report(s) will be identified in a chain of title for the property where approved development would occur and become part of the public record.

Revise Policy 45, 2nd sentence, as follows:

For example, exceptions to the State Forest and Fire Law may be necessary where ESHA is present and/or where prior restrictions (including in Forest Management Plans) dictate otherwise.

SCENIC AND VISUAL RESOURCES

Revise Policy 51 as follows:

Live tree removal shall be prohibited in undeveloped areas unless it is consistent with all other LUP policies and any Forest Management Plan applicable to the area in question.

CHAPTER THREE
LAND USE AND DEVELOPMENT ELEMENT

Revise Policy 72, 2nd sentence, as follows:

All development that would impact Monterey cypress trees and/or Monterey cypress habitat in this area shall be sited and designed to avoid adverse impacts to individual cypress trees and cypress habitat.

Revise Policy 77, 1st sentence, as follows:

New residential development, including main and accessory structures, within the Pescadero Watershed (see Figure 2b) shall be limited to a ~~total~~ maximum of 9,000 square feet of site coverage.

Revise Policy 89 as follows:

New visitor-serving and commercial recreation facilities shall be designed to maximize opportunities for public use and offer a range of visitor serving facilities. Low, no, and moderate cost facilities shall be provided as feasible (e.g., trails, picnic facilities, moderately-priced food and beverage service, viewing areas, etc.). Up to 700 total (existing and new) visitor-serving units/guestrooms may be allowed within the Del Monte Forest.

Note: This change clarifies the total number of units agreed to in the DMF Agreement.

Revise Open Space Designations, 1st sentence, as follows:

The primary objective of the Open Space designation is protection of the natural systems of the Forest, which include ~~environmentally sensitive habitat~~ forested areas, ~~the sites of endangered species,~~ riparian areas, wetland areas, dunes, beaches, and ~~sensitive coastal strand~~ shoreline areas.

LAND USE BY PLANNING AREA

Revise the 1st paragraph, 6th sentence, as follows:

In all cases, a more refined constraint evaluation for any particular proposed development ~~is~~ must necessarily be based on an evaluation of the resources on the ground at the time of development consideration.

Revise the 2nd paragraph, 2nd sentence, as follows:

Allowable density is contingent upon natural resource constraints present on any given site and availability of public services as determined through project review, and thus may be as high as the

maximum (but no higher) or may be lower if site specific circumstances dictate a lower density for development to be consistent with LUP policies.

PEBBLE BEACH COMPANY CONCEPT PLAN

Capitalize all occurrences of Concept Plan.

Requirements Applicable to Certain Setbacks/Buffers

Revise the 1st paragraph as follows:
Notwithstanding other LUP policies to the contrary, ~~S~~setback/buffer requirements applicable to ESHA, wetlands, dunes, streams, and riparian corridors located outside of the areas listed under the heading "Requirements Applicable to ESHA, Wetlands, Dunes, Streams, and Riparian Corridors" above shall apply as follows:

Requirements Applicable to Water and Wastewater

Revise the 1st paragraph, 2nd sentence, as follows:
Estimated water demand of the concept plan is ~~115~~ 135 acre feet per year (AFY).

Requirements Applicable to Affordable Housing

Revise as follows:
The Pebble Beach Company shall comply with the County's Inclusionary Housing Ordinance in the manner approved by the County. In addition to the 10 market rate units identified at the Corporation Yard site, an additional 20 units of inclusionary housing may be allowed within the same development footprint as identified in Figure 9l.

CHAPTER FOUR
LAND USE SUPPORT ELEMENT

WATER AND WASTEWATER SERVICES

Water Supply Considerations

Revise the 8th paragraph, 1st sentence, as follows:
Water demand for the Pebble Beach Company's Concept Plan projects is estimated at about ~~115~~ 135 AFY.

HOUSING

Revise Policy 119, 2nd sentence, as follows:
The allowance of accessory dwelling units may also serve to further this objective in the Del Monte Forest.

CHAPTER FIVE
PUBLIC ACCESS ELEMENT

Revise Policy 132, 2nd sentence, as follows:
Access in such areas shall be controlled through siting and design~~s~~ which confine it to designated trails and areas.

CHAPTER SIX
IMPLEMENTATION

Revise the Appeals section, 3rd sentence, as follows:
In addition, any local action (approval or denial) on a CDP for a major public works project (including a publicly financed recreational facility and/or a special district development), as defined in Chapter 14 of the California Code of Regulations, section 13012, or an energy facility, as defined in section 30107 of the Coastal Act, is appealable to the Commission.

County staff, in conjunction with California Coastal Commission (CCC) staff, recommends revision of the following draft language in the Monterey County Coastal Implementation Plan (CIP), Part 5, Regulations for Development in the Del Monte Forest Land Use Plan Area:

20.147.20 DEFINITIONS
Revise the following definitions as shown:

E. Environmentally Sensitive Habitat Area (or ESHA): Environmentally sensitive habitat area means any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and development. In the Del Monte Forest ~~area~~, examples of habitat areas which have historically been determined to meet the definition of ESHA ~~be entirely or in part environmentally sensitive~~ include: the rare Monterey cypress and Gowen cypress forest communities, portions of the native Monterey pine forest, the endemic Monterey pine/Bishop pine association, central maritime chaparral, coastal sand dunes, streams and riparian corridors, wetlands, and sites in which sensitive ~~of rare and endangered~~ plants and animals associated with these and other habitats are located.

G. High Hazard Areas
Flood Hazard areas:
Special Flood Hazard Area~~The 100-year floodplain~~: The area subject to a 1% chance or greater chance of flooding in any given year.~~, or once in a 100 year period (e.g., the 100-year flood), including the floodway, as delineated on~~ It is shown on the Flood Insurance Rate Maps (FIRM) as Zone A, AO, AE, AR, A99, AH, VE, or V.

O. Floodway: ~~That portion of the floodplpain required to carry the flow that may, on the average, occur once every 100 years (100 year flood) as shown on Flood Insurance Rate Maps (FIRM).~~ The channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than one (1) foot. Where appropriate, the floodway limits for some streams were set using flood velocities.

20.147.030 FRESHWATER AND MARINE RESOURCES

Revise paragraph A.1 as follows:
New development in the Pescadero watershed and the smaller unnamed watersheds of the Pebble Beach planning area which drain into the Carmel Bay Area of Special Biological Significance (ASBS) and in the watersheds of Seal Rock Creek and Sawmill Gulch (see LUP Figure ~~xxx~~2b for affected watersheds), shall be subject to the following development restrictions and criteria:

Revise paragraph A.1.b as follows:
Impervious surface (structural and site improvements) coverage for residential development shall be limited to a maximum of 9,000 square feet ~~per lot~~.

20.147.040 ENVIRONMENTALLY SENSITIVE HABITAT AREAS

Revise section A as follows:
The presence/absence of ESHA shall be determined prior to initiating the application review process with the intent to design sites in a manner avoiding ESHA to the greatest extent feasible. ESHAs are those habitat areas in which plant or animal life or their habitats are either rare or especially valuable ~~due to~~ because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments. Historically, the following types of habitats have generally been found to meet the definition of ESHA ~~Unless there is compelling site specific evidence to the contrary, all of the following are considered ESHA in the Del Monte Forest~~:

- Habitat areas that are rare or especially valuable from a local, regional, or statewide basis.
- Habitat areas that support plant or animal species designated or candidates for listing as rare, threatened, or endangered under State or Federal law.
- Habitat areas that support species designated as Fully Protected or Species of Special Concern under State law or regulations.
- Habitat areas that support plant species for which there is compelling evidence of rarity (e.g., those designated 1b (rare or endangered in California and elsewhere) or 2 (rare, threatened, or endangered in California but more common elsewhere) by the California Native Plant Society).
- ~~Threatened or Endangered pursuant to the federal Endangered Species Act of 1973 as amended.~~
- ~~Rare, Threatened or Endangered pursuant to the California Endangered Species Act of 1984 as amended.~~
- ~~Habitat areas that are designated as an Area of Special Biological Significance (ASBS) or a Marine Protected Area (MPA).~~
- Areas of particular biological, scientific, or educational interest, including large continuous expanses of native trees and vegetation.

Determinations of whether ESHA is actually present in the Del Monte Forest in any particular situation must be based on an evaluation of both the resources on the ground and knowledge about the sensitivity of the habitat at the time of development consideration. In the Del Monte Forest ~~Area~~, examples of habitat areas that have historically been determined to meet the definition of ESHA ~~be entirely or in part environmentally sensitive~~ include: the rare Monterey cypress and Gowen cypress forest communities, portions of the native Monterey pine forest, the endemic Monterey pine/Bishop pine association, central maritime chaparral, coastal sand dunes, streams and riparian corridors, wetlands, rocky intertidal areas, rookeries and haul-out sites, important roosting sites, and sites in which ~~of~~ sensitive plants and animals associated with these and other habitats are located~~, and changes that could cause a fish or wildlife species population below self sustaining levels, threaten to eliminate a plant or animal community, or restrict the range of an endangered, rare or threatened species~~.

In terms of native Monterey pine forest and ESHA determinations, unless there is compelling site specific evidence to the contrary, ~~S~~significant stands (i.e., 20 acres in size or larger) of native Monterey pine forest that ~~constitute ESHA~~ are ~~those~~ relatively undisturbed ~~stands that are 20 acres in size or larger~~ are considered ESHA. Stands of native Monterey pine forest less than 20 acres that provide specific documented ecosystem functions, such as the provision of habitat for rare species (e.g., Yadon's piperia or Hooker's Manzanita) or rare communities (e.g., central maritime chaparral), or that are very close to or connected to large areas of forest may also ~~qualify as~~ be considered ESHA because of their especially valuable ecosystem functions. Other factors that might be considered in native Monterey pine forest ESHA determinations include the relative degradation or health of the understory, association with wetland or riparian resources, or the relative uniqueness of the stand itself.

Revise paragraph B.1, 1st sentence, as follows:
Applications for development of any type, including subdivision of land for development purposes, shall include field surveys and impact analysis, by qualified individuals, to precisely determine habitat area, including ESHA, ~~locations~~ and to recommend siting, design, and related mitigating measures to ensure protection of any sensitive species or habitat areas present.

Revise paragraph C.6, 4th sentence, as follows:
No residential subdivision shall be allowed unless it is first demonstrated that, for each new residential lot, normal residential development, including driveway and utility connections, is feasible without ~~damage~~ adverse impacts to any environmentally sensitive habitat area.

Revise paragraph C.7, 4th sentence, as follows:
Techniques such as clustering of structures, with open space areas placed in an open space easement, shall be required to result in the maximum amount of open space and environmentally sensitive habitat area protection.

Revise paragraph C.8, 2nd sentence, as follows:
Parcels proposed for development containing areas of environmentally sensitive habitat shall require, as a condition of approval, that the sensitive habitat area (including a 100 foot buffer around the habitat area) be placed in an open space conservation and scenic easement.

Revise paragraph D.2(i), 1st sentence, as follows:
The Del Monte Forest Foundation shall be encouraged to maintain ~~establish~~ an interpretive and educational program at Crocker Grove.

20.147.050 FOREST RESOURCES

Revise paragraph A.1 as follows:
Trees and other vegetation may be removed without a coastal development permit unless the trees/~~major~~ vegetation to be removed are:

Revise paragraph A.2, 1st sentence, as follows:
Applicants shall notify the Planning Department prior to any removal of trees or ~~major~~ vegetation for a determination of whether such removal meets the criteria for removal without a coastal development permit.

20.147.050 HAZARDS
Revise paragraph B.d, 2nd sentence, as follows:
For example, exceptions to the State Forest and Fire Law may be necessary where ESHA is present

and/or where prior restrictions (including in Forest Management Plans) dictate otherwise.

20.147.070 SCENIC AND VISUAL RESOURCES

Revise paragraph B.4 as follows:
Live tree removal shall be prohibited in undeveloped areas unless it is consistent with all other LUP policies and any Forest Management Plan applicable to the area in question.

20.147.080 CULTURAL RESOURCES

Revise paragraph A.1 as follows:
Notwithstanding any coastal development permit exemptions ~~or exclusions~~ that may otherwise apply, development proposed within 750 feet of a known archaeological resource, as identified through the survey report or as shown on current County resource maps or other available information, shall be required to obtain a Coastal Development Permit.

20.147.095 PEBBLE BEACH COMPANY CONCEPT PLAN

Capitalize all occurrences of Concept Plan.

Revise section H, 1st paragraph, 2nd sentence, as follows:
Estimated water demand of the concept plan is ~~115~~ 135 acre feet per year (AFY).

Revise section K as follows:
The Pebble Beach Company shall comply with the County's Inclusionary Housing Ordinance in the manner approved by the County. In addition to the 10 market rate units identified at the Corporation Yard site, an additional 20 units of inclusionary housing may be allowed within the same development footprint as identified in Figure 9l.

20.147.100 CIRCULATION

Revise paragraph A.4, 1st sentence, as follows:
To protect public access to the shoreline and reserve limited highway capacity for coastal priority uses, development in the Del Monte Forest shall be required to identify and appropriately offset all circulation impacts, with preference given to mitigation measures designed to improve public recreational access and visitor-serving circulation.

Revise paragraph A.5, 1st sentence, as follows:
Approval of new subdivision and/or hotel development in the Del Monte Forest shall be based upon professional engineering traffic studies that will identify and provide for circulation changes/improvements necessary to appropriately offset such development's impacts on existing visitor and residential circulation needs.

Revise paragraph A.6 as follows:
Circulation changes and/or improvements in the Del Monte Forest shall utilize to the maximum extent feasible existing disturbed areas.

Revise paragraph A.12 as follows:
To preserve both visual and physical access to the coast, the impacts on the road system of the Del Monte Forest and on Highway 68 and Highway 1 resulting from incremental development of the Forest shall be mitigated in conjunction with, or as a function of, new development.

Revise paragraph A.14, 1st sentence, as follows:
Applications for development in the Del Monte Forest shall include an analysis of the traffic generation of such development and an analysis of the probable routes of such traffic.

20.147.120 HOUSING

Revise paragraph A.1, 2nd sentence, as follows:
The allowance of accessory dwelling units may also serve to further this objective in the Del Monte Forest.

20.147.130 PUBLIC ACCESS

Revise paragraph C.14, 2nd sentence, as follows:
Access in such areas shall be controlled through siting and designs which confine it to designated trails and areas.

County staff also recommends the addition of the following Table of Contents to the Del Monte Forest Land Use Plan (LUP):

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Appendix E – Air Quality and Climate Change Information for Analysis

Appendix E fly page is revised as follows:

- E.1: Criteria Pollutant and Greenhouse Gas Emissions Modeling Methodology and Assumptions
- E.2: Revised 2005 Greenhouse Gas Inventory and 2020 Forecast for Monterey County
- E.3: Greenhouse Gas Emissions due to Idling, Proposed Project and Alternative 5
- E.4: Air Quality Model Output Files

Page E-1, header is revised as follows:

E.1: Criteria Pollutant and Greenhouse Gas Emissions Modeling Methodology and Assumptions

Page E-2, lines 33–34 are revised as follows:

Tables E-5a and E-5b summarizes the trip rates, and operational acreage for land uses associated with the proposed project.

Page E-6, lines 29–33 are revised as follows:

The screening-level analysis of pollutant concentrations and associated health risks was conducted for the Pebble Beach Links Driving Range Relocation to Collins Field. It was assumed that construction equipment would occur within 0 to 500 feet of the Collins Field construction site fenceline, and the construction site is 15.58 acres in size. Relocation of the Driving Range was modeled with the assumption that the sensitive receptors were located within 100 feet of the construction area fenceline.

Page E-6, lines 37–39 are revised as follows:

Health risks at receptors nearby other construction areas were scaled from the health risks calculated at the Driving Range Relocation to Collins Field based on the ratio of total mass emissions at the other construction areas to those at Collins Field (see Table 3.2-10 Section 3.2 in Volume I of the DEIR) and calculated based on the distances of sensitive receptors to the project development areas, as well as the assumed distances of construction equipment to the construction area fencelines. See Table 3.2-10 Section 3.2 in Volume I of the DEIR for distances of sensitive receptors to construction area fencelines.

Page E-7, the following text should be added before line 1 as follows:

Water Emissions

Emissions associated with water consumption were originally modeled using CalEEMod default water consumption rates based on land use type and size. These emission estimates have been revised based on water demand estimates from Table 3.12-7 found in Section 3.12 of Volume I of the DEIR and by the estimate for Alternative 1 Inclusionary Housing (see Table H.2-2D in Appendix H revisions below). The original modeled emissions results from CalEEMod for each project element were scaled using the ratio of estimated water demand listed in Table 3.12-7 to CalEEMod default

water consumption. The results of the revised water emissions analysis are presented in Tables 3.4-7 and 3.4-10 of the DEIR, while Table E-10 presents the scaling methodology.

Following Page E-7, Table E-5 is revised as follows:

Table E-5a. Operational Assumptions

Project Element	Land Use Type	Unit Amount ~~Trip Generation~~	Size Metric	Acreage
Pebble Beach - SBI Conference Center Meeting	General Office Building	3.96	1000sqft	0.09
Pebble Beach - Colton Building	Hotel	20	Room	0.5
Pebble Beach - Driving Range	Golf Course	15.58	Acre	15.58
Pebble Beach - Equestrian/Special Events	Arena	22.85	Acre	22.85
Pebble Beach - Fairway 1	Hotel	35	Room	2.39
Pebble Beach - Hotel (Area M Spyglass (Opt 1)	Hotel	100	Room	15.31
Pebble Beach - PBL Meeting Facility	General Office Building	2.1	1000sqft	0.05
Pebble Beach - PBL Parking and Circulation	Parking Lot	3.21	Acre	3.21
Pebble Beach - Residential (Area M Spyglass (Opt 2))	Single Family Housing	10	Dwelling Unit	3.25
Pebble Beach - Residential (No V/Corp Yard)	Single Family Housing	64	Dwelling Unit	20.78
Pebble Beach - Residential (V)	Single Family Housing	14	Dwelling Unit	4.55
Pebble Beach - SBI Conference Center Ballroom	General Office Building	3.96	1000sqft	0.09
Pebble Beach - SBI Conference Center Meeting	General Office Building	3.96	1000sqft	0.09
Pebble Beach - SBI Guest Cottages	Hotel	40	Room	3.13
Pebble Beach - SBI New Employee Parking Lot	Parking Lot	3.21	Acre	3.21

1 *Following Page E-7 and Table E-5a, Table E-5b is added as follows:*

2 **Table E-5b. Revised Trip Generation Rates (new table)**

Land Use	Area	Land Use	Size		Unit[1]		Trip Rates				Trip Estimates Daily		Trip Estimates New
			Original	New	Original	New	AM	PM	Daily Original	Daily New	Original	Check	Check
The Inn at Spanish Bay													
New guest units	SBI	Guest units	40		Rooms		0.56	0.59	4.9		196	196	
Conference center expansion[2]	SBI	Meeting room	37	**3.96**	People	**KSF**	0.34	0.34	3.4	**81.57**	323	126	323
	SBI	ballroom	29	**1.409**	People	**KSF**	0.34	0.34	3.4	**81.62**	115	99	115
The Lodge at Pebble Beach													
New guest units[3]	PBL	Colton Farirway1	55		Rooms		0.56	0.59	4.9		270	270	0
Meeting facility expansion[2]	PBL	Conf. Rm.	20	**2.1**	People	**KSF**	0.34	0.34	3.4	**81.43**	171	68	171
Equestrian Center Reconstruction[4]	EC	Equest.	1		Center		--	--	--		--		
Driving Range Relocation[4]	EC	Golf	1		Range		--	--	--		--		
Residential Lot Subdivisions													
Area F-2	Res 1	SFR	16		DU		0.75	1.01	9.57		153	153	
Area I-2	Res 1	SFR	16		DU		0.75	1.01	9.57		153	153	
Area J	Res 1	SFR	5		DU		0.75	1.01	9.57		48	48	
Area K	Res 1	SFR	8		DU		0.75	1.01	9.57		77	77	
Area L	Res 1	SFR	10		DU		0.75	1.01	9.57		96	96	
Area U	Res 1	SFR	7		DU		0.75	1.01	9.57		67	67	
Area V	Res 2	SFR	14		DU		0.75	1.01	9.57		134	134	
Collins Residence[5]	Res 1	SFR	2		DU		0.75	1.01	9.57		19	19	
Corporation Yard	Res 2	SFR	10		DU		0.75	1.01	9.57		96	96	
Area M Spyglass Hill Option 1(New Resort Hotel)													
Restaurant and meeting space	MR	Hotel Res.	100		Rooms		0.56	0.59	8.17	**9.52**	817	817	952
19,674 sf spa[6]	MR	Hotel Res.	41		PS		0.59	0.59	5.85		240	240	

Land Use	Area	Land Use	Size Original	Size New	Unit[1] Original	Unit[1] New	Trip Rates AM	Trip Rates PM	Trip Rates Daily Original	Trip Rates Daily New	Trip Estimates Daily Original	Trip Estimates Daily Check	Trip Estimates New Check
Restaurant visitor adjustment[7]	MR	Hotel Res.	6		KSF		1.39	1.87	22.49		135	135	0
Area M Spyglass Hill Option 2 (New Residential Lots)													
10 single family home lots	MH Res 3	SFR	10		DU		0.75	1.01	9.57		96		
Total with Area M Spyglass Hill Option 1 (New Resort Hotel)								269	300		115		
Total with Area M Spyglass Hill Option 2 (New Residential Lots)								188	216		85		

Source: Fehr & Peers, June 2011. Trip generation rates based on the Institute of Transportation Engineers' *Trip Generation Manual* (8th Edition), 2008.

PBL = The Lodge at Pebble Beach, SBI = The Inn at Spanish Bay

1 SF = square feet, DU = dwelling units, PS = parking spaces, KSF = thousand square feet

2 Assumption 24 people per 1,000 square feet for conference-style meetings (per www.CVENT.com), 50 percent use by hotel guests, 1.5 people per car for those that drive.

3 The New Colton Building would contain 20 units, and Fairway One Reconstruction would replace 5 existing units with 40 new units.

4 These services are currently being provided. Thus, there will be no new trips generated.

5 The Collins residences would replace 2 existing units with 4 new units.

6 Spa trip generation is based on the 41 parking spaces provided at the spa. 10 spaces are assumed to be for employees. The remaining 31 spaces would be used by guests not staying at the hotel with an average parking turnover of 3 hours. Thus, 31 parking spaces would generate about 12 inbound and 12 outbound trips during the peak hour.

7 Restaurant use is considered in the hotel trip generation rates. The visitor adjustment reflects visitors to the Forest that may also stop by the restaurant, such as visitors to the 17 Mile Drive or nearby residents may stop at the restaurant.

Following Page E-7, Table E-8 is revised as follows:

Table E-8. Health Risk Assessment Assumptions

Grading/Earthwork Phase					Emission Factor (g/hr)	
Equipment	Equipment Number	Horsepower	Load Factor	Hours Per day	ROG	PM
Rubber Tired Dozers	1	358 ~~357~~	0.59 ~~0.3685~~	8 ~~6~~	11.9538512323 ~~5.61756318935268~~	6.29928014149877 ~~2.83303774691445~~
Tractors/Loaders/Backhoes	2 ~~1~~	75 ~~108~~	0.55 ~~0.4087~~	8 ~~7~~	9.77678014437587 ~~1.94555139325019~~	5.17435643178449 ~~1.5336461364352~~
Graders	1	162 ~~174~~	0.61 ~~0.4355~~	8 ~~6~~	2.18012261114327 ~~3.26695501485858~~	1.79014211290034 ~~2.00974736134374~~
Water Trucks	1	189	0.4824	8	2.607432593	1.097932707
Scrapers	2	356	0.72	8	3.730739246	2.430048054
Excavators	2	157	0.57	8	4.783186012	3.093310041
Paving Phase					Emission Factor (g/hr)	
Equipment	Equipment Number	Horsepower	Load Factor	Hours Per day	ROG	PM
Paving Equipment	2	82 ~~104~~	0.53 ~~0.402~~	8 ~~6~~	3.06452370509188 ~~2.63924286457018~~	2.31622856748375 ~~1.99039382740203~~
Pavers	2 ~~1~~	89 ~~100~~	0.62 ~~0.3551~~	8 ~~7~~	4.57832121818845 ~~2.63487810526254~~	3.45506700315452 ~~1.97909360837748~~
Rollers	2 ~~1~~	84 ~~95~~	0.56 ~~0.3618~~	8 ~~7~~	3.00306177070157 ~~1.9209175442451~~	2.33178986969181 ~~1.48567781044629~~
Tractors/Loaders/Backhoes	~~1~~	75 ~~108~~	0.55 ~~0.4087~~	7	2.18012261114327 ~~1.94555139325019~~	1.79014211290034 ~~1.5336461364352~~
~~Cement and Mortar Mixers~~	~~4~~	~~10~~	~~0.38~~	~~6~~	~~0.147716339~~	~~0.06051694~~
Cranes	1	208	0.43	7	2.396698366	1.252694963
Forklifts	3	149	0.30	8	0.962659503	0.632769579
Generator Sets	1	84	0.74	8	4.527801319	3.405242937
Welders	1	46	0.45	8	2.435198788	0.830096915

Building Construction Phase					Emission Factor (g/hr)	
Equipment	Equipment Number	Horsepower	Load Factor	Hours Per day	ROG	PM
Forklifts	3	149	0.3	8	0.962659503	0.632769579
Tractors/Loaders/Backhoes	3	75	0.55	7	2.180122611	1.790142113
Cranes	1	208	0.43	7	2.396698366	1.252694963
Generator Sets	1	84	0.74	8	4.527801319	3.405242937
Welders	1	46	0.45	8	2.435198788	0.830096915

Following Page E-7, Table E-9 is revised as follows:

Table E-9. ARB's Proposed AB 32 Scoping Plan Reduction Strategies[1]

Recommended Reduction Strategies	Sector	A Scoping Plan BAU Estimates	B Scoping Plan 2020 Reductions ($MMTCO_2E$)	% of Overall Reductions	% of 2020 BAU Inventory	% Reduction from BAU Column A/ Column B
Energy Efficiency - Electricity Building and appliance energy efficiency and conservation Increase CHP generation	Electricity	122.4	7.8	0.1	0.0	6.4%
Renewable Portfolio Standard (20% by 2010) Renewables Electricity Standard (33% by 2020)	Electricity	122.4	23.4	0.2	0.0	19.1%
Energy Efficiency - Natural Gas Building and appliance energy efficiency and conservation Solar Water Heating	Res/Commercial Natural Gas	38.2	4.2	0.0	0.0	11.0%
California Light-Duty Vehicle GHG Standards Implement Pavley I standards (AB 1493) Develop Advanced Clean Car Standards	On-Road Passenger Transportation	153.1	29.9	0.3	0.1	19.5%
Low Carbon Fuel Standard	On-Road/off-Road Transportation/Unspecified	197.2	15.0	0.1	0.0	7.6%

[1] Based on CalEEMod data, implementation measures to achieve a 20% reduction beyond Title 24 achieves a 10% reduction in energy GHG emissions.

Following Page E-7, Table E-10 is added as follows:

Table E-10. Water GHG Emision Calculation Revisions

Table 3.12-7. Direct Water Demand of Proposed Project	EIR	CalEemod (gallons)		Total Water Use	Total Water Use	Table 3.4-7	Table 3.4-10	Table 3.4-7	Table 3.4-10
Development Area	**Projected Demand**	IndoorWaterUseRate	OutdoorWaterUseRate	Gallons	acre feet/yr	Unmitigated Original	Mitigated Original	Unmitigated Revised	Mitigated Revised
The Lodge at Pebble Beach	**13.11**				**6.60**				
Fairway 1		887836.95	98648.55	986,486	3.03	2.29	1.85	4.55	3.67
Colton		507335.4	56370.6	563,706	1.73	1.31	1.06	2.60	2.10
PBL Meeting Facility		373240.87	228760.53	602,001	1.85	1.16	0.96	2.30	1.91
The Inn at Spanish Bay	**12.85**				**10.43**				
SBI New Employee Parking Lot		0	0	0	0.00				
SBI Conference Center Ballroom		703825.64	431377.01	1,135,203	3.48	2.18	1.81	2.69	2.23
SBI Conference Center Meeting		703825.64	431377.01	1,135,203	3.48	2.18	1.81	2.69	2.23
SBI Guest Cottages		1014670.8	112741.2	1,127,412	3.46	2.62	2.11	3.23	2.60
Area M Spyglass Hill									
Option 1 New Resort Hotel	**30.59**	2536677	281853	2,818,530	**8.65**	6.56	5.29	23.20	18.71
Option 2 New Residential Lots	**10**	651540.26	410753.64	1,062,294	**3.26**	2.03	1.68	7.18	5.94
Residential Lot Subdivisions	**77**				**28.69**				
Residential (No V-Corp Yard)		4169857.64	2628823.29	6,798,681	20.86	13	10.77	34.89	28.91
Residential (Corp Yard)		651540.26	410753.64	1,062,294	3.26	2.03	1.68	5.45	4.51
Residential (V)		912156.36	575055.1	1,487,211	4.56	2.84	2.36	7.62	6.33
Equestrian Center Reconstruction	**0**				**0.00**				
Driving Range Relocation	**0.33**	0						0.53	0.43
SR 1/SR 68/17-Mile Drive Intersection Reconstruction	**0.7**			0	0.00			1.12	0.91

	Total with Option 1	**Total With Option 2**
Project Total - Average Year	134.57	113.99
Project Total - Wet Year	127.84	108.29
Project Total - Dry Year	141.3	119.69
Project Total - Very Dry Year	148.03	125.39
Source:		
Appendix H		
Note:		
Units are acre-feet per year (AFY).		
gallons/acre-foot	325,851.428571	
MT CO2/acre foot (calculated from CalEEMod)	1.61	
Unmitigated to mitigated reduction factor (calculated from CalEEMod)	1.24	

The following are added at the end of Appendix E, as follows:

- E.2: Revised 2005 Greenhouse Gas Inventory and 2020 Forecast for Monterey County
- E.3: Greenhouse Gas Emissions due to Idling, Proposed Project and Alternative 5
- E.4: Air Quality Model Output Files

E.2: Revised 2005 Greenhosue Gas Inventory and 2020 Forecast for Monterey County

Community Emissions Growth Projections by Sector (2005 – 2020)

Community Emissions Growth Forecast by Sector	2005	2020	Annual Growth Rate	Percent Change from 2005 to 2020
Residential	143,707	167,876	1.04%	17%
Commercial / Industrial	753,974	802,817	0.37%	6%
Transportation	645,742	754,343	1.04%	17%
Wastewater	8,850	9,488	0.47%	7%
Solid Waste	90,137	96,645	0.47%	7%
TOTAL	**1,648,410**	**1,831,168**	--	**11%**
15% below 2005	**1,401,149**			
Reduction below 2020 to meet goal	23.5%	**Using AMBAG 2008 growth rates**		
Source = AMBAG, 2010b. 2005 Greenhouse Gas Inventory Final.				

Growth Forecast Data

Socioeconomic Data	2005	2020	Annual Growth Rate	Percent Change from 2005 to 2020
Population - AMBAG, 2008	106,117	113,778	0.47%	7%
Households - AMBAG, 2008	38,869	45,406	1.04%	17%
Employment - AMBAG, 2008	78,459	82,882	0.37%	6%
Source = AMBAG, 2008				

E.3: Greenhouse Gas Emissions due to Idling, Proposed Project and Alternative 5 (Prepared by ICF)

Calculation of Idling GHG Emissions for Alternative 5 vs. the Proposed Project due to vehicle delay at SR 1/SR 68 intersection

Project Traffic Volumes at SR1 (Southbound off ramp)/SR68 Intersection (Option 1)

	#13 Existing AM	#13 Existing PM	#13 2015 WP AM	#13 2015 WP PM	#13 2030WP AM	#13 2030WP PM
Total	**2673**	**2725**	**2901**	**2952**	**3911**	**3992**

Source: Fehr & Peers 2011 (Traffic volumes in DEIR Appendix G)

Project Traffic Delay at SR1 (Southbound off ramp)/SR68 Intersection (Option 1)

Scenario	Year	Delay (s) AM	Delay (s) PM	Total Delay (s) AM	Total Delay (s) PM
Phase 1B	2015	34.3	40.2	99,504	118,670
SR 68 Widening Project	2015	26.3	16.4	76,296	48,413
Roundabout	2015	10.8	6.5	31,331	19,188
SR68 Widening Project	2030	44.0	37.7	172,084	150,498
SR68 Widening Project + mitigation	2030	20.4	18.3	79,784	73,054
roundabout	2030	8.2	8.2	32,070	32,734
Difference (Roundabout - Project)	2015	-24	10	-68,174	29,225
Difference (Roundabout - Project)	2030	-12	10	-47,714	40,319

Source: Table 5-4 in DEIR, Chapter 5, Alternatives

Reduction in GHG Emissions at SR1/SR 68 intersection with Roundabout vs. Proposed Project

	Units	2015 Daily	2015 Annual	2030 Daily	2030 Annual	Project Annual GHG emissions
Reduction in CO2 with Alt. 5	MTCO	-0.6817	-248.84	-0.6328	-230.97	5,199
CO2 emissions factor	G CO2/s	1.33	1.33	1.33	1.33	
Reduction in Project CO2 emission with Alt. 5	Percent		-5%		-4%	
Grams CO2/gal gasoline	9,231	*Calculated from 20.35 lbs/gal factor from fueleconomy.gov (USDOE, 2011)*				
Gallons gasoline/hour	0.52	*Calculated from $0.03/min @3.48/gallon from fueleconomy.gov (USDOE, 2011)*				
Grams CO2/second	1.33	Calculated from data on CO2 content in gasoline and gallons-gas/hour.				

E.4: Air Quality Model Output Files

E.4.1 Adjustments to Cal EEMod Outputs

The following pages include the output from CalEEmod for estimating both criteria pollutant and greenhouse gas emissions. The model output sheets follow Tables E.4-1A, E.4-1B, E.4-2A, and E.4-2B, which show where adjustments were made to the modeled greenhouse gas emissions results for the following areas:

- Waste GHG emissions – CalEEmod includes biogenic carbon dioxide emissions in its calculation of waste GHG emissions. Standard protocols (the CARB Local Government Operations Protocol, for example) recommend against including biogenic CO2 emissions in GHG inventories as these emissions do not result in net increased in GHGs in the atmosphere. ICF deleted biogenic carbon dioxide emissions from the results from CalEEmod when calculating project waste-related GHG emissions.
- Water GHG emissions – CalEEmod uses default water demand estimates to calculate water-related GHG emissions. The project water demand estimates (see Section 3.12 and Appendix H) are higher than those calculated by CalEEmod. The higher project water estimates were used to calculate project water-related GHG emissions. As noted in Table E-9 above, the outputs from CalEEmod were scaled upward by the estimated project demands (compared to the CalEEmod default-derived water demand estimates).
- Mitigated Energy Emissions/Renewable Portfolio Standard – At the time of the DEIR calculations for GHG emissions, an amount of 23.9% was used as the mitigation effectiveness for the state RPS measure. Updated information from July 2011 from CARB indicates that the mitigation effectiveness would be only 19.1%. Thus, the mitigated GHG calculations for the energy sector were adjusted by 4.8% to reflect the adjusted factor for this state measure.
- Mitigated Mobile Emissions/Pavley & Advanced Clean Cars –Mitigation for the low carbon fuel standard (LCFS) was included in the mitigated GHG emissions modeling in CalEEmod. The effects of the vehicle efficiency state measures (Pavley/Advanced Clean Cars) were manually applied to the CalEEMod results.

Table E.4-1A
PROPOSED PROJECT
GHG EMISSIONS WITH ADJUSTMENTS TO CALEEMOD RESULTS

Development Site	Sector	CO_2	CH_4	N_2O	CO_2e	Adjustments to CalEEmod
PBL[a] Meeting Facility Expansion	Area	0.00	0.00	0.00	0.00	
	Energy	13.97	0.00	0.00	14.06	
	Mobile	23.16	0.00	0.00	23.20	
	Waste	0.00	0.02	0.00	0.49	Excluded biogenic CO2
	Water	1.63	0.02	0.00	2.30	Used project water estimates
	Total	**38.76**	**0.04**	**0.00**	**40.05**	
PBL Fairway One Reconstruction	Area	0.00	0.00	0.00	0.00	
	Energy	250.56	0.01	0.00	252.11	
	Mobile	204.73	0.02	0.00	205.10	
	Waste	0.00	0.23	0.00	4.83	Excluded biogenic CO2
	Water	3.00	0.06	0.00	4.55	Used project water estimates
	Total	**458.29**	**0.32**	**0.00**	**466.59**	
PBL New Colton Building	Area	0.00	0.00	0.00	0.00	
	Energy	143.18	0.00	0.00	144.06	
	Mobile	116.99	0.01	0.00	117.20	
	Waste	0.00	0.13	0.00	2.76	Excluded biogenic CO2
	Water	1.71	0.04	0.00	2.60	Used project water estimates
	Total	**261.88**	**0.18**	**0.00**	**266.62**	
SBI[b] Conference Center Expansion (Ballroom)	Area	0.00	0.00	0.00	0.00	
	Energy	26.35	0.00	0.00	26.51	
	Mobile	17.32	0.00	0.00	17.35	
	Waste	0.00	0.04	0.00	0.92	Excluded biogenic CO2
	Water	1.92	0.02	0.00	2.69	Used project water estimates
	Total	**45.59**	**0.06**	**0.00**	**47.47**	
SBI Conference Center Expansion (Meeting Rooms)	Area	0.00	0.00	0.00	0.00	
	Energy	26.35	0.00	0.00	26.51	
	Mobile	17.32	0.00	0.00	17.35	
	Waste	0.00	0.04	0.00	0.92	Excluded biogenic CO2
	Water	1.92	0.02	0.00	2.69	Used project water estimates
	Total	**45.59**	**0.06**	**0.00**	**47.47**	
SBI New Guest Cottages	Area	0.00	0.00	0.00	0.00	
	Energy	286.35	0.01	0.01	288.12	
	Mobile	233.98	0.02	0.00	234.40	
	Waste	0.00	0.26	0.00	5.51	Excluded biogenic CO2
	Water	2.12	0.04	0.00	3.23	Used project water estimates
	Total	**522.45**	**0.33**	**0.01**	**531.26**	
Area M Spyglass Hill Option 1 (New Resort Hotel)	Area	0.00	0.00	0.00	0.00	
	Energy	715.88	0.02	0.01	720.30	
	Mobile	934.64	0.08	0.00	936.31	
	Waste	0.00	0.66	0.00	13.80	Excluded biogenic CO2
	Water	15.24	0.28	0.00	23.20	Used project water estimates
	Total	**1,665.76**	**1.04**	**0.01**	**1,693.61**	
Area M Spyglass Hill Option 2 (new Residential Lots)	Area	13.12	0.01	0.00	13.63	
	Energy	39.63	0.00	0.00	39.87	
	Mobile	151.07	0.01	0.00	151.32	
	Waste	0.00	0.15	0.00	3.21	Excluded biogenic CO2
	Water	5.13	0.07	0.00	7.18	Used project water estimates
	Total	**208.95**	**0.24**	**0.00**	**215.21**	

Table E.4-1A
PROPOSED PROJECT
GHG EMISSIONS WITH ADJUSTMENTS TO CALEEMOD RESULTS

Development Site	Sector	CO_2	CH_4	N_2O	CO_2e	Adjustments to CalEEmod
Residential Lot Subdivisions (without Area V and Corporation Yard)	Area	83.96	0.06	0.01	87.21	
	Energy	253.63	0.01	0.00	255.19	
	Mobile	966.82	0.08	0.00	968.46	
	Waste	0.00	0.97	0.00	20.29	Excluded biogenic CO2
	Water	24.93	0.35	0.00	34.89	Used project water estimates
	Total	**1,329.34**	**1.47**	**0.01**	**1,366.04**	
Residential Lot Subdivisions (Area V)	Area	18.37	0.01	0.00	19.08	
	Energy	55.48	0.00	0.00	55.82	
	Mobile	211.49	0.02	0.00	211.85	
	Waste	0.00	0.21	0.00	4.44	Excluded biogenic CO2
	Water	5.45	0.08	0.00	7.62	Used project water estimates
	Total	**290.79**	**0.32**	**0.00**	**298.81**	
Residential Lot Subdivisions (Corporation Yard)	Area	13.12	0.01	0.00	13.63	
	Energy	39.63	0.00	0.00	39.87	
	Mobile	151.07	0.01	0.00	151.32	
	Waste	0.00	0.15	0.00	3.21	Excluded biogenic CO2
	Water	3.89	0.05	0.00	5.45	Used project water estimates
	Total	**207.71**	**0.22**	**0.00**	**213.48**	
Total Option 1 (Area M Spyglass Hill New Resort Hotel)	Area	115.45	0.08	0.01	119.92	
	Energy	1,811.38	0.05	0.02	1,822.55	
	Mobile	2,877.52	0.24	0.00	2,882.54	
	Waste	0.00	2.71	0.00	57.17	
	Water	61.82	0.97	0.00	89.22	
	Total	**4,866.17**	**4.05**	**0.03**	**4,971.40**	
Total Option 2 (Area M Spyglass Hill New Residential Lots)	Area	128.57	0.09	0.01	133.55	
	Energy	1,135.13	0.03	0.01	1,142.12	
	Mobile	2,093.95	0.17	0.00	2,097.55	
	Waste	0.00	2.20	0.00	46.58	
	Water	51.70	0.76	0.00	73.20	
	Total	**3,409.35**	**3.25**	**0.02**	**3,493.00**	

Table E.4-1B
ALTERNATIVE 1
GHG EMISSIONS WITH ADJUSTMENTS TO CALEEMOD RESULTS

Development Site	Sector	**CO_2**	**CH_4**	**N_2O**	**CO_2e**	**Adjustments to CalEEmod**
Residential Lot Subdivisions (Corporation Yard)	Area	65.66	0.03	0	67.08	
	Energy	110.96	0	0	111.65	
	Mobile	390.04	0.03	0	390.75	
	Waste	0	0.42	0	8.82	Excluded biogenic CO2
	Water	6.66	0.09	0.00	9.33	Used project water estimates
	Total	573.32	0.57	0.00	587.63	
Option 1 - Area M Spyglass Hill New	Area	167.99	0.10	0.01	173.37	
	Energy	1882.71	0.05	0.02	1894.33	
	Mobile	3116.49	0.26	0.00	3121.97	
	Waste	0.00	2.98	0.00	62.78	
	Water	64.59	1.01	0.00	93.10	
	Total	**5231.78**	**4.40**	**0.03**	**5345.55**	
Option 2 - Area M Spyglass Hill New Residential Lots	Area	181.11	0.11	0.01	187.00	
	Energy	1206.46	0.03	0.01	1213.90	
	Mobile	2332.92	0.19	0.00	2336.98	
	Waste	0.00	2.47	0.00	52.19	
	Water	54.48	0.80	0.00	77.08	
	Total	**3774.97**	**3.60**	**0.02**	**3867.15**	

Table E.4-2A
PROPOSED PROJECT
MITIGATED GHG EMISSIONS WITH ADJUSTMENTS TO CALEEMOD RESULTS

Development Site	Sector	CO_2	CH_4	N_2O	CO_2e	Adjustments
PBL[a] New Colton Building	Area	0.00	0.00	0.00	0.00	
	Energy	108.20	0.00	0.00	108.87	Applied RPS
	Mobile	87.02	0.01	0.00	87.18	Applied Pavley/Advanced Clean cars
	Waste	0.00	0.07	0.00	1.38	Excluded biogenic CO2
	Water	1.39	0.02	0.00	2.10	Used project water estimates
	Total	**196.61**	**0.10**	**0.00**	**199.53**	
PBL Fairway One Reconstruction	Area	0.00	0.00	0.00	0.00	
	Energy	189.35	0.01	0.00	190.52	Applied RPS
	Mobile	152.28	0.01	0.00	152.56	Applied Pavley/Advanced Clean cars
	Waste	0.00	0.11	0.00	2.42	Excluded biogenic CO2
	Water	2.42	0.04	0.00	3.67	Used project water estimates
	Total	**344.05**	**0.17**	**0.00**	**349.17**	
PBL Meeting Facility Expansion	Area	0.00	0.00	0.00	0.00	
	Energy	10.56	0.00	0.00	10.63	Applied RPS
	Mobile	17.23	0.00	0.00	17.26	Applied Pavley/Advanced Clean cars
	Waste	0.00	0.01	0.00	0.24	Excluded biogenic CO2
	Water	1.37	0.02	0.00	1.91	Used project water estimates
	Total	**29.16**	**0.03**	**0.00**	**30.04**	
Residential Lot Subdivision (Corporation Yard)	Area	13.12	0.01	0.00	13.63	
	Energy	29.95	0.00	0.00	30.13	Applied RPS
	Mobile	112.37	0.01	0.00	112.55	Applied Pavley/Advanced Clean cars
	Waste	0.00	0.08	0.00	1.63	Excluded biogenic CO2
	Water	3.28	0.05	0.00	4.51	Used project water estimates
	Total	**158.71**	**0.15**	**0.00**	**162.45**	
Residential Lot Subdivisions (without Area V or Corporation Yard	Area	83.96	0.06	0.01	87.21	
	Energy	191.67	0.01	0.00	192.85	Applied RPS
	Mobile	719.14	0.06	0.00	720.36	Applied Pavley/Advanced Clean cars
	Waste	0.00	0.48	0.00	10.14	Excluded biogenic CO2
	Water	20.94	0.27	0.00	28.91	Used project water estimates
	Total	**1,015.71**	**0.88**	**0.01**	**1,039.47**	
Residential Lot Subdivision (Area V)	Area	18.37	0.01	0.00	19.08	
	Energy	41.93	0.00	0.00	42.18	Applied RPS
	Mobile	157.31	0.01	0.00	157.58	Applied Pavley/Advanced Clean cars
	Waste	0.00	0.11	0.00	2.21	Excluded biogenic CO2
	Water	4.59	0.05	0.00	6.33	Used project water estimates
	Total	**222.20**	**0.18**	**0.00**	**227.38**	
SBI[b] Conference Center Expansion (Ballroom)	Area	0.00	0.00	0.00	0.00	
	Energy	19.92	0.00	0.00	20.03	Applied RPS
	Mobile	12.88	0.00	0.00	12.91	Applied Pavley/Advanced Clean cars
	Waste	0.00	0.02	0.00	0.47	Excluded biogenic CO2
	Water	1.61	0.02	0.00	2.23	Used project water estimates
	Total	**34.41**	**0.04**	**0.00**	**35.64**	
SBI Conference Center Expansion (Meeting Rooms)	Area	0.00	0.00	0.00	0.00	
	Energy	19.92	0.00	0.00	20.03	Applied RPS
	Mobile	12.88	0.00	0.00	12.91	Applied Pavley/Advanced Clean cars
	Waste	0.00	0.02	0.00	0.47	Excluded biogenic CO2
	Water	1.61	0.02	0.00	2.23	Used project water estimates
	Total	**34.41**	**0.04**	**0.00**	**35.64**	
SBI New Guest Cottages	Area	0.00	0.00	0.00	0.00	
	Energy	216.40	0.01	0.01	217.73	Applied RPS
	Mobile	174.04	0.01	0.00	174.35	Applied Pavley/Advanced Clean cars
	Waste	0.00	0.13	0.00	2.76	Excluded biogenic CO2
	Water	1.71	0.02	0.00	2.60	Used project water estimates
	Total	**392.16**	**0.18**	**0.01**	**397.44**	
Area M Spyglass Hill Option 1 (new Resort Hotel)	Area	0.00	0.00	0.00	0.00	
	Energy	541.00	0.01	0.01	544.34	Applied RPS
	Mobile	695.20	0.06	0.00	696.45	Applied Pavley/Advanced Clean cars
	Waste	0.00	0.66	0.00	13.80	Excluded biogenic CO2
	Water	12.34	0.21	0.00	18.71	Used project water estimates
	Total	**1,248.54**	**0.94**	**0.01**	**1,273.30**	
Area M Spyglass Hill Option 2 (new Residential Lots)	Area	13.12	0.01	0.00	13.63	
	Energy	29.95	0.00	0.00	30.13	Applied RPS
	Mobile	112.37	0.01	0.00	112.55	Applied Pavley/Advanced Clean cars
	Waste	0.00	0.08	0.00	1.60	Excluded biogenic CO2
	Water	4.31	0.07	0.00	5.94	Used project water estimates
	Total	**159.75**	**0.17**	**0.00**	**163.85**	
Tree Removal (All Areas, Option 1)	Trees (2020)	216.00			216.00	
Tree Removal (All Areas, Option 2)	Trees (2020)	211.00			211.00	

Table E.4-2A
PROPOSED PROJECT
MITIGATED GHG EMISSIONS WITH ADJUSTMENTS TO CALEEMOD RESULTS

Development Site	Sector	CO_2	CH_4	N_2O	CO_2e	Adjustments
Total Option 1 (Area M Spyglass Hill New Resort Hotel)	Area	115.45	0.08	0.01	119.92	
	Energy	1,368.89	0.04	0.02	1,377.32	139.56
	Mobile	2,140.35	0.17	0.00	2,144.11	151.00
	Waste	0.00	1.69	0.00	35.52	0.92
	Water	51.26	0.74	0.00	73.20	
	Tree Sequestration Loss[c]	216.00			216.00	
	Total	**3,891.95**	**2.72**	**0.03**	**3,966.07**	Reduction compared to BAU: 24%
Total Option 2 (Area M Spyglass Hill New Residential Lots)	Area	128.57	0.09	0.01	133.55	
	Energy	857.84	0.03	0.01	863.11	
	Mobile	1,557.52	0.12	0.00	1,560.21	
	Waste	0.00	1.11	0.00	23.32	
	Water	43.23	0.60	0.00	60.43	
	Tree Sequestration Loss[c]	211.00			211.00	
	Total	**2,798.17**	**1.95**	**0.02**	**2,851.62**	Reduction compared to BAU: 23%

Source:
ICF Calculations using CalEEmod (Appendix E of this EIR) as adjusted by ICF

Notes:

[a] PBL: The Lodge at Pebble Beach.

[b] SBI: The Inn at Spanish Bay.

[c] This amount is the net change in annual sequestration taking into account the project tree removal (from Table 3.4-9) and the value of planting new trees noted in this table.

The PBL Parking and Circulation Reconstruction and SBI New Employee Parking are not reported because they are supporting facilities, and operational emissions from vehicles associated with these facilities are included in the other land use emissions. The estimates assume that the proposed development includes no mitigating features to

[d] Includes driving range and intersection analysis water emissions; these project elements are assumed to have no other increased GHG emissions.

Table E.4-2B
ALTERNATIVE 1
MITIGATED GHG EMISSIONS WITH ADJUSTMENTS TO CALEEMOD RESULTS

Developmnet Site	Sector	CO_2	CH_4	N_2O	CO_2e	Adjustments
Residential Lot Subdivisions (Corporation Yard) (Reductions scaled based on reductions for Corp Yard for proposed project)	Area	65.66	0.03	0.00	67.08	
	Energy	83.85	0.00	0.00	84.37	Applied RPS
	Mobile	290.12	0.03	0.00	290.64	Applied Pavley/Advanced Clean cars
	Waste	0.00	0.22	0.00	4.48	Excluded biogenic CO2
	Water	5.61	0.09	0.00	7.72	Used project estimate for Corp Yard plus estimate for 18 inclusionary units.
	Total	**445.24**	**0.38**	**0.00**	**454.28**	
Tree Removal (All Areas, Option 1)	Trees (2020)	208.00	0.00	0.00	208.00	
Tree Removal (All Areas, Option 2)	Trees (2020)	203.00	0.00	0.00	203.00	
Total Option 1 (Area M Spyglass Hill New Resort Hotel)	Area	167.99	0.10	0.01	173.37	
	Energy	1,422.80	0.04	0.02	1,431.56	
	Mobile	2,318.10	0.19	0.00	2,322.20	
	Waste	0.00	1.83	0.00	38.37	
	Water	53.60	0.78	0.00	76.41	
	Tree Sequestration Loss	208.00	0.00	0.00	208.00	
	Total	**4,170.48**	**2.95**	**0.03**	**4,249.90**	Reduction compared to BAU: 23%
Total Option 2 (Area M Spyglass Hill New Residential Lots)	Area	181.11	0.11	0.01	187.00	
	Energy	911.75	0.03	0.01	917.35	
	Mobile	1,735.27	0.14	0.00	1,738.30	
	Waste	0.00	1.25	0.00	26.17	
	Water	45.57	0.64	0.00	63.64	
	Tree Sequestration Loss	203.00	0.00	0.00	203.00	
	Total	**3,076.70**	**2.17**	**0.02**	**3,135.45**	Reduction compared to BAU: 23%

E.4.2 CalEEMod Output Files

1. Proposed Project Criteria Pollutant Model Runs

The following Model Runs are for the project criteria pollutant analysis and criteria pollutant results are in pounds/day; please see separate output runs for GHG emissions in next section where results are reported in metric tons.

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Pebble Beach - Hotel (Area M Spyglass (Opt 1)

Monterey County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Hotel	100	Room

1.2 Other Project Characteristics

Urbanization Urban **Wind Speed (m/s)** 2.8 **Utility Company** Pacific Gas & Electric Company

Climate Zone 4 **Precipitation Freq (Days)** 51

1.3 User Entered Comments

Project Characteristics -

Land Use - -

Construction Phase - Changed const. phases/dates

Grading - -

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Dust emission reductions based on Table 8-2 in MBUAPCD CEQA Air Quality Guidelines

Energy Mitigation -

Vehicle Trips - +

Trips and VMT -

Off-road Equipment - +

Off-road Equipment -

Off-road Equipment -

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	12.71	96.74	74.01	0.22	447.05	3.56	450.61	3.47	3.46	6.93	0.00	22,967.43	0.00	0.94	0.00	22,987.25
2021	4.30	25.95	39.25	0.08	3.97	1.17	5.15	0.03	1.16	1.19	0.00	7,517.22	0.00	0.37	0.00	7,525.09
2022	51.98	23.84	38.46	0.08	3.97	1.44	4.99	0.03	1.44	1.44	0.00	7,502.03	0.00	0.35	0.00	7,509.38
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	4.92	43.73	31.26	0.22	443.07	1.34	444.41	1.44	1.23	2.67	0.00	22,967.43	0.00	0.94	0.00	22,987.25
2021	1.03	5.11	10.04	0.08	3.97	0.21	4.19	0.03	0.20	0.23	0.00	7,517.22	0.00	0.37	0.00	7,525.09
2022	51.77	4.84	9.32	0.08	3.97	0.20	4.18	0.03	0.19	0.22	0.00	7,502.03	0.00	0.35	0.00	7,509.38
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.03	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.20	1.81	1.52	0.01		0.00	0.14		0.00	0.14		2,170.63		0.04	0.04	2,183.84
Mobile	6.51	14.14	68.06	0.06	5.99	0.46	6.45	0.21	0.46	0.66		6,079.92		0.49		6,090.18
Total	**10.74**	**15.95**	**69.58**	**0.07**	**5.99**	**0.46**	**6.59**	**0.21**	**0.46**	**0.80**		**8,250.55**		**0.53**	**0.04**	**8,274.02**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.03	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.20	1.81	1.52	0.01		0.00	0.14		0.00	0.14		2,170.63		0.04	0.04	2,183.84
Mobile	6.51	14.14	68.06	0.06	5.99	0.46	6.45	0.21	0.46	0.66		6,079.92		0.49		6,090.18
Total	**10.74**	**15.95**	**69.58**	**0.07**	**5.99**	**0.46**	**6.59**	**0.21**	**0.46**	**0.80**		**8,250.55**		**0.53**	**0.04**	**8,274.02**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Oxidation Catalyst for Construction Equipment

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

3.2 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.32	0.00	6.32	3.34	0.00	3.34						0.00
Off-Road	7.79	53.00	42.75	0.10		2.22	2.22		2.22	2.22		10,856.65		0.70		10,871.30
Total	**7.79**	**53.00**	**42.75**	**0.10**	**6.32**	**2.22**	**8.54**	**3.34**	**2.22**	**5.56**		**10,856.65**		**0.70**		**10,871.30**

3.2 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	4.83	43.62	30.13	0.11	440.46	1.33	441.79	0.13	1.22	1.36		11,929.21		0.24		11,934.16
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.09	0.11	1.13	0.00	0.26	0.01	0.27	0.00	0.01	0.01		181.57		0.01		181.79
Total	**4.92**	**43.73**	**31.26**	**0.11**	**440.72**	**1.34**	**442.06**	**0.13**	**1.23**	**1.37**		**12,110.78**		**0.25**		**12,115.95**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.34	0.00	2.34	1.30	0.00	1.30						0.00
Off-Road	0.00	0.00	0.00	0.10		0.00	0.00		0.00	0.00	0.00	10,856.65		0.70		10,871.30
Total	**0.00**	**0.00**	**0.00**	**0.10**	**2.34**	**0.00**	**2.34**	**1.30**	**0.00**	**1.30**	**0.00**	**10,856.65**		**0.70**		**10,871.30**

3.2 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	4.83	43.62	30.13	0.11	440.46	1.33	441.79	0.13	1.22	1.36		11,929.21		0.24		11,934.16
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.09	0.11	1.13	0.00	0.26	0.01	0.27	0.00	0.01	0.01		181.57		0.01		181.79
Total	**4.92**	**43.73**	**31.26**	**0.11**	**440.72**	**1.34**	**442.06**	**0.13**	**1.23**	**1.37**		**12,110.78**		**0.25**		**12,115.95**

3.3 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.56	23.05	29.37	0.05		1.15	1.15		1.15	1.15		5,124.93		0.32		5,131.61
Total	**3.56**	**23.05**	**29.37**	**0.05**		**1.15**	**1.15**		**1.15**	**1.15**		**5,124.93**		**0.32**		**5,131.61**

3.3 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.52	4.76	3.84	0.01	0.85	0.15	1.00	0.01	0.14	0.15		1,301.64		0.03		1,302.18
Worker	0.57	0.67	6.91	0.01	3.13	0.07	3.19	0.02	0.06	0.08		1,107.55		0.06		1,108.90
Total	**1.09**	**5.43**	**10.75**	**0.02**	**3.98**	**0.22**	**4.19**	**0.03**	**0.20**	**0.23**		**2,409.19**		**0.09**		**2,411.08**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.00	0.00	0.00	0.05		0.00	0.00		0.00	0.00	0.00	5,124.93		0.32		5,131.61
Total	**0.00**	**0.00**	**0.00**	**0.05**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**5,124.93**		**0.32**		**5,131.61**

3.3 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.52	4.76	3.84	0.01	0.85	0.15	1.00	0.01	0.14	0.15		1,301.64		0.03		1,302.18
Worker	0.57	0.67	6.91	0.01	3.13	0.07	3.19	0.02	0.06	0.08		1,107.55		0.06		1,108.90
Total	**1.09**	**5.43**	**10.75**	**0.02**	**3.98**	**0.22**	**4.19**	**0.03**	**0.20**	**0.23**		**2,409.19**		**0.09**		**2,411.08**

3.3 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.27	20.85	29.21	0.05		0.96	0.96		0.96	0.96		5,124.93		0.29		5,131.02
Total	**3.27**	**20.85**	**29.21**	**0.05**		**0.96**	**0.96**		**0.96**	**0.96**		**5,124.93**		**0.29**		**5,131.02**

3.3 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.49	4.49	3.61	0.01	0.85	0.14	0.99	0.01	0.13	0.14		1,304.07		0.02		1,304.57
Worker	0.54	0.62	6.43	0.01	3.13	0.07	3.19	0.02	0.06	0.08		1,088.22		0.06		1,089.50
Total	**1.03**	**5.11**	**10.04**	**0.02**	**3.98**	**0.21**	**4.18**	**0.03**	**0.19**	**0.22**		**2,392.29**		**0.08**		**2,394.07**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.00	0.00	0.00	0.05		0.00	0.00		0.00	0.00	0.00	5,124.93		0.29		5,131.02
Total	**0.00**	**0.00**	**0.00**	**0.05**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**5,124.93**		**0.29**		**5,131.02**

3.3 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.49	4.49	3.61	0.01	0.85	0.14	0.99	0.01	0.13	0.14		1,304.07		0.02		1,304.57
Worker	0.54	0.62	6.43	0.01	3.13	0.07	3.19	0.02	0.06	0.08		1,088.22		0.06		1,089.50
Total	**1.03**	**5.11**	**10.04**	**0.02**	**3.98**	**0.21**	**4.18**	**0.03**	**0.19**	**0.22**		**2,392.29**		**0.08**		**2,394.07**

3.3 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.05	19.00	29.14	0.05		0.81	0.81		0.81	0.81		5,124.93		0.27		5,130.61
Total	**3.05**	**19.00**	**29.14**	**0.05**		**0.81**	**0.81**		**0.81**	**0.81**		**5,124.93**		**0.27**		**5,130.61**

3.3 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.46	4.27	3.38	0.01	0.85	0.14	0.99	0.01	0.13	0.14		1,306.47		0.02		1,306.95
Worker	0.51	0.57	5.95	0.01	3.13	0.07	3.19	0.02	0.06	0.08		1,070.63		0.06		1,071.83
Total	**0.97**	**4.84**	**9.33**	**0.02**	**3.98**	**0.21**	**4.18**	**0.03**	**0.19**	**0.22**		**2,377.10**		**0.08**		**2,378.78**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.00	0.00	0.00	0.05		0.00	0.00		0.00	0.00	0.00	5,124.93		0.27		5,130.61
Total	**0.00**	**0.00**	**0.00**	**0.05**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**5,124.93**		**0.27**		**5,130.61**

3.3 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.46	4.27	3.38	0.01	0.85	0.14	0.99	0.01	0.13	0.14		1,306.47		0.02		1,306.95
Worker	0.51	0.57	5.95	0.01	3.13	0.07	3.19	0.02	0.06	0.08		1,070.63		0.06		1,071.83
Total	**0.97**	**4.84**	**9.33**	**0.02**	**3.98**	**0.21**	**4.18**	**0.03**	**0.19**	**0.22**		**2,377.10**		**0.08**		**2,378.78**

3.4 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.25	20.33	21.48	0.03		1.42	1.42		1.42	1.42		3,198.83		0.29		3,204.96
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	**3.25**	**20.33**	**21.48**	**0.03**		**1.42**	**1.42**		**1.42**	**1.42**		**3,198.83**		**0.29**		**3,204.96**

3.4 Paving - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.11	0.13	1.32	0.00	0.69	0.01	0.71	0.00	0.01	0.02		236.94		0.01		237.21
Total	**0.11**	**0.13**	**1.32**	**0.00**	**0.69**	**0.01**	**0.71**	**0.00**	**0.01**	**0.02**		**236.94**		**0.01**		**237.21**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.00	0.00	0.00	0.03		0.00	0.00		0.00	0.00	0.00	3,198.83		0.29		3,204.96
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	**0.00**	**0.00**	**0.00**	**0.03**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**3,198.83**		**0.29**		**3,204.96**

3.4 Paving - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.11	0.13	1.32	0.00	0.69	0.01	0.71	0.00	0.01	0.02		236.94		0.01		237.21
Total	**0.11**	**0.13**	**1.32**	**0.00**	**0.69**	**0.01**	**0.71**	**0.00**	**0.01**	**0.02**		**236.94**		**0.01**		**237.21**

3.5 Architechtural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	51.72					0.00	0.00		0.00	0.00						0.00
Off-Road	0.20	1.41	1.81	0.00		0.08	0.08		0.08	0.08		281.19		0.02		281.57
Total	**51.92**	**1.41**	**1.81**	**0.00**		**0.08**	**0.08**		**0.08**	**0.08**		**281.19**		**0.02**		**281.57**

3.5 Architechtural Coating - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.05	0.06	0.59	0.00	0.16	0.01	0.16	0.00	0.01	0.01		105.31		0.01		105.43
Total	**0.05**	**0.06**	**0.59**	**0.00**	**0.16**	**0.01**	**0.16**	**0.00**	**0.01**	**0.01**		**105.31**		**0.01**		**105.43**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	51.72					0.00	0.00		0.00	0.00						0.00
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	281.19		0.02		281.57
Total	**51.72**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**281.19**		**0.02**		**281.57**

3.5 Architechtural Coating - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.05	0.06	0.59	0.00	0.16	0.01	0.16	0.00	0.01	0.01		105.31		0.01		105.43
Total	**0.05**	**0.06**	**0.59**	**0.00**	**0.16**	**0.01**	**0.16**	**0.00**	**0.01**	**0.01**		**105.31**		**0.01**		**105.43**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	6.51	14.14	68.06	0.06	5.99	0.46	6.45	0.21	0.46	0.66		6,079.92		0.49		6,090.18
Unmitigated	6.51	14.14	68.06	0.06	5.99	0.46	6.45	0.21	0.46	0.66		6,079.92		0.49		6,090.18
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Hotel	952.00	819.00	595.00	1,675,739	1,675,739
Total	952.00	819.00	595.00	1,675,739	1,675,739

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Hotel	9.50	7.30	7.30	19.40	61.60	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.20	1.81	1.52	0.01		0.00	0.14		0.00	0.14		2,170.63		0.04	0.04	2,183.84
NaturalGas Unmitigated	0.20	1.81	1.52	0.01		0.00	0.14		0.00	0.14		2,170.63		0.04	0.04	2,183.84
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Hotel	18450.3	0.20	1.81	1.52	0.01		0.00	0.14		0.00	0.14		2,170.63		0.04	0.04	2,183.84
Total		**0.20**	**1.81**	**1.52**	**0.01**		**0.00**	**0.14**		**0.00**	**0.14**		**2,170.63**		**0.04**	**0.04**	**2,183.84**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Hotel	18.4503	0.20	1.81	1.52	0.01		0.00	0.14		0.00	0.14		2,170.63		0.04	0.04	2,183.84
Total		**0.20**	**1.81**	**1.52**	**0.01**		**0.00**	**0.14**		**0.00**	**0.14**		**2,170.63**		**0.04**	**0.04**	**2,183.84**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	4.03	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Unmitigated	4.03	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.92					0.00	0.00		0.00	0.00						0.00
Consumer Products	3.11					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**4.03**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.92					0.00	0.00		0.00	0.00						0.00
Consumer Products	3.11					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**4.03**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

Pebble Beach - Residential (Area M Spyglass (Opt 2))

Monterey County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Single Family Housing	10	Dwelling Unit

1.2 Other Project Characteristics

Urbanization Urban **Wind Speed (m/s)** 2.8 **Utility Company** Pacific Gas & Electric Company

Climate Zone 4 **Precipitation Freq (Days)** 51

1.3 User Entered Comments

Project Characteristics -

Land Use -

Construction Phase - Changed const. phases/dates

Grading - -

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Dust emission reductions based on Table 8-2 in MBUAPCD CEQA Air Quality Guidelines

Energy Mitigation -

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	9.67	77.70	62.51	0.19	260.67	2.79	263.47	3.50	2.67	6.17	0.00	19,232.17	0.00	0.64	0.00	19,245.58
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	5.68	50.75	35.84	0.19	256.65	1.55	258.20	1.46	1.43	2.89	0.00	19,232.17	0.00	0.64	0.00	19,245.58
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.84	0.10	8.67	0.01		0.00	1.14		0.00	1.14	128.80	117.97		0.26	0.01	254.89
Energy	0.01	0.10	0.04	0.00		0.00	0.01		0.00	0.01		124.37		0.00	0.00	125.13
Mobile	0.90	2.14	10.11	0.01	0.96	0.07	1.03	0.03	0.07	0.11		963.93		0.07		965.51
Total	**6.75**	**2.34**	**18.82**	**0.02**	**0.96**	**0.07**	**2.18**	**0.03**	**0.07**	**1.26**	**128.80**	**1,206.27**		**0.33**	**0.01**	**1,345.53**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.84	0.10	8.67	0.01		0.00	1.14		0.00	1.14	128.80	117.97		0.26	0.01	254.89
Energy	0.01	0.10	0.04	0.00		0.00	0.01		0.00	0.01		124.37		0.00	0.00	125.13
Mobile	0.90	2.14	10.11	0.01	0.96	0.07	1.03	0.03	0.07	0.11		963.93		0.07		965.51
Total	**6.75**	**2.34**	**18.82**	**0.02**	**0.96**	**0.07**	**2.18**	**0.03**	**0.07**	**1.26**	**128.80**	**1,206.27**		**0.33**	**0.01**	**1,345.53**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Oxidation Catalyst for Construction Equipment

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

3.2 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.39	0.00	6.39	3.34	0.00	3.34						0.00
Off-Road	4.00	26.95	26.67	0.05		1.24	1.24		1.24	1.24		5,240.06		0.36		5,247.56
Total	**4.00**	**26.95**	**26.67**	**0.05**	**6.39**	**1.24**	**7.63**	**3.34**	**1.24**	**4.58**		**5,240.06**		**0.36**		**5,247.56**

3.2 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	5.61	50.67	34.99	0.13	254.08	1.54	255.63	0.16	1.42	1.58		13,855.93		0.27		13,861.68
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.07	0.08	0.85	0.00	0.20	0.01	0.20	0.00	0.01	0.01		136.17		0.01		136.34
Total	**5.68**	**50.75**	**35.84**	**0.13**	**254.28**	**1.55**	**255.83**	**0.16**	**1.43**	**1.59**		**13,992.10**		**0.28**		**13,998.02**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.37	0.00	2.37	1.30	0.00	1.30						0.00
Off-Road	0.00	0.00	0.00	0.05		0.00	0.00		0.00	0.00	0.00	5,240.06		0.36		5,247.56
Total	**0.00**	**0.00**	**0.00**	**0.05**	**2.37**	**0.00**	**2.37**	**1.30**	**0.00**	**1.30**	**0.00**	**5,240.06**		**0.36**		**5,247.56**

3.2 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	5.61	50.67	34.99	0.13	254.08	1.54	255.63	0.16	1.42	1.58		13,855.93		0.27		13,861.68
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.07	0.08	0.85	0.00	0.20	0.01	0.20	0.00	0.01	0.01		136.17		0.01		136.34
Total	**5.68**	**50.75**	**35.84**	**0.13**	**254.28**	**1.55**	**255.83**	**0.16**	**1.43**	**1.59**		**13,992.10**		**0.28**		**13,998.02**

3.3 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.64	16.57	16.16	0.03		1.19	1.19		1.19	1.19		2,400.73		0.24		2,405.71
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	**2.64**	**16.57**	**16.16**	**0.03**		**1.19**	**1.19**		**1.19**	**1.19**		**2,400.73**		**0.24**		**2,405.71**

3.3 Paving - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.09	0.11	1.13	0.00	0.26	0.01	0.27	0.00	0.01	0.01		181.57		0.01		181.79
Total	**0.09**	**0.11**	**1.13**	**0.00**	**0.26**	**0.01**	**0.27**	**0.00**	**0.01**	**0.01**		**181.57**		**0.01**		**181.79**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.00	0.00	0.00	0.03		0.00	0.00		0.00	0.00	0.00	2,400.73		0.24		2,405.71
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	**0.00**	**0.00**	**0.00**	**0.03**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**2,400.73**		**0.24**		**2,405.71**

3.3 Paving - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.09	0.11	1.13	0.00	0.26	0.01	0.27	0.00	0.01	0.01		181.57		0.01		181.79
Total	**0.09**	**0.11**	**1.13**	**0.00**	**0.26**	**0.01**	**0.27**	**0.00**	**0.01**	**0.01**		**181.57**		**0.01**		**181.79**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.90	2.14	10.11	0.01	0.96	0.07	1.03	0.03	0.07	0.11		963.93		0.07		965.51
Unmitigated	0.90	2.14	10.11	0.01	0.96	0.07	1.03	0.03	0.07	0.11		963.93		0.07		965.51
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Single Family Housing	95.70	100.80	87.70	274,508	274,508
Total	95.70	100.80	87.70	274,508	274,508

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Single Family Housing	10.80	7.30	7.50	44.00	18.80	37.20

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.01	0.10	0.04	0.00		0.00	0.01		0.00	0.01		124.37		0.00	0.00	125.13
NaturalGas Unmitigated	0.01	0.10	0.04	0.00		0.00	0.01		0.00	0.01		124.37		0.00	0.00	125.13
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Single Family Housing	1057.13	0.01	0.10	0.04	0.00		0.00	0.01		0.00	0.01		124.37		0.00	0.00	125.13
Total		**0.01**	**0.10**	**0.04**	**0.00**		**0.00**	**0.01**		**0.00**	**0.01**		**124.37**		**0.00**	**0.00**	**125.13**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Single Family Housing	1.05713	0.01	0.10	0.04	0.00		0.00	0.01		0.00	0.01		124.37		0.00	0.00	125.13
Total		**0.01**	**0.10**	**0.04**	**0.00**		**0.00**	**0.01**		**0.00**	**0.01**		**124.37**		**0.00**	**0.00**	**125.13**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	5.84	0.10	8.67	0.01		0.00	1.14		0.00	1.14	128.80	117.97		0.26	0.01	254.89
Unmitigated	5.84	0.10	8.67	0.01		0.00	1.14		0.00	1.14	128.80	117.97		0.26	0.01	254.89
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.15					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.39					0.00	0.00		0.00	0.00						0.00
Hearth	5.27	0.09	7.79	0.01		0.00	1.13		0.00	1.13	128.80	116.47		0.26	0.01	253.35
Landscaping	0.03	0.01	0.88	0.00		0.00	0.00		0.00	0.00		1.50		0.00		1.54
Total	**5.84**	**0.10**	**8.67**	**0.01**		**0.00**	**1.13**		**0.00**	**1.13**	**128.80**	**117.97**		**0.26**	**0.01**	**254.89**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.15					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.39					0.00	0.00		0.00	0.00						0.00
Hearth	5.27	0.09	7.79	0.01		0.00	1.13		0.00	1.13	128.80	116.47		0.26	0.01	253.35
Landscaping	0.03	0.01	0.88	0.00		0.00	0.00		0.00	0.00		1.50		0.00		1.54
Total	**5.84**	**0.10**	**8.67**	**0.01**		**0.00**	**1.13**		**0.00**	**1.13**	**128.80**	**117.97**		**0.26**	**0.01**	**254.89**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

Pebble Beach - Colton Building

Monterey County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Hotel	20	Room

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.8	**Utility Company**	Pacific Gas & Electric Company
Climate Zone	4	**Precipitation Freq (Days)**	51		

1.3 User Entered Comments

Project Characteristics -

Land Use - -

Construction Phase - Changed const. phases/dates

Grading - -

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Dust emission reductions based on Table 8-2 in MBUAPCD CEQA Air Quality Guidelines

Energy Mitigation -

Vehicle Trips - +

Trips and VMT -

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2014	29.70	21.48	16.12	0.03	16.97	1.24	18.20	0.47	1.24	1.70	0.00	2,876.03	0.00	0.22	0.00	2,880.60
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2014	29.25	8.46	6.77	0.03	16.47	0.30	16.77	0.21	0.30	0.51	0.00	2,876.03	0.00	0.22	0.00	2,880.60
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.81	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.04	0.36	0.30	0.00		0.00	0.03		0.00	0.03		434.13		0.01	0.01	436.77
Mobile	1.12	2.43	11.71	0.01	1.03	0.08	1.11	0.04	0.08	0.11		1,046.10		0.08		1,047.87
Total	**1.97**	**2.79**	**12.01**	**0.01**	**1.03**	**0.08**	**1.14**	**0.04**	**0.08**	**0.14**		**1,480.23**		**0.09**	**0.01**	**1,484.64**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.81	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.04	0.36	0.30	0.00		0.00	0.03		0.00	0.03		434.13		0.01	0.01	436.77
Mobile	1.12	2.43	11.71	0.01	1.03	0.08	1.11	0.04	0.08	0.11		1,046.10		0.08		1,047.87
Total	**1.97**	**2.79**	**12.01**	**0.01**	**1.03**	**0.08**	**1.14**	**0.04**	**0.08**	**0.14**		**1,480.23**		**0.09**	**0.01**	**1,484.64**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Oxidation Catalyst for Construction Equipment

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

3.2 Grading - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.78	0.00	0.78	0.42	0.00	0.42						0.00
Off-Road	1.85	13.02	9.35	0.02		0.94	0.94		0.94	0.94		1,476.12		0.16		1,479.58
Total	**1.85**	**13.02**	**9.35**	**0.02**	**0.78**	**0.94**	**1.72**	**0.42**	**0.94**	**1.36**		**1,476.12**		**0.16**		**1,479.58**

3.2 Grading - 2014

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.91	8.36	5.82	0.01	16.05	0.29	16.34	0.04	0.29	0.34		1,297.10		0.04		1,298.03
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.08	0.09	0.95	0.00	0.13	0.01	0.14	0.00	0.01	0.01		102.81		0.01		102.99
Total	**0.99**	**8.45**	**6.77**	**0.01**	**16.18**	**0.30**	**16.48**	**0.04**	**0.30**	**0.35**		**1,399.91**		**0.05**		**1,401.02**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.29	0.00	0.29	0.16	0.00	0.16						0.00
Off-Road	0.00	0.00	0.00	0.02		0.00	0.00		0.00	0.00	0.00	1,476.12		0.16		1,479.58
Total	**0.00**	**0.00**	**0.00**	**0.02**	**0.29**	**0.00**	**0.29**	**0.16**	**0.00**	**0.16**	**0.00**	**1,476.12**		**0.16**		**1,479.58**

3.2 Grading - 2014

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.91	8.36	5.82	0.01	16.05	0.29	16.34	0.04	0.29	0.34		1,297.10		0.04		1,298.03
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.08	0.09	0.95	0.00	0.13	0.01	0.14	0.00	0.01	0.01		102.81		0.01		102.99
Total	**0.99**	**8.45**	**6.77**	**0.01**	**16.18**	**0.30**	**16.48**	**0.04**	**0.30**	**0.35**		**1,399.91**		**0.05**		**1,401.02**

3.3 Building Construction - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.02	15.03	10.68	0.02		0.92	0.92		0.92	0.92		1,945.40		0.18		1,949.18
Total	**2.02**	**15.03**	**10.68**	**0.02**		**0.92**	**0.92**		**0.92**	**0.92**		**1,945.40**		**0.18**		**1,949.18**

3.3 Building Construction - 2014

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.09	0.79	0.66	0.00	0.05	0.03	0.07	0.00	0.03	0.03		133.71		0.00		133.80
Worker	0.09	0.11	1.14	0.00	0.16	0.01	0.16	0.01	0.01	0.01		123.38		0.01		123.59
Total	**0.18**	**0.90**	**1.80**	**0.00**	**0.21**	**0.04**	**0.23**	**0.01**	**0.04**	**0.04**		**257.09**		**0.01**		**257.39**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.00	0.00	0.00	0.02		0.00	0.00		0.00	0.00	0.00	1,945.40		0.18		1,949.18
Total	**0.00**	**0.00**	**0.00**	**0.02**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**1,945.40**		**0.18**		**1,949.18**

3.3 Building Construction - 2014

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.09	0.79	0.66	0.00	0.05	0.03	0.07	0.00	0.03	0.03		133.71		0.00		133.80
Worker	0.09	0.11	1.14	0.00	0.16	0.01	0.16	0.01	0.01	0.01		123.38		0.01		123.59
Total	**0.18**	**0.90**	**1.80**	**0.00**	**0.21**	**0.04**	**0.23**	**0.01**	**0.04**	**0.04**		**257.09**		**0.01**		**257.39**

3.4 Architectural Coatings - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	29.24					0.00	0.00		0.00	0.00						0.00
Off-Road	0.45	2.77	1.92	0.00		0.24	0.24		0.24	0.24		281.19		0.04		282.03
Total	**29.69**	**2.77**	**1.92**	**0.00**		**0.24**	**0.24**		**0.24**	**0.24**		**281.19**		**0.04**		**282.03**

3.4 Architectural Coatings - 2014

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.02	0.02	0.19	0.00	0.03	0.00	0.03	0.00	0.00	0.00		20.56		0.00		20.60
Total	**0.02**	**0.02**	**0.19**	**0.00**	**0.03**	**0.00**	**0.03**	**0.00**	**0.00**	**0.00**		**20.56**		**0.00**		**20.60**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	29.24					0.00	0.00		0.00	0.00						0.00
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	281.19		0.04		282.03
Total	**29.24**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**281.19**		**0.04**		**282.03**

3.4 Architectural Coatings - 2014

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.02	0.02	0.19	0.00	0.03	0.00	0.03	0.00	0.00	0.00		20.56		0.00		20.60
Total	**0.02**	**0.02**	**0.19**	**0.00**	**0.03**	**0.00**	**0.03**	**0.00**	**0.00**	**0.00**		**20.56**		**0.00**		**20.60**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.12	2.43	11.71	0.01	1.03	0.08	1.11	0.04	0.08	0.11		1,046.10		0.08		1,047.87
Unmitigated	1.12	2.43	11.71	0.01	1.03	0.08	1.11	0.04	0.08	0.11		1,046.10		0.08		1,047.87
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Hotel	98.00	163.80	119.00	209,752	209,752
Total	98.00	163.80	119.00	209,752	209,752

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Hotel	9.50	7.30	7.30	19.40	61.60	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.04	0.36	0.30	0.00		0.00	0.03		0.00	0.03		434.13		0.01	0.01	436.77
NaturalGas Unmitigated	0.04	0.36	0.30	0.00		0.00	0.03		0.00	0.03		434.13		0.01	0.01	436.77
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Hotel	3690.07	0.04	0.36	0.30	0.00		0.00	0.03		0.00	0.03		434.13		0.01	0.01	436.77
Total		**0.04**	**0.36**	**0.30**	**0.00**		**0.00**	**0.03**		**0.00**	**0.03**		**434.13**		**0.01**	**0.01**	**436.77**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Hotel	3.69007	0.04	0.36	0.30	0.00		0.00	0.03		0.00	0.03		434.13		0.01	0.01	436.77
Total		**0.04**	**0.36**	**0.30**	**0.00**		**0.00**	**0.03**		**0.00**	**0.03**		**434.13**		**0.01**	**0.01**	**436.77**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.81	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Unmitigated	0.81	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.18					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.62					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**0.80**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.18					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.62					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**0.80**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

Pebble Beach - Equestrian/Special Events

Monterey County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Arena	22.85	Acre

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.8	**Utility Company**	Pacific Gas & Electric Company
Climate Zone	4	**Precipitation Freq (Days)**	51		

1.3 User Entered Comments

Project Characteristics -

Land Use - -

Construction Phase - Changed const. phases/dates

Grading - -

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Dust emission reductions based on Table 8-2 in MBUAPCD CEQA Air Quality Guidelines

Energy Mitigation -

Vehicle Trips - +

Trips and VMT -

Off-road Equipment - +

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2014	14.96	123.82	75.68	0.15	70.22	5.34	75.57	3.51	5.34	8.85	0.00	16,177.14	0.00	1.20	0.00	16,202.24
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2014	3.74	33.17	24.85	0.15	66.03	1.16	67.19	1.48	1.16	2.64	0.00	16,177.14	0.00	1.20	0.00	16,202.24
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Mobile	2.17	1.98	11.93	0.00	0.00	0.02	0.02	0.00	0.02	0.02		178.54		0.05		179.66
Total	**2.17**	**1.98**	**11.93**	**0.00**	**0.00**	**0.02**	**0.02**	**0.00**	**0.02**	**0.02**		**178.54**		**0.05**	**0.00**	**179.66**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Mobile	2.17	1.98	11.93	0.00	0.00	0.02	0.02	0.00	0.02	0.02		178.54		0.05		179.66
Total	**2.17**	**1.98**	**11.93**	**0.00**	**0.00**	**0.02**	**0.02**	**0.00**	**0.02**	**0.02**		**178.54**		**0.05**	**0.00**	**179.66**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Oxidation Catalyst for Construction Equipment

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

3.2 Grading - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.66	0.00	6.66	3.32	0.00	3.32						0.00
Off-Road	11.22	90.65	50.83	0.10		4.18	4.18		4.18	4.18		10,856.65		1.00		10,877.72
Total	**11.22**	**90.65**	**50.83**	**0.10**	**6.66**	**4.18**	**10.84**	**3.32**	**4.18**	**7.50**		**10,856.65**		**1.00**		**10,877.72**

3.2 Grading - 2014

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	3.59	32.98	22.95	0.05	63.30	1.15	64.45	0.18	1.15	1.33		5,114.86		0.18		5,118.54
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.15	0.19	1.90	0.00	0.26	0.01	0.27	0.01	0.01	0.02		205.63		0.02		205.98
Total	**3.74**	**33.17**	**24.85**	**0.05**	**63.56**	**1.16**	**64.72**	**0.19**	**1.16**	**1.35**		**5,320.49**		**0.20**		**5,324.52**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.47	0.00	2.47	1.30	0.00	1.30						0.00
Off-Road	0.00	0.00	0.00	0.10		0.00	0.00		0.00	0.00	0.00	10,856.65		1.00		10,877.72
Total	**0.00**	**0.00**	**0.00**	**0.10**	**2.47**	**0.00**	**2.47**	**1.30**	**0.00**	**1.30**	**0.00**	**10,856.65**		**1.00**		**10,877.72**

3.2 Grading - 2014

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	3.59	32.98	22.95	0.05	63.30	1.15	64.45	0.18	1.15	1.33		5,114.86		0.18		5,118.54
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.15	0.19	1.90	0.00	0.26	0.01	0.27	0.01	0.01	0.02		205.63		0.02		205.98
Total	**3.74**	**33.17**	**24.85**	**0.05**	**63.56**	**1.16**	**64.72**	**0.19**	**1.16**	**1.35**		**5,320.49**		**0.20**		**5,324.52**

3.3 Building Construction - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.74	32.06	23.20	0.04		2.02	2.02		2.02	2.02		4,040.61		0.42		4,049.51
Total	**4.74**	**32.06**	**23.20**	**0.04**		**2.02**	**2.02**		**2.02**	**2.02**		**4,040.61**		**0.42**		**4,049.51**

3.3 Building Construction - 2014

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.00	0.00	0.00	0.04		0.00	0.00		0.00	0.00	0.00	4,040.61		0.42		4,049.51
Total	**0.00**	**0.00**	**0.00**	**0.04**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**4,040.61**		**0.42**		**4,049.51**

3.3 Building Construction - 2014

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

3.4 Paving - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	5.20	32.09	20.70	0.03		2.74	2.74		2.74	2.74		2,917.65		0.47		2,927.48
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	**5.20**	**32.09**	**20.70**	**0.03**		**2.74**	**2.74**		**2.74**	**2.74**		**2,917.65**		**0.47**		**2,927.48**

3.4 Paving - 2014

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.11	0.14	1.42	0.00	0.20	0.01	0.20	0.01	0.01	0.02		154.22		0.01		154.49
Total	**0.11**	**0.14**	**1.42**	**0.00**	**0.20**	**0.01**	**0.20**	**0.01**	**0.01**	**0.02**		**154.22**		**0.01**		**154.49**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.00	0.00	0.00	0.03		0.00	0.00		0.00	0.00	0.00	2,917.65		0.47		2,927.48
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	**0.00**	**0.00**	**0.00**	**0.03**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**2,917.65**		**0.47**		**2,927.48**

3.4 Paving - 2014

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.11	0.14	1.42	0.00	0.20	0.01	0.20	0.01	0.01	0.02		154.22		0.01		154.49
Total	**0.11**	**0.14**	**1.42**	**0.00**	**0.20**	**0.01**	**0.20**	**0.01**	**0.01**	**0.02**		**154.22**		**0.01**		**154.49**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.17	1.98	11.93	0.00	0.00	0.02	0.02	0.00	0.02	0.02		178.54		0.05		179.66
Unmitigated	2.17	1.98	11.93	0.00	0.00	0.02	0.02	0.00	0.02	0.02		178.54		0.05		179.66
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Arena	761.59	0.00	0.00		
Total	761.59	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Arena	9.50	7.30	7.30	0.00	81.00	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
NaturalGas Unmitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Arena	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**	**0.00**	**0.00**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Arena	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**	**0.00**	**0.00**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Unmitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.00					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.00					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.00					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.00					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

Pebble Beach - Fairway 1
Monterey County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Hotel	35	Room

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.8	**Utility Company**	Pacific Gas & Electric Company
Climate Zone	4	**Precipitation Freq (Days)**	51		

1.3 User Entered Comments

Project Characteristics -
Land Use - -
Construction Phase - Changed const. phases/dates
Grading - -
Land Use Change -
Sequestration -
Construction Off-road Equipment Mitigation - Dust emission reductions based on Table 8-2 in MBUAPCD CEQA Air Quality Guidelines

Energy Mitigation -

Vehicle Trips - +

Trips and VMT -

Off-road Equipment - +

Off-road Equipment -

Off-road Equipment -

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2015	5.55	44.14	29.81	0.06	32.21	2.03	34.24	3.39	2.03	5.42	0.00	5,987.10	0.00	0.44	0.00	5,996.44
2016	27.14	23.80	21.03	0.04	0.35	1.92	1.98	0.02	1.92	1.93	0.00	3,654.73	0.00	0.38	0.00	3,662.63
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2015	1.38	11.99	9.16	0.06	28.36	0.41	28.78	1.37	0.41	1.78	0.00	5,987.10	0.00	0.44	0.00	5,996.44
2016	26.77	1.22	2.52	0.04	0.35	0.05	0.39	0.02	0.05	0.06	0.00	3,654.73	0.00	0.38	0.00	3,662.63
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.41	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.07	0.63	0.53	0.00		0.00	0.05		0.00	0.05		759.72		0.01	0.01	764.34
Mobile	1.96	4.26	20.49	0.02	1.80	0.14	1.94	0.06	0.14	0.20		1,830.68		0.15		1,833.77
Total	**3.44**	**4.89**	**21.02**	**0.02**	**1.80**	**0.14**	**1.99**	**0.06**	**0.14**	**0.25**		**2,590.40**		**0.16**	**0.01**	**2,598.11**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.41	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.07	0.63	0.53	0.00		0.00	0.05		0.00	0.05		759.72		0.01	0.01	764.34
Mobile	1.96	4.26	20.49	0.02	1.80	0.14	1.94	0.06	0.14	0.20		1,830.68		0.15		1,833.77
Total	**3.44**	**4.89**	**21.02**	**0.02**	**1.80**	**0.14**	**1.99**	**0.06**	**0.14**	**0.25**		**2,590.40**		**0.16**	**0.01**	**2,598.11**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Oxidation Catalyst for Construction Equipment

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

3.2 Grading - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.11	0.00	6.11	3.31	0.00	3.31						0.00
Off-Road	4.18	32.14	20.65	0.04		1.61	1.61		1.61	1.61		3,827.58		0.37		3,835.42
Total	**4.18**	**32.14**	**20.65**	**0.04**	**6.11**	**1.61**	**7.72**	**3.31**	**1.61**	**4.92**		**3,827.58**		**0.37**		**3,835.42**

3.2 Grading - 2015

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.31	11.91	8.29	0.02	25.97	0.41	26.38	0.07	0.41	0.48		2,058.92		0.06		2,060.26
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.07	0.09	0.87	0.00	0.13	0.01	0.14	0.00	0.01	0.01		100.61		0.01		100.77
Total	**1.38**	**12.00**	**9.16**	**0.02**	**26.10**	**0.42**	**26.52**	**0.07**	**0.42**	**0.49**		**2,159.53**		**0.07**		**2,161.03**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.26	0.00	2.26	1.29	0.00	1.29						0.00
Off-Road	0.00	0.00	0.00	0.04		0.00	0.00		0.00	0.00	0.00	3,827.58		0.37		3,835.42
Total	**0.00**	**0.00**	**0.00**	**0.04**	**2.26**	**0.00**	**2.26**	**1.29**	**0.00**	**1.29**	**0.00**	**3,827.58**		**0.37**		**3,835.42**

3.2 Grading - 2015

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.31	11.91	8.29	0.02	25.97	0.41	26.38	0.07	0.41	0.48		2,058.92		0.06		2,060.26
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.07	0.09	0.87	0.00	0.13	0.01	0.14	0.00	0.01	0.01		100.61		0.01		100.77
Total	**1.38**	**12.00**	**9.16**	**0.02**	**26.10**	**0.42**	**26.52**	**0.07**	**0.42**	**0.49**		**2,159.53**		**0.07**		**2,161.03**

3.3 Building Construction - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.34	24.51	18.80	0.04		1.51	1.51		1.51	1.51		3,233.11		0.39		3,241.30
Total	**4.34**	**24.51**	**18.80**	**0.04**		**1.51**	**1.51**		**1.51**	**1.51**		**3,233.11**		**0.39**		**3,241.30**

3.3 Building Construction - 2015

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.13	1.15	0.96	0.00	0.07	0.04	0.11	0.01	0.04	0.04		214.53		0.01		214.66
Worker	0.14	0.18	1.82	0.00	0.27	0.01	0.29	0.01	0.01	0.02		211.27		0.02		211.61
Total	**0.27**	**1.33**	**2.78**	**0.00**	**0.34**	**0.05**	**0.40**	**0.02**	**0.05**	**0.06**		**425.80**		**0.03**		**426.27**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.00	0.00	0.00	0.04		0.00	0.00		0.00	0.00	0.00	3,233.11		0.39		3,241.30
Total	**0.00**	**0.00**	**0.00**	**0.04**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**3,233.11**		**0.39**		**3,241.30**

3.3 Building Construction - 2015

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.13	1.15	0.96	0.00	0.07	0.04	0.11	0.01	0.04	0.04		214.53		0.01		214.66
Worker	0.14	0.18	1.82	0.00	0.27	0.01	0.29	0.01	0.01	0.02		211.27		0.02		211.61
Total	**0.27**	**1.33**	**2.78**	**0.00**	**0.34**	**0.05**	**0.40**	**0.02**	**0.05**	**0.06**		**425.80**		**0.03**		**426.27**

3.3 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.96	22.58	18.51	0.04		1.35	1.35		1.35	1.35		3,233.11		0.36		3,240.57
Total	**3.96**	**22.58**	**18.51**	**0.04**		**1.35**	**1.35**		**1.35**	**1.35**		**3,233.11**		**0.36**		**3,240.57**

3.3 Building Construction - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.12	1.06	0.86	0.00	0.07	0.04	0.11	0.01	0.04	0.04		215.12		0.01		215.24
Worker	0.13	0.16	1.66	0.00	0.27	0.01	0.29	0.01	0.01	0.02		206.50		0.01		206.82
Total	**0.25**	**1.22**	**2.52**	**0.00**	**0.34**	**0.05**	**0.40**	**0.02**	**0.05**	**0.06**		**421.62**		**0.02**		**422.06**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.00	0.00	0.00	0.04		0.00	0.00		0.00	0.00	0.00	3,233.11		0.36		3,240.57
Total	**0.00**	**0.00**	**0.00**	**0.04**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**3,233.11**		**0.36**		**3,240.57**

3.3 Building Construction - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.12	1.06	0.86	0.00	0.07	0.04	0.11	0.01	0.04	0.04		215.12		0.01		215.24
Worker	0.13	0.16	1.66	0.00	0.27	0.01	0.29	0.01	0.01	0.02		206.50		0.01		206.82
Total	**0.25**	**1.22**	**2.52**	**0.00**	**0.34**	**0.05**	**0.40**	**0.02**	**0.05**	**0.06**		**421.62**		**0.02**		**422.06**

3.4 Paving - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.77	23.74	18.31	0.03		1.92	1.92		1.92	1.92		2,674.61		0.34		2,681.72
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	**3.77**	**23.74**	**18.31**	**0.03**		**1.92**	**1.92**		**1.92**	**1.92**		**2,674.61**		**0.34**		**2,681.72**

3.4 Paving - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.03	0.03	0.32	0.00	0.05	0.00	0.05	0.00	0.00	0.00		39.33		0.00		39.39
Total	**0.03**	**0.03**	**0.32**	**0.00**	**0.05**	**0.00**	**0.05**	**0.00**	**0.00**	**0.00**		**39.33**		**0.00**		**39.39**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.00	0.00	0.00	0.03		0.00	0.00		0.00	0.00	0.00	2,674.61		0.34		2,681.72
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	**0.00**	**0.00**	**0.00**	**0.03**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**2,674.61**		**0.34**		**2,681.72**

3.4 Paving - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.03	0.03	0.32	0.00	0.05	0.00	0.05	0.00	0.00	0.00		39.33		0.00		39.39
Total	**0.03**	**0.03**	**0.32**	**0.00**	**0.05**	**0.00**	**0.05**	**0.00**	**0.00**	**0.00**		**39.33**		**0.00**		**39.39**

3.5 Architectural Coating - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	26.74					0.00	0.00		0.00	0.00						0.00
Off-Road	0.37	2.37	1.88	0.00		0.20	0.20		0.20	0.20		281.19		0.03		281.89
Total	**27.11**	**2.37**	**1.88**	**0.00**		**0.20**	**0.20**		**0.20**	**0.20**		**281.19**		**0.03**		**281.89**

3.5 Architectural Coating - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.03	0.03	0.32	0.00	0.05	0.00	0.05	0.00	0.00	0.00		39.33		0.00		39.39
Total	**0.03**	**0.03**	**0.32**	**0.00**	**0.05**	**0.00**	**0.05**	**0.00**	**0.00**	**0.00**		**39.33**		**0.00**		**39.39**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	26.74					0.00	0.00		0.00	0.00						0.00
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	281.19		0.03		281.89
Total	**26.74**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**281.19**		**0.03**		**281.89**

3.5 Architectural Coating - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.03	0.03	0.32	0.00	0.05	0.00	0.05	0.00	0.00	0.00		39.33		0.00		39.39
Total	**0.03**	**0.03**	**0.32**	**0.00**	**0.05**	**0.00**	**0.05**	**0.00**	**0.00**	**0.00**		**39.33**		**0.00**		**39.39**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.96	4.26	20.49	0.02	1.80	0.14	1.94	0.06	0.14	0.20		1,830.68		0.15		1,833.77
Unmitigated	1.96	4.26	20.49	0.02	1.80	0.14	1.94	0.06	0.14	0.20		1,830.68		0.15		1,833.77
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Hotel	171.50	286.65	208.25	367,067	367,067
Total	171.50	286.65	208.25	367,067	367,067

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Hotel	9.50	7.30	7.30	19.40	61.60	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.07	0.63	0.53	0.00		0.00	0.05		0.00	0.05		759.72		0.01	0.01	764.34
NaturalGas Unmitigated	0.07	0.63	0.53	0.00		0.00	0.05		0.00	0.05		759.72		0.01	0.01	764.34
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Hotel	6457.62	0.07	0.63	0.53	0.00		0.00	0.05		0.00	0.05		759.72		0.01	0.01	764.34
Total		**0.07**	**0.63**	**0.53**	**0.00**		**0.00**	**0.05**		**0.00**	**0.05**		**759.72**		**0.01**	**0.01**	**764.34**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Hotel	6.45762	0.07	0.63	0.53	0.00		0.00	0.05		0.00	0.05		759.72		0.01	0.01	764.34
Total		**0.07**	**0.63**	**0.53**	**0.00**		**0.00**	**0.05**		**0.00**	**0.05**		**759.72**		**0.01**	**0.01**	**764.34**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.41	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Unmitigated	1.41	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.32					0.00	0.00		0.00	0.00						0.00
Consumer Products	1.09					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**1.41**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.32					0.00	0.00		0.00	0.00						0.00
Consumer Products	1.09					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**1.41**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

Pebble Beach - PBL Meeting Facility
Monterey County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Office Building	2.1	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.8	**Utility Company**	Pacific Gas & Electric Company
Climate Zone	4	**Precipitation Freq (Days)**	51		

1.3 User Entered Comments

Project Characteristics -
Land Use - -
Construction Phase - Changed const. phases/dates
Grading - -
Land Use Change -
Sequestration -
Construction Off-road Equipment Mitigation - Dust emission reductions based on Table 8-2 in MBUAPCD CEQA Air Quality Guidelines

Energy Mitigation -

Vehicle Trips - +

Trips and VMT -

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2011	10.29	19.12	11.11	0.02	0.88	1.30	2.14	0.42	1.30	1.67	0.00	1,956.31	0.00	0.23	0.00	1,961.23
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2011	9.73	0.12	1.25	0.02	0.41	0.01	0.41	0.17	0.01	0.17	0.00	1,956.31	0.00	0.23	0.00	1,961.23
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.06	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00		11.66		0.00	0.00	11.73
Mobile	0.18	0.42	1.99	0.00	0.18	0.01	0.20	0.01	0.01	0.02		184.33		0.01		184.64
Total	**0.24**	**0.43**	**2.00**	**0.00**	**0.18**	**0.01**	**0.20**	**0.01**	**0.01**	**0.02**		**195.99**		**0.01**	**0.00**	**196.37**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.06	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00		11.66		0.00	0.00	11.73
Mobile	0.18	0.42	1.99	0.00	0.18	0.01	0.20	0.01	0.01	0.02		184.33		0.01		184.64
Total	**0.24**	**0.43**	**2.00**	**0.00**	**0.18**	**0.01**	**0.20**	**0.01**	**0.01**	**0.02**		**195.99**		**0.01**	**0.00**	**196.37**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Oxidation Catalyst for Construction Equipment

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

3.2 Grading - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.75	0.00	0.75	0.41	0.00	0.41						0.00
Off-Road	2.34	15.85	9.86	0.02		1.25	1.25		1.25	1.25		1,476.12		0.21		1,480.54
Total	**2.34**	**15.85**	**9.86**	**0.02**	**0.75**	**1.25**	**2.00**	**0.41**	**1.25**	**1.66**		**1,476.12**		**0.21**		**1,480.54**

3.2 Grading - 2011

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.10	0.12	1.25	0.00	0.13	0.01	0.14	0.00	0.01	0.01		109.11		0.01		109.34
Total	**0.10**	**0.12**	**1.25**	**0.00**	**0.13**	**0.01**	**0.14**	**0.00**	**0.01**	**0.01**		**109.11**		**0.01**		**109.34**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.28	0.00	0.28	0.16	0.00	0.16						0.00
Off-Road	0.00	0.00	0.00	0.02		0.00	0.00		0.00	0.00	0.00	1,476.12		0.21		1,480.54
Total	**0.00**	**0.00**	**0.00**	**0.02**	**0.28**	**0.00**	**0.28**	**0.16**	**0.00**	**0.16**	**0.00**	**1,476.12**		**0.21**		**1,480.54**

3.2 Grading - 2011

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.10	0.12	1.25	0.00	0.13	0.01	0.14	0.00	0.01	0.01		109.11		0.01		109.34
Total	**0.10**	**0.12**	**1.25**	**0.00**	**0.13**	**0.01**	**0.14**	**0.00**	**0.01**	**0.01**		**109.11**		**0.01**		**109.34**

3.3 Building Construction - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.60	19.11	10.99	0.02		1.30	1.30		1.30	1.30		1,945.40		0.23		1,950.29
Total	**2.60**	**19.11**	**10.99**	**0.02**		**1.30**	**1.30**		**1.30**	**1.30**		**1,945.40**		**0.23**		**1,950.29**

3.3 Building Construction - 2011

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.01	0.01	0.12	0.00	0.01	0.00	0.01	0.00	0.00	0.00		10.91		0.00		10.93
Total	**0.01**	**0.01**	**0.12**	**0.00**	**0.01**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**		**10.91**		**0.00**		**10.93**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.00	0.00	0.00	0.02		0.00	0.00		0.00	0.00	0.00	1,945.40		0.23		1,950.29
Total	**0.00**	**0.00**	**0.00**	**0.02**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**1,945.40**		**0.23**		**1,950.29**

3.3 Building Construction - 2011

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.01	0.01	0.12	0.00	0.01	0.00	0.01	0.00	0.00	0.00		10.91		0.00		10.93
Total	**0.01**	**0.01**	**0.12**	**0.00**	**0.01**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**		**10.91**		**0.00**		**10.93**

3.4 Architectural Coatings - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	9.73					0.00	0.00		0.00	0.00						0.00
Off-Road	0.56	3.37	1.98	0.00		0.31	0.31		0.31	0.31		281.19		0.05		282.25
Total	**10.29**	**3.37**	**1.98**	**0.00**		**0.31**	**0.31**		**0.31**	**0.31**		**281.19**		**0.05**		**282.25**

3.4 Architectural Coatings - 2011

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	9.73					0.00	0.00		0.00	0.00						0.00
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	281.19		0.05		282.25
Total	**9.73**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**281.19**		**0.05**		**282.25**

3.4 Architectural Coatings - 2011

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.18	0.42	1.99	0.00	0.18	0.01	0.20	0.01	0.01	0.02		184.33		0.01		184.64
Unmitigated	0.18	0.42	1.99	0.00	0.18	0.01	0.20	0.01	0.01	0.02		184.33		0.01		184.64
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	23.12	4.98	2.06	41,868	41,868
Total	23.12	4.98	2.06	41,868	41,868

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00		11.66		0.00	0.00	11.73
NaturalGas Unmitigated	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00		11.66		0.00	0.00	11.73
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
General Office Building	99.074	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00		11.66		0.00	0.00	11.73
Total		**0.00**	**0.01**	**0.01**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**11.66**		**0.00**	**0.00**	**11.73**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
General Office Building	0.099074	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00		11.66		0.00	0.00	11.73
Total		**0.00**	**0.01**	**0.01**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**11.66**		**0.00**	**0.00**	**11.73**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.06	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Unmitigated	0.06	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.01					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.04					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**0.05**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.01					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.04					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**0.05**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

Pebble Beach - PBL Parking and Circulation

Monterey County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Parking Structure	2.55	Acre

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.8	**Utility Company**	Pacific Gas & Electric Company
Climate Zone	4	**Precipitation Freq (Days)**	51		

1.3 User Entered Comments

Project Characteristics -

Land Use - -

Construction Phase - Changed const. phases/dates

Grading - -

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Dust emission reductions based on Table 8-2 in MBUAPCD CEQA Air Quality Guidelines

Energy Mitigation -

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2013	9.07	51.97	35.78	0.06	34.19	3.87	36.51	3.37	3.87	5.69	0.00	5,474.07	0.00	0.82	0.00	5,491.20
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2013	1.22	10.69	8.29	0.06	30.36	0.38	30.74	1.35	0.38	1.73	0.00	5,474.07	0.00	0.82	0.00	5,491.20
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.08	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Total	**3.08**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**		**0.00**	**0.00**	**0.00**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.08	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Total	**3.08**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**		**0.00**	**0.00**	**0.00**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Oxidation Catalyst for Construction Equipment

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

3.2 Grading - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.09	0.00	6.09	3.31	0.00	3.31						0.00
Off-Road	4.70	37.12	22.15	0.04		1.94	1.94		1.94	1.94		3,827.58		0.42		3,836.44
Total	**4.70**	**37.12**	**22.15**	**0.04**	**6.09**	**1.94**	**8.03**	**3.31**	**1.94**	**5.25**		**3,827.58**		**0.42**		**3,836.44**

3.2 Grading - 2013

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.14	10.58	7.24	0.01	27.97	0.38	28.35	0.05	0.38	0.43		1,467.46		0.06		1,468.63
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.08	0.10	1.04	0.00	0.13	0.01	0.14	0.00	0.01	0.01		104.90		0.01		105.09
Total	**1.22**	**10.68**	**8.28**	**0.01**	**28.10**	**0.39**	**28.49**	**0.05**	**0.39**	**0.44**		**1,572.36**		**0.07**		**1,573.72**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.25	0.00	2.25	1.29	0.00	1.29						0.00
Off-Road	0.00	0.00	0.00	0.04		0.00	0.00		0.00	0.00	0.00	3,827.58		0.42		3,836.44
Total	**0.00**	**0.00**	**0.00**	**0.04**	**2.25**	**0.00**	**2.25**	**1.29**	**0.00**	**1.29**	**0.00**	**3,827.58**		**0.42**		**3,836.44**

3.2 Grading - 2013

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.14	10.58	7.24	0.01	27.97	0.38	28.35	0.05	0.38	0.43		1,467.46		0.06		1,468.63
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.08	0.10	1.04	0.00	0.13	0.01	0.14	0.00	0.01	0.01		104.90		0.01		105.09
Total	**1.22**	**10.68**	**8.28**	**0.01**	**28.10**	**0.39**	**28.49**	**0.05**	**0.39**	**0.44**		**1,572.36**		**0.07**		**1,573.72**

3.3 Building Construction - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	8.95	51.82	34.22	0.06		3.86	3.86		3.86	3.86		5,316.72		0.80		5,333.56
Total	**8.95**	**51.82**	**34.22**	**0.06**		**3.86**	**3.86**		**3.86**	**3.86**		**5,316.72**		**0.80**		**5,333.56**

3.3 Building Construction - 2013

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.12	0.15	1.56	0.00	0.20	0.01	0.20	0.01	0.01	0.02		157.35		0.01		157.63
Total	**0.12**	**0.15**	**1.56**	**0.00**	**0.20**	**0.01**	**0.20**	**0.01**	**0.01**	**0.02**		**157.35**		**0.01**		**157.63**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.00	0.00	0.00	0.06		0.00	0.00		0.00	0.00	0.00	5,316.72		0.80		5,333.56
Total	**0.00**	**0.00**	**0.00**	**0.06**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**5,316.72**		**0.80**		**5,333.56**

3.3 Building Construction - 2013

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.12	0.15	1.56	0.00	0.20	0.01	0.20	0.01	0.01	0.02		157.35		0.01		157.63
Total	**0.12**	**0.15**	**1.56**	**0.00**	**0.20**	**0.01**	**0.20**	**0.01**	**0.01**	**0.02**		**157.35**		**0.01**		**157.63**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Unmitigated	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Structure	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Parking Structure	9.50	7.30	7.30	0.00	0.00	0.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
NaturalGas Unmitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Parking Structure	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**	**0.00**	**0.00**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Parking Structure	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**	**0.00**	**0.00**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.08	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Unmitigated	3.08	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.70					0.00	0.00		0.00	0.00						0.00
Consumer Products	2.38					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**3.08**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.70					0.00	0.00		0.00	0.00						0.00
Consumer Products	2.38					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**3.08**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

Pebble Beach - Residential (Corp Yard)

Monterey County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Single Family Housing	10	Dwelling Unit

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.8	**Utility Company**	Pacific Gas & Electric Company
Climate Zone	4	**Precipitation Freq (Days)**	51		

1.3 User Entered Comments

Project Characteristics -

Land Use -

Construction Phase - Changed const. phases/dates

Grading - -

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Dust emission reductions based on Table 8-2 in MBUAPCD CEQA Air Quality Guidelines

Energy Mitigation -

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2014	20.64	179.50	124.65	0.25	394.23	7.15	401.38	4.08	7.15	11.23	0.00	26,129.14	0.00	1.26	0.00	26,155.53
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2014	14.66	133.84	94.46	0.25	390.14	4.68	394.82	2.03	4.68	6.71	0.00	26,129.14	0.00	1.26	0.00	26,155.53
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.84	0.10	8.67	0.01		0.00	1.14		0.00	1.14	128.80	117.97		0.26	0.01	254.89
Energy	0.01	0.10	0.04	0.00		0.00	0.01		0.00	0.01		124.37		0.00	0.00	125.13
Mobile	0.90	2.14	10.11	0.01	0.96	0.07	1.03	0.03	0.07	0.11		963.93		0.07		965.51
Total	**6.75**	**2.34**	**18.82**	**0.02**	**0.96**	**0.07**	**2.18**	**0.03**	**0.07**	**1.26**	**128.80**	**1,206.27**		**0.33**	**0.01**	**1,345.53**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.84	0.10	8.67	0.01		0.00	1.14		0.00	1.14	128.80	117.97		0.26	0.01	254.89
Energy	0.01	0.10	0.04	0.00		0.00	0.01		0.00	0.01		124.37		0.00	0.00	125.13
Mobile	0.90	2.14	10.11	0.01	0.96	0.07	1.03	0.03	0.07	0.11		963.93		0.07		965.51
Total	**6.75**	**2.34**	**18.82**	**0.02**	**0.96**	**0.07**	**2.18**	**0.03**	**0.07**	**1.26**	**128.80**	**1,206.27**		**0.33**	**0.01**	**1,345.53**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Oxidation Catalyst for Construction Equipment

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

3.2 Grading - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.50	0.00	6.50	3.36	0.00	3.36						0.00
Off-Road	5.98	45.66	30.18	0.05		2.47	2.47		2.47	2.47		5,240.06		0.53		5,251.29
Total	**5.98**	**45.66**	**30.18**	**0.05**	**6.50**	**2.47**	**8.97**	**3.36**	**2.47**	**5.83**		**5,240.06**		**0.53**		**5,251.29**

3.2 Grading - 2014

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	14.55	133.70	93.04	0.20	387.53	4.67	392.20	0.71	4.67	5.38		20,734.85		0.71		20,749.75
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.11	0.14	1.42	0.00	0.20	0.01	0.20	0.01	0.01	0.02		154.22		0.01		154.49
Total	**14.66**	**133.84**	**94.46**	**0.20**	**387.73**	**4.68**	**392.40**	**0.72**	**4.68**	**5.40**		**20,889.07**		**0.72**		**20,904.24**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.41	0.00	2.41	1.31	0.00	1.31						0.00
Off-Road	0.00	0.00	0.00	0.05		0.00	0.00		0.00	0.00	0.00	5,240.06		0.53		5,251.29
Total	**0.00**	**0.00**	**0.00**	**0.05**	**2.41**	**0.00**	**2.41**	**1.31**	**0.00**	**1.31**	**0.00**	**5,240.06**		**0.53**		**5,251.29**

3.2 Grading - 2014

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	14.55	133.70	93.04	0.20	387.53	4.67	392.20	0.71	4.67	5.38		20,734.85		0.71		20,749.75
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.11	0.14	1.42	0.00	0.20	0.01	0.20	0.01	0.01	0.02		154.22		0.01		154.49
Total	**14.66**	**133.84**	**94.46**	**0.20**	**387.73**	**4.68**	**392.40**	**0.72**	**4.68**	**5.40**		**20,889.07**		**0.72**		**20,904.24**

3.3 Paving - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.97	24.85	16.79	0.03		2.07	2.07		2.07	2.07		2,400.73		0.36		2,408.23
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	**3.97**	**24.85**	**16.79**	**0.03**		**2.07**	**2.07**		**2.07**	**2.07**		**2,400.73**		**0.36**		**2,408.23**

3.3 Paving - 2014

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.15	0.19	1.90	0.00	0.26	0.01	0.27	0.01	0.01	0.02		205.63		0.02		205.98
Total	**0.15**	**0.19**	**1.90**	**0.00**	**0.26**	**0.01**	**0.27**	**0.01**	**0.01**	**0.02**		**205.63**		**0.02**		**205.98**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.00	0.00	0.00	0.03		0.00	0.00		0.00	0.00	0.00	2,400.73		0.36		2,408.23
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	**0.00**	**0.00**	**0.00**	**0.03**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**2,400.73**		**0.36**		**2,408.23**

3.3 Paving - 2014

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.15	0.19	1.90	0.00	0.26	0.01	0.27	0.01	0.01	0.02		205.63		0.02		205.98
Total	**0.15**	**0.19**	**1.90**	**0.00**	**0.26**	**0.01**	**0.27**	**0.01**	**0.01**	**0.02**		**205.63**		**0.02**		**205.98**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.90	2.14	10.11	0.01	0.96	0.07	1.03	0.03	0.07	0.11		963.93		0.07		965.51
Unmitigated	0.90	2.14	10.11	0.01	0.96	0.07	1.03	0.03	0.07	0.11		963.93		0.07		965.51
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Single Family Housing	95.70	100.80	87.70	274,508	274,508
Total	95.70	100.80	87.70	274,508	274,508

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Single Family Housing	10.80	7.30	7.50	44.00	18.80	37.20

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.01	0.10	0.04	0.00		0.00	0.01		0.00	0.01		124.37		0.00	0.00	125.13
NaturalGas Unmitigated	0.01	0.10	0.04	0.00		0.00	0.01		0.00	0.01		124.37		0.00	0.00	125.13
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Single Family Housing	1057.13	0.01	0.10	0.04	0.00		0.00	0.01		0.00	0.01		124.37		0.00	0.00	125.13
Total		**0.01**	**0.10**	**0.04**	**0.00**		**0.00**	**0.01**		**0.00**	**0.01**		**124.37**		**0.00**	**0.00**	**125.13**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Single Family Housing	1.05713	0.01	0.10	0.04	0.00		0.00	0.01		0.00	0.01		124.37		0.00	0.00	125.13
Total		**0.01**	**0.10**	**0.04**	**0.00**		**0.00**	**0.01**		**0.00**	**0.01**		**124.37**		**0.00**	**0.00**	**125.13**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	5.84	0.10	8.67	0.01		0.00	1.14		0.00	1.14	128.80	117.97		0.26	0.01	254.89
Unmitigated	5.84	0.10	8.67	0.01		0.00	1.14		0.00	1.14	128.80	117.97		0.26	0.01	254.89
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.15					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.39					0.00	0.00		0.00	0.00						0.00
Hearth	5.27	0.09	7.79	0.01		0.00	1.13		0.00	1.13	128.80	116.47		0.26	0.01	253.35
Landscaping	0.03	0.01	0.88	0.00		0.00	0.00		0.00	0.00		1.50		0.00		1.54
Total	**5.84**	**0.10**	**8.67**	**0.01**		**0.00**	**1.13**		**0.00**	**1.13**	**128.80**	**117.97**		**0.26**	**0.01**	**254.89**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.15					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.39					0.00	0.00		0.00	0.00						0.00
Hearth	5.27	0.09	7.79	0.01		0.00	1.13		0.00	1.13	128.80	116.47		0.26	0.01	253.35
Landscaping	0.03	0.01	0.88	0.00		0.00	0.00		0.00	0.00		1.50		0.00		1.54
Total	**5.84**	**0.10**	**8.67**	**0.01**		**0.00**	**1.13**		**0.00**	**1.13**	**128.80**	**117.97**		**0.26**	**0.01**	**254.89**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

Pebble Beach - Residential (No V/Corp Yard)

Monterey County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Single Family Housing	64	Dwelling Unit

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.8	**Utility Company**	Pacific Gas & Electric Company
Climate Zone	4	**Precipitation Freq (Days)**	51		

1.3 User Entered Comments

Project Characteristics -

Land Use -

Construction Phase - Changed const. phases/dates

Grading - d

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Dust emission reductions based on Table 8-2 in MBUAPCD CEQA Air Quality Guidelines

Energy Mitigation -

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2012	15.41	129.90	74.91	0.13	67.07	5.94	73.01	3.44	5.94	9.38	0.00	14,283.73	0.00	1.27	0.00	14,310.48
2013	5.65	33.96	22.45	0.03	0.20	2.94	3.14	0.01	2.94	2.95	0.00	3,074.99	0.00	0.51	0.00	3,085.68
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2012	2.91	26.00	19.78	0.13	63.17	0.93	64.10	1.41	0.93	2.35	0.00	14,283.73	0.00	1.27	0.00	14,310.48
2013	0.12	0.15	1.56	0.03	0.20	0.01	0.20	0.01	0.01	0.02	0.00	3,074.99	0.00	0.51	0.00	3,085.68
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	37.40	0.67	55.47	0.05		0.00	7.28		0.00	7.28	824.34	755.03		1.65	0.06	1,631.33
Energy	0.07	0.62	0.27	0.00		0.00	0.05		0.00	0.05		795.96		0.02	0.01	800.80
Mobile	5.74	13.67	64.72	0.06	6.15	0.46	6.61	0.21	0.46	0.67		6,169.18		0.48		6,179.24
Total	**43.21**	**14.96**	**120.46**	**0.11**	**6.15**	**0.46**	**13.94**	**0.21**	**0.46**	**8.00**	**824.34**	**7,720.17**		**2.15**	**0.07**	**8,611.37**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	37.40	0.67	55.47	0.05		0.00	7.28		0.00	7.28	824.34	755.03		1.65	0.06	1,631.33
Energy	0.07	0.62	0.27	0.00		0.00	0.05		0.00	0.05		795.96		0.02	0.01	800.80
Mobile	5.74	13.67	64.72	0.06	6.15	0.46	6.61	0.21	0.46	0.67		6,169.18		0.48		6,179.24
Total	**43.21**	**14.96**	**120.46**	**0.11**	**6.15**	**0.46**	**13.94**	**0.21**	**0.46**	**8.00**	**824.34**	**7,720.17**		**2.15**	**0.07**	**8,611.37**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

3.2 Grading - 2012

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.20	0.00	6.20	3.32	0.00	3.32						0.00
Off-Road	12.50	103.90	55.13	0.10		5.01	5.01		5.01	5.01		10,856.65		1.12		10,880.18
Total	**12.50**	**103.90**	**55.13**	**0.10**	**6.20**	**5.01**	**11.21**	**3.32**	**5.01**	**8.33**		**10,856.65**		**1.12**		**10,880.18**

3.2 Grading - 2012

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	2.73	25.77	17.50	0.03	60.61	0.92	61.53	0.11	0.92	1.03		3,213.10		0.13		3,215.90
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.18	0.23	2.28	0.00	0.26	0.01	0.27	0.01	0.01	0.02		213.98		0.02		214.39
Total	**2.91**	**26.00**	**19.78**	**0.03**	**60.87**	**0.93**	**61.80**	**0.12**	**0.93**	**1.05**		**3,427.08**		**0.15**		**3,430.29**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.30	0.00	2.30	1.29	0.00	1.29						0.00
Off-Road	0.00	0.00	0.00	0.10		0.00	0.00		0.00	0.00	0.00	10,856.65		1.12		10,880.18
Total	**0.00**	**0.00**	**0.00**	**0.10**	**2.30**	**0.00**	**2.30**	**1.29**	**0.00**	**1.29**	**0.00**	**10,856.65**		**1.12**		**10,880.18**

3.2 Grading - 2012

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	2.73	25.77	17.50	0.03	60.61	0.92	61.53	0.11	0.92	1.03		3,213.10		0.13		3,215.90
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.18	0.23	2.28	0.00	0.26	0.01	0.27	0.01	0.01	0.02		213.98		0.02		214.39
Total	**2.91**	**26.00**	**19.78**	**0.03**	**60.87**	**0.93**	**61.80**	**0.12**	**0.93**	**1.05**		**3,427.08**		**0.15**		**3,430.29**

3.3 Paving - 2012

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	5.86	35.62	21.08	0.03		3.13	3.13		3.13	3.13		2,917.64		0.53		2,928.70
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	**5.86**	**35.62**	**21.08**	**0.03**		**3.13**	**3.13**		**3.13**	**3.13**		**2,917.64**		**0.53**		**2,928.70**

3.3 Paving - 2012

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.13	0.17	1.71	0.00	0.20	0.01	0.20	0.01	0.01	0.02		160.48		0.01		160.79
Total	**0.13**	**0.17**	**1.71**	**0.00**	**0.20**	**0.01**	**0.20**	**0.01**	**0.01**	**0.02**		**160.48**		**0.01**		**160.79**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.00	0.00	0.00	0.03		0.00	0.00		0.00	0.00	0.00	2,917.64		0.53		2,928.70
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	**0.00**	**0.00**	**0.00**	**0.03**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**2,917.64**		**0.53**		**2,928.70**

3.3 Paving - 2012

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.13	0.17	1.71	0.00	0.20	0.01	0.20	0.01	0.01	0.02		160.48		0.01		160.79
Total	**0.13**	**0.17**	**1.71**	**0.00**	**0.20**	**0.01**	**0.20**	**0.01**	**0.01**	**0.02**		**160.48**		**0.01**		**160.79**

3.3 Paving - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	5.53	33.81	20.89	0.03		2.93	2.93		2.93	2.93		2,917.64		0.50		2,928.05
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	**5.53**	**33.81**	**20.89**	**0.03**		**2.93**	**2.93**		**2.93**	**2.93**		**2,917.64**		**0.50**		**2,928.05**

3.3 Paving - 2013

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.12	0.15	1.56	0.00	0.20	0.01	0.20	0.01	0.01	0.02		157.35		0.01		157.63
Total	**0.12**	**0.15**	**1.56**	**0.00**	**0.20**	**0.01**	**0.20**	**0.01**	**0.01**	**0.02**		**157.35**		**0.01**		**157.63**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.00	0.00	0.00	0.03		0.00	0.00		0.00	0.00	0.00	2,917.64		0.50		2,928.05
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	**0.00**	**0.00**	**0.00**	**0.03**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**2,917.64**		**0.50**		**2,928.05**

3.3 Paving - 2013

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.12	0.15	1.56	0.00	0.20	0.01	0.20	0.01	0.01	0.02		157.35		0.01		157.63
Total	**0.12**	**0.15**	**1.56**	**0.00**	**0.20**	**0.01**	**0.20**	**0.01**	**0.01**	**0.02**		**157.35**		**0.01**		**157.63**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	5.74	13.67	64.72	0.06	6.15	0.46	6.61	0.21	0.46	0.67		6,169.18		0.48		6,179.24
Unmitigated	5.74	13.67	64.72	0.06	6.15	0.46	6.61	0.21	0.46	0.67		6,169.18		0.48		6,179.24
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Single Family Housing	612.48	645.12	561.28	1,756,848	1,756,848
Total	612.48	645.12	561.28	1,756,848	1,756,848

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Single Family Housing	10.80	7.30	7.50	44.00	18.80	37.20

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.07	0.62	0.27	0.00		0.00	0.05		0.00	0.05		795.96		0.02	0.01	800.80
NaturalGas Unmitigated	0.07	0.62	0.27	0.00		0.00	0.05		0.00	0.05		795.96		0.02	0.01	800.80
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Single Family Housing	6765.66	0.07	0.62	0.27	0.00		0.00	0.05		0.00	0.05		795.96		0.02	0.01	800.80
Total		**0.07**	**0.62**	**0.27**	**0.00**		**0.00**	**0.05**		**0.00**	**0.05**		**795.96**		**0.02**	**0.01**	**800.80**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Single Family Housing	6.76566	0.07	0.62	0.27	0.00		0.00	0.05		0.00	0.05		795.96		0.02	0.01	800.80
Total		**0.07**	**0.62**	**0.27**	**0.00**		**0.00**	**0.05**		**0.00**	**0.05**		**795.96**		**0.02**	**0.01**	**800.80**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	37.40	0.67	55.47	0.05		0.00	7.28		0.00	7.28	824.34	755.03		1.65	0.06	1,631.33
Unmitigated	37.40	0.67	55.47	0.05		0.00	7.28		0.00	7.28	824.34	755.03		1.65	0.06	1,631.33
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.99					0.00	0.00		0.00	0.00						0.00
Consumer Products	2.47					0.00	0.00		0.00	0.00						0.00
Hearth	33.75	0.60	49.85	0.05		0.00	7.25		0.00	7.25	824.34	745.41		1.64	0.06	1,621.47
Landscaping	0.20	0.07	5.62	0.00		0.00	0.03		0.00	0.03		9.62		0.01		9.86
Total	**37.41**	**0.67**	**55.47**	**0.05**		**0.00**	**7.28**		**0.00**	**7.28**	**824.34**	**755.03**		**1.65**	**0.06**	**1,631.33**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.99					0.00	0.00		0.00	0.00						0.00
Consumer Products	2.47					0.00	0.00		0.00	0.00						0.00
Hearth	33.75	0.60	49.85	0.05		0.00	7.25		0.00	7.25	824.34	745.41		1.64	0.06	1,621.47
Landscaping	0.20	0.07	5.62	0.00		0.00	0.03		0.00	0.03		9.62		0.01		9.86
Total	**37.41**	**0.67**	**55.47**	**0.05**		**0.00**	**7.28**		**0.00**	**7.28**	**824.34**	**755.03**		**1.65**	**0.06**	**1,631.33**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

Pebble Beach - Residential (V)

Monterey County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Single Family Housing	14	Dwelling Unit

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.8	**Utility Company**	Pacific Gas & Electric Company
Climate Zone	4	**Precipitation Freq (Days)**	51		

1.3 User Entered Comments

Project Characteristics -

Land Use -

Construction Phase - Changed const. phases/dates

Grading - -

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Dust emission reductions based on Table 8-2 in MBUAPCD CEQA Air Quality Guidelines

Energy Mitigation -

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	5.18	37.08	34.45	0.08	56.67	1.55	58.22	3.35	1.53	4.88	0.00	8,122.00	0.00	0.42	0.00	8,130.81
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	1.18	10.12	7.78	0.08	52.82	0.31	53.13	1.33	0.29	1.62	0.00	8,122.00	0.00	0.42	0.00	8,130.81
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	8.18	0.15	12.13	0.01		0.00	1.59		0.00	1.59	180.32	165.16		0.36	0.01	356.85
Energy	0.02	0.14	0.06	0.00		0.00	0.01		0.00	0.01		174.12		0.00	0.00	175.18
Mobile	1.26	2.99	14.16	0.01	1.35	0.10	1.45	0.05	0.10	0.15		1,349.51		0.10		1,351.71
Total	**9.46**	**3.28**	**26.35**	**0.02**	**1.35**	**0.10**	**3.05**	**0.05**	**0.10**	**1.75**	**180.32**	**1,688.79**		**0.46**	**0.01**	**1,883.74**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	8.18	0.15	12.13	0.01		0.00	1.59		0.00	1.59	180.32	165.16		0.36	0.01	356.85
Energy	0.02	0.14	0.06	0.00		0.00	0.01		0.00	0.01		174.12		0.00	0.00	175.18
Mobile	1.26	2.99	14.16	0.01	1.35	0.10	1.45	0.05	0.10	0.15		1,349.51		0.10		1,351.71
Total	**9.46**	**3.28**	**26.35**	**0.02**	**1.35**	**0.10**	**3.05**	**0.05**	**0.10**	**1.75**	**180.32**	**1,688.79**		**0.46**	**0.01**	**1,883.74**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Oxidation Catalyst for Construction Equipment

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

3.2 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.12	0.00	6.12	3.32	0.00	3.32						0.00
Off-Road	4.00	26.95	26.67	0.05		1.24	1.24		1.24	1.24		5,240.06		0.36		5,247.56
Total	**4.00**	**26.95**	**26.67**	**0.05**	**6.12**	**1.24**	**7.36**	**3.32**	**1.24**	**4.56**		**5,240.06**		**0.36**		**5,247.56**

3.2 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.11	10.04	6.93	0.03	50.35	0.31	50.66	0.03	0.28	0.31		2,745.76		0.05		2,746.90
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.07	0.08	0.85	0.00	0.20	0.01	0.20	0.00	0.01	0.01		136.17		0.01		136.34
Total	**1.18**	**10.12**	**7.78**	**0.03**	**50.55**	**0.32**	**50.86**	**0.03**	**0.29**	**0.32**		**2,881.93**		**0.06**		**2,883.24**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.27	0.00	2.27	1.29	0.00	1.29						0.00
Off-Road	0.00	0.00	0.00	0.05		0.00	0.00		0.00	0.00	0.00	5,240.06		0.36		5,247.56
Total	**0.00**	**0.00**	**0.00**	**0.05**	**2.27**	**0.00**	**2.27**	**1.29**	**0.00**	**1.29**	**0.00**	**5,240.06**		**0.36**		**5,247.56**

3.2 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.11	10.04	6.93	0.03	50.35	0.31	50.66	0.03	0.28	0.31		2,745.76		0.05		2,746.90
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.07	0.08	0.85	0.00	0.20	0.01	0.20	0.00	0.01	0.01		136.17		0.01		136.34
Total	**1.18**	**10.12**	**7.78**	**0.03**	**50.55**	**0.32**	**50.86**	**0.03**	**0.29**	**0.32**		**2,881.93**		**0.06**		**2,883.24**

3.3 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.64	16.57	16.16	0.03		1.19	1.19		1.19	1.19		2,400.73		0.24		2,405.71
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	**2.64**	**16.57**	**16.16**	**0.03**		**1.19**	**1.19**		**1.19**	**1.19**		**2,400.73**		**0.24**		**2,405.71**

3.3 Paving - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.09	0.11	1.13	0.00	0.26	0.01	0.27	0.00	0.01	0.01		181.57		0.01		181.79
Total	**0.09**	**0.11**	**1.13**	**0.00**	**0.26**	**0.01**	**0.27**	**0.00**	**0.01**	**0.01**		**181.57**		**0.01**		**181.79**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.00	0.00	0.00	0.03		0.00	0.00		0.00	0.00	0.00	2,400.73		0.24		2,405.71
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	**0.00**	**0.00**	**0.00**	**0.03**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**2,400.73**		**0.24**		**2,405.71**

3.3 Paving - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.09	0.11	1.13	0.00	0.26	0.01	0.27	0.00	0.01	0.01		181.57		0.01		181.79
Total	**0.09**	**0.11**	**1.13**	**0.00**	**0.26**	**0.01**	**0.27**	**0.00**	**0.01**	**0.01**		**181.57**		**0.01**		**181.79**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.26	2.99	14.16	0.01	1.35	0.10	1.45	0.05	0.10	0.15		1,349.51		0.10		1,351.71
Unmitigated	1.26	2.99	14.16	0.01	1.35	0.10	1.45	0.05	0.10	0.15		1,349.51		0.10		1,351.71
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Single Family Housing	133.98	141.12	122.78	384,311	384,311
Total	133.98	141.12	122.78	384,311	384,311

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Single Family Housing	10.80	7.30	7.50	44.00	18.80	37.20

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.02	0.14	0.06	0.00		0.00	0.01		0.00	0.01		174.12		0.00	0.00	175.18
NaturalGas Unmitigated	0.02	0.14	0.06	0.00		0.00	0.01		0.00	0.01		174.12		0.00	0.00	175.18
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Single Family Housing	1479.99	0.02	0.14	0.06	0.00		0.00	0.01		0.00	0.01		174.12		0.00	0.00	175.18
Total		**0.02**	**0.14**	**0.06**	**0.00**		**0.00**	**0.01**		**0.00**	**0.01**		**174.12**		**0.00**	**0.00**	**175.18**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Single Family Housing	1.47999	0.02	0.14	0.06	0.00		0.00	0.01		0.00	0.01		174.12		0.00	0.00	175.18
Total		**0.02**	**0.14**	**0.06**	**0.00**		**0.00**	**0.01**		**0.00**	**0.01**		**174.12**		**0.00**	**0.00**	**175.18**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	8.18	0.15	12.13	0.01		0.00	1.59		0.00	1.59	180.32	165.16		0.36	0.01	356.85
Unmitigated	8.18	0.15	12.13	0.01		0.00	1.59		0.00	1.59	180.32	165.16		0.36	0.01	356.85
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.22					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.54					0.00	0.00		0.00	0.00						0.00
Hearth	7.38	0.13	10.91	0.01		0.00	1.59		0.00	1.59	180.32	163.06		0.36	0.01	354.70
Landscaping	0.04	0.01	1.23	0.00		0.00	0.01		0.00	0.01		2.11		0.00		2.16
Total	**8.18**	**0.14**	**12.14**	**0.01**		**0.00**	**1.60**		**0.00**	**1.60**	**180.32**	**165.17**		**0.36**	**0.01**	**356.86**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.22					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.54					0.00	0.00		0.00	0.00						0.00
Hearth	7.38	0.13	10.91	0.01		0.00	1.59		0.00	1.59	180.32	163.06		0.36	0.01	354.70
Landscaping	0.04	0.01	1.23	0.00		0.00	0.01		0.00	0.01		2.11		0.00		2.16
Total	**8.18**	**0.14**	**12.14**	**0.01**		**0.00**	**1.60**		**0.00**	**1.60**	**180.32**	**165.17**		**0.36**	**0.01**	**356.86**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

Pebble Beach - SBI Conference Center Ballroom

Monterey County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Office Building	1.409	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.8	**Utility Company**	Pacific Gas & Electric Company
Climate Zone	4	**Precipitation Freq (Days)**	51		

1.3 User Entered Comments

Project Characteristics -

Land Use - -

Construction Phase - Changed const. phases/dates

Grading - -

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Dust emission reductions based on Table 8-2 in MBUAPCD CEQA Air Quality Guidelines

Energy Mitigation -

Vehicle Trips - +

Trips and VMT -

Off-road Equipment - +

Off-road Equipment -

Off-road Equipment -

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2015	8.13	70.15	50.50	0.11	64.35	2.84	67.19	0.76	2.84	3.60	0.00	11,614.18	0.00	0.47	0.00	11,624.05
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2015	6.44	58.13	41.29	0.11	63.88	2.00	65.88	0.51	2.00	2.51	0.00	11,614.18	0.00	0.47	0.00	11,624.05
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.04	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00		7.82		0.00	0.00	7.87
Mobile	0.90	2.07	9.88	0.01	0.91	0.07	0.98	0.03	0.07	0.10		916.86		0.07		918.38
Total	**0.94**	**2.08**	**9.89**	**0.01**	**0.91**	**0.07**	**0.98**	**0.03**	**0.07**	**0.10**		**924.68**		**0.07**	**0.00**	**926.25**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.04	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00		7.82		0.00	0.00	7.87
Mobile	0.90	2.07	9.88	0.01	0.91	0.07	0.98	0.03	0.07	0.10		916.86		0.07		918.38
Total	**0.94**	**2.08**	**9.89**	**0.01**	**0.91**	**0.07**	**0.98**	**0.03**	**0.07**	**0.10**		**924.68**		**0.07**	**0.00**	**926.25**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Oxidation Catalyst for Construction Equipment

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

3.2 Grading - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.75	0.00	0.75	0.41	0.00	0.41						0.00
Off-Road	1.69	12.02	9.21	0.02		0.84	0.84		0.84	0.84		1,476.12		0.15		1,479.31
Total	**1.69**	**12.02**	**9.21**	**0.02**	**0.75**	**0.84**	**1.59**	**0.41**	**0.84**	**1.25**		**1,476.12**		**0.15**		**1,479.31**

3.2 Grading - 2015

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	6.37	58.05	40.43	0.10	63.47	2.00	65.46	0.34	2.00	2.34		10,037.45		0.31		10,043.98
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.07	0.09	0.87	0.00	0.13	0.01	0.14	0.00	0.01	0.01		100.61		0.01		100.77
Total	**6.44**	**58.14**	**41.30**	**0.10**	**63.60**	**2.01**	**65.60**	**0.34**	**2.01**	**2.35**		**10,138.06**		**0.32**		**10,144.75**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.28	0.00	0.28	0.16	0.00	0.16						0.00
Off-Road	0.00	0.00	0.00	0.02		0.00	0.00		0.00	0.00	0.00	1,476.12		0.15		1,479.31
Total	**0.00**	**0.00**	**0.00**	**0.02**	**0.28**	**0.00**	**0.28**	**0.16**	**0.00**	**0.16**	**0.00**	**1,476.12**		**0.15**		**1,479.31**

3.2 Grading - 2015

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	6.37	58.05	40.43	0.10	63.47	2.00	65.46	0.34	2.00	2.34		10,037.45		0.31		10,043.98
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.07	0.09	0.87	0.00	0.13	0.01	0.14	0.00	0.01	0.01		100.61		0.01		100.77
Total	**6.44**	**58.14**	**41.30**	**0.10**	**63.60**	**2.01**	**65.60**	**0.34**	**2.01**	**2.35**		**10,138.06**		**0.32**		**10,144.75**

3.3 Building Construction - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.86	13.57	10.61	0.02		0.80	0.80		0.80	0.80		1,945.40		0.17		1,948.92
Total	**1.86**	**13.57**	**10.61**	**0.02**		**0.80**	**0.80**		**0.80**	**0.80**		**1,945.40**		**0.17**		**1,948.92**

3.3 Building Construction - 2015

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.00	0.00	0.00	0.02		0.00	0.00		0.00	0.00	0.00	1,945.40		0.17		1,948.92
Total	**0.00**	**0.00**	**0.00**	**0.02**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**1,945.40**		**0.17**		**1,948.92**

3.3 Building Construction - 2015

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

3.4 Architechtural Coating - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1.42					0.00	0.00		0.00	0.00						0.00
Off-Road	0.41	2.57	1.90	0.00		0.22	0.22		0.22	0.22		281.19		0.04		281.96
Total	**1.83**	**2.57**	**1.90**	**0.00**		**0.22**	**0.22**		**0.22**	**0.22**		**281.19**		**0.04**		**281.96**

3.4 Architechtural Coating - 2015

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1.42					0.00	0.00		0.00	0.00						0.00
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	281.19		0.04		281.96
Total	**1.42**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**281.19**		**0.04**		**281.96**

3.4 Architechtural Coating - 2015

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.90	2.07	9.88	0.01	0.91	0.07	0.98	0.03	0.07	0.10		916.86		0.07		918.38
Unmitigated	0.90	2.07	9.88	0.01	0.91	0.07	0.98	0.03	0.07	0.10		916.86		0.07		918.38
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	115.00	3.34	1.38	197,917	197,917
Total	115.00	3.34	1.38	197,917	197,917

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00		7.82		0.00	0.00	7.87
NaturalGas Unmitigated	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00		7.82		0.00	0.00	7.87
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
General Office Building	66.4739	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00		7.82		0.00	0.00	7.87
Total		**0.00**	**0.01**	**0.01**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**7.82**		**0.00**	**0.00**	**7.87**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
General Office Building	0.0664739	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00		7.82		0.00	0.00	7.87
Total		**0.00**	**0.01**	**0.01**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**7.82**		**0.00**	**0.00**	**7.87**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.04	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Unmitigated	0.04	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.01					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.03					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**0.04**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.01					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.03					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**0.04**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

Pebble Beach - SBI Conference Center Meeting

Monterey County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Office Building	3.96	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.8	**Utility Company**	Pacific Gas & Electric Company
Climate Zone	4	**Precipitation Freq (Days)**	51		

1.3 User Entered Comments

Project Characteristics -

Land Use - -

Construction Phase - Changed const. phases/dates

Grading - -

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Dust emission reductions based on Table 8-2 in MBUAPCD CEQA Air Quality Guidelines

Energy Mitigation -

Vehicle Trips - +

Trips and VMT -

Off-road Equipment - +

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2014	9.27	80.65	57.30	0.12	64.37	3.30	67.67	0.78	3.30	4.08	0.00	12,052.23	0.00	0.53	0.00	12,063.39
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2014	7.42	67.63	47.94	0.12	63.89	2.37	66.26	0.53	2.37	2.89	0.00	12,052.23	0.00	0.53	0.00	12,063.39
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.11	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00		21.98		0.00	0.00	22.11
Mobile	0.12	0.28	1.35	0.00	0.12	0.01	0.13	0.00	0.01	0.01		125.02		0.01		125.23
Total	**0.23**	**0.30**	**1.37**	**0.00**	**0.12**	**0.01**	**0.13**	**0.00**	**0.01**	**0.01**		**147.00**		**0.01**	**0.00**	**147.34**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.11	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00		21.98		0.00	0.00	22.11
Mobile	0.12	0.28	1.35	0.00	0.12	0.01	0.13	0.00	0.01	0.01		125.02		0.01		125.23
Total	**0.23**	**0.30**	**1.37**	**0.00**	**0.12**	**0.01**	**0.13**	**0.00**	**0.01**	**0.01**		**147.00**		**0.01**	**0.00**	**147.34**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Oxidation Catalyst for Construction Equipment

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

3.2 Grading - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.75	0.00	0.75	0.41	0.00	0.41						0.00
Off-Road	1.85	13.02	9.35	0.02		0.94	0.94		0.94	0.94		1,476.12		0.16		1,479.58
Total	**1.85**	**13.02**	**9.35**	**0.02**	**0.75**	**0.94**	**1.69**	**0.41**	**0.94**	**1.35**		**1,476.12**		**0.16**		**1,479.58**

3.2 Grading - 2014

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	7.35	67.53	47.00	0.10	63.48	2.36	65.84	0.36	2.36	2.72		10,473.29		0.36		10,480.82
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.08	0.09	0.95	0.00	0.13	0.01	0.14	0.00	0.01	0.01		102.81		0.01		102.99
Total	**7.43**	**67.62**	**47.95**	**0.10**	**63.61**	**2.37**	**65.98**	**0.36**	**2.37**	**2.73**		**10,576.10**		**0.37**		**10,583.81**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.28	0.00	0.28	0.16	0.00	0.16						0.00
Off-Road	0.00	0.00	0.00	0.02		0.00	0.00		0.00	0.00	0.00	1,476.12		0.16		1,479.58
Total	**0.00**	**0.00**	**0.00**	**0.02**	**0.28**	**0.00**	**0.28**	**0.16**	**0.00**	**0.16**	**0.00**	**1,476.12**		**0.16**		**1,479.58**

3.2 Grading - 2014

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	7.35	67.53	47.00	0.10	63.48	2.36	65.84	0.36	2.36	2.72		10,473.29		0.36		10,480.82
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.08	0.09	0.95	0.00	0.13	0.01	0.14	0.00	0.01	0.01		102.81		0.01		102.99
Total	**7.43**	**67.62**	**47.95**	**0.10**	**63.61**	**2.37**	**65.98**	**0.36**	**2.37**	**2.73**		**10,576.10**		**0.37**		**10,583.81**

3.3 Building Construction - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.02	15.03	10.68	0.02		0.92	0.92		0.92	0.92		1,945.40		0.18		1,949.18
Total	**2.02**	**15.03**	**10.68**	**0.02**		**0.92**	**0.92**		**0.92**	**0.92**		**1,945.40**		**0.18**		**1,949.18**

3.3 Building Construction - 2014

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.02	0.16	0.13	0.00	0.01	0.01	0.01	0.00	0.01	0.01		26.74		0.00		26.76
Worker	0.01	0.01	0.09	0.00	0.01	0.00	0.01	0.00	0.00	0.00		10.28		0.00		10.30
Total	**0.03**	**0.17**	**0.22**	**0.00**	**0.02**	**0.01**	**0.02**	**0.00**	**0.01**	**0.01**		**37.02**		**0.00**		**37.06**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.00	0.00	0.00	0.02		0.00	0.00		0.00	0.00	0.00	1,945.40		0.18		1,949.18
Total	**0.00**	**0.00**	**0.00**	**0.02**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**1,945.40**		**0.18**		**1,949.18**

3.3 Building Construction - 2014

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.02	0.16	0.13	0.00	0.01	0.01	0.01	0.00	0.01	0.01		26.74		0.00		26.76
Worker	0.01	0.01	0.09	0.00	0.01	0.00	0.01	0.00	0.00	0.00		10.28		0.00		10.30
Total	**0.03**	**0.17**	**0.22**	**0.00**	**0.02**	**0.01**	**0.02**	**0.00**	**0.01**	**0.01**		**37.02**		**0.00**		**37.06**

3.4 Architechtural Coating - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	3.99					0.00	0.00		0.00	0.00						0.00
Off-Road	2.62	16.54	11.61	0.02		1.35	1.35		1.35	1.35		1,689.71		0.24		1,694.66
Total	**6.61**	**16.54**	**11.61**	**0.02**		**1.35**	**1.35**		**1.35**	**1.35**		**1,689.71**		**0.24**		**1,694.66**

3.4 Architechtural Coating - 2014

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.14	0.17	1.71	0.00	0.23	0.01	0.24	0.01	0.01	0.02		185.07		0.02		185.38
Total	**0.14**	**0.17**	**1.71**	**0.00**	**0.23**	**0.01**	**0.24**	**0.01**	**0.01**	**0.02**		**185.07**		**0.02**		**185.38**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	3.99					0.00	0.00		0.00	0.00						0.00
Off-Road	0.00	0.00	0.00	0.02		0.00	0.00		0.00	0.00	0.00	1,689.71		0.24		1,694.66
Total	**3.99**	**0.00**	**0.00**	**0.02**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**1,689.71**		**0.24**		**1,694.66**

3.4 Architechtural Coating - 2014

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.14	0.17	1.71	0.00	0.23	0.01	0.24	0.01	0.01	0.02		185.07		0.02		185.38
Total	**0.14**	**0.17**	**1.71**	**0.00**	**0.23**	**0.01**	**0.24**	**0.01**	**0.01**	**0.02**		**185.07**		**0.02**		**185.38**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.12	0.28	1.35	0.00	0.12	0.01	0.13	0.00	0.01	0.01		125.02		0.01		125.23
Unmitigated	0.12	0.28	1.35	0.00	0.12	0.01	0.13	0.00	0.01	0.01		125.02		0.01		125.23
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	15.68	9.39	3.88	31,297	31,297
Total	15.68	9.39	3.88	31,297	31,297

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00		21.98		0.00	0.00	22.11
NaturalGas Unmitigated	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00		21.98		0.00	0.00	22.11
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
General Office Building	186.825	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00		21.98		0.00	0.00	22.11
Total		**0.00**	**0.02**	**0.02**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**21.98**		**0.00**	**0.00**	**22.11**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
General Office Building	0.186825	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00		21.98		0.00	0.00	22.11
Total		**0.00**	**0.02**	**0.02**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**21.98**		**0.00**	**0.00**	**22.11**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.11	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Unmitigated	0.11	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.03					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.08					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**0.11**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.03					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.08					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**0.11**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

Pebble Beach - SBI Guest Cottages

Monterey County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Hotel	40	Room

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.8	**Utility Company**	Pacific Gas & Electric Company
Climate Zone	4	**Precipitation Freq (Days)**	51		

1.3 User Entered Comments

Project Characteristics -

Land Use - -

Construction Phase - Changed const. phases/dates

Grading - -

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Dust emission reductions based on Table 8-2 in MBUAPCD CEQA Air Quality Guidelines

Energy Mitigation -

Vehicle Trips - +

Trips and VMT -

Off-road Equipment - +

Off-road Equipment -

Off-road Equipment -

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	7.30	45.92	43.25	0.08	20.31	3.05	22.28	3.36	3.05	5.33	0.00	7,134.31	0.00	0.65	0.00	7,148.03
2018	30.89	42.16	42.67	0.08	1.30	2.72	4.02	0.01	2.71	2.72	0.00	7,126.21	0.00	0.60	0.00	7,138.88
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	0.68	5.51	4.77	0.08	16.46	0.19	16.65	1.34	0.19	1.52	0.00	7,134.31	0.00	0.65	0.00	7,148.03
2018	30.59	1.42	3.84	0.08	1.30	0.06	1.37	0.01	0.06	0.07	0.00	7,126.21	0.00	0.60	0.00	7,138.88
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.61	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.08	0.72	0.61	0.00		0.00	0.05		0.00	0.05		868.25		0.02	0.02	873.54
Mobile	2.24	4.87	23.42	0.02	2.06	0.16	2.22	0.07	0.16	0.23		2,092.21		0.17		2,095.74
Total	**3.93**	**5.59**	**24.03**	**0.02**	**2.06**	**0.16**	**2.27**	**0.07**	**0.16**	**0.28**		**2,960.46**		**0.19**	**0.02**	**2,969.28**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.61	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.08	0.72	0.61	0.00		0.00	0.05		0.00	0.05		868.25		0.02	0.02	873.54
Mobile	2.24	4.87	23.42	0.02	2.06	0.16	2.22	0.07	0.16	0.23		2,092.21		0.17		2,095.74
Total	**3.93**	**5.59**	**24.03**	**0.02**	**2.06**	**0.16**	**2.27**	**0.07**	**0.16**	**0.28**		**2,960.46**		**0.19**	**0.02**	**2,969.28**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Oxidation Catalyst for Construction Equipment

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

3.2 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.12	0.00	6.12	3.31	0.00	3.31						0.00
Off-Road	4.88	35.22	28.14	0.05		1.78	1.78		1.78	1.78		5,240.06		0.44		5,249.21
Total	**4.88**	**35.22**	**28.14**	**0.05**	**6.12**	**1.78**	**7.90**	**3.31**	**1.78**	**5.09**		**5,240.06**		**0.44**		**5,249.21**

3.2 Grading - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.60	5.41	3.68	0.01	14.00	0.18	14.18	0.04	0.18	0.22		1,143.75		0.03		1,144.36
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.09	0.11	1.09	0.00	0.20	0.01	0.20	0.01	0.01	0.02		144.35		0.01		144.56
Total	**0.69**	**5.52**	**4.77**	**0.01**	**14.20**	**0.19**	**14.38**	**0.05**	**0.19**	**0.24**		**1,288.10**		**0.04**		**1,288.92**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.27	0.00	2.27	1.29	0.00	1.29						0.00
Off-Road	0.00	0.00	0.00	0.05		0.00	0.00		0.00	0.00	0.00	5,240.06		0.44		5,249.21
Total	**0.00**	**0.00**	**0.00**	**0.05**	**2.27**	**0.00**	**2.27**	**1.29**	**0.00**	**1.29**	**0.00**	**5,240.06**		**0.44**		**5,249.21**

3.2 Grading - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.60	5.41	3.68	0.01	14.00	0.18	14.18	0.04	0.18	0.22		1,143.75		0.03		1,144.36
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.09	0.11	1.09	0.00	0.20	0.01	0.20	0.01	0.01	0.02		144.35		0.01		144.56
Total	**0.69**	**5.52**	**4.77**	**0.01**	**14.20**	**0.19**	**14.38**	**0.05**	**0.19**	**0.24**		**1,288.10**		**0.04**		**1,288.92**

3.3 Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.25	20.30	16.43	0.03		1.60	1.60		1.60	1.60		2,400.73		0.29		2,406.87
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	**3.25**	**20.30**	**16.43**	**0.03**		**1.60**	**1.60**		**1.60**	**1.60**		**2,400.73**		**0.29**		**2,406.87**

3.3 Paving - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.12	0.14	1.45	0.00	0.26	0.01	0.27	0.01	0.01	0.02		192.47		0.01		192.75
Total	**0.12**	**0.14**	**1.45**	**0.00**	**0.26**	**0.01**	**0.27**	**0.01**	**0.01**	**0.02**		**192.47**		**0.01**		**192.75**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.00	0.00	0.00	0.03		0.00	0.00		0.00	0.00	0.00	2,400.73		0.29		2,406.87
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	**0.00**	**0.00**	**0.00**	**0.03**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**2,400.73**		**0.29**		**2,406.87**

3.3 Paving - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.12	0.14	1.45	0.00	0.26	0.01	0.27	0.01	0.01	0.02		192.47		0.01		192.75
Total	**0.12**	**0.14**	**1.45**	**0.00**	**0.26**	**0.01**	**0.27**	**0.01**	**0.01**	**0.02**		**192.47**		**0.01**		**192.75**

3.4 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	6.91	44.38	39.08	0.07		2.99	2.99		2.99	2.99		6,441.34		0.62		6,454.32
Total	**6.91**	**44.38**	**39.08**	**0.07**		**2.99**	**2.99**		**2.99**	**2.99**		**6,441.34**		**0.62**		**6,454.32**

3.4 Building Construction - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.14	1.22	0.98	0.00	0.18	0.04	0.22	0.01	0.04	0.05		269.53		0.01		269.67
Worker	0.26	0.31	3.19	0.00	1.13	0.02	1.15	0.02	0.02	0.05		423.43		0.03		424.04
Total	**0.40**	**1.53**	**4.17**	**0.00**	**1.31**	**0.06**	**1.37**	**0.03**	**0.06**	**0.10**		**692.96**		**0.04**		**693.71**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.00	0.00	0.00	0.07		0.00	0.00		0.00	0.00	0.00	6,441.34		0.62		6,454.32
Total	**0.00**	**0.00**	**0.00**	**0.07**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**6,441.34**		**0.62**		**6,454.32**

3.4 Building Construction - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.14	1.22	0.98	0.00	0.18	0.04	0.22	0.01	0.04	0.05		269.53		0.01		269.67
Worker	0.26	0.31	3.19	0.00	1.13	0.02	1.15	0.02	0.02	0.05		423.43		0.03		424.04
Total	**0.40**	**1.53**	**4.17**	**0.00**	**1.31**	**0.06**	**1.37**	**0.03**	**0.06**	**0.10**		**692.96**		**0.04**		**693.71**

3.4 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	6.38	40.75	38.83	0.07		2.66	2.66		2.66	2.66		6,441.35		0.57		6,453.32
Total	**6.38**	**40.75**	**38.83**	**0.07**		**2.66**	**2.66**		**2.66**	**2.66**		**6,441.35**		**0.57**		**6,453.32**

3.4 Building Construction - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.13	1.13	0.92	0.00	0.18	0.04	0.21	0.00	0.03	0.04		270.08		0.01		270.21
Worker	0.24	0.29	2.93	0.00	1.13	0.02	1.15	0.01	0.02	0.03		414.78		0.03		415.35
Total	**0.37**	**1.42**	**3.85**	**0.00**	**1.31**	**0.06**	**1.36**	**0.01**	**0.05**	**0.07**		**684.86**		**0.04**		**685.56**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.00	0.00	0.00	0.07		0.00	0.00		0.00	0.00	0.00	6,441.35		0.57		6,453.32
Total	**0.00**	**0.00**	**0.00**	**0.07**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**6,441.35**		**0.57**		**6,453.32**

3.4 Building Construction - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.13	1.13	0.92	0.00	0.18	0.04	0.21	0.00	0.03	0.04		270.08		0.01		270.21
Worker	0.24	0.29	2.93	0.00	1.13	0.02	1.15	0.01	0.02	0.03		414.78		0.03		415.35
Total	**0.37**	**1.42**	**3.85**	**0.00**	**1.31**	**0.06**	**1.36**	**0.01**	**0.05**	**0.07**		**684.86**		**0.04**		**685.56**

3.5 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	30.56					0.00	0.00		0.00	0.00						0.00
Off-Road	0.30	2.00	1.85	0.00		0.15	0.15		0.15	0.15		281.19		0.03		281.75
Total	**30.86**	**2.00**	**1.85**	**0.00**		**0.15**	**0.15**		**0.15**	**0.15**		**281.19**		**0.03**		**281.75**

3.5 Architectural Coating - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.03	0.03	0.33	0.00	0.07	0.00	0.07	0.00	0.00	0.00		47.13		0.00		47.20
Total	**0.03**	**0.03**	**0.33**	**0.00**	**0.07**	**0.00**	**0.07**	**0.00**	**0.00**	**0.00**		**47.13**		**0.00**		**47.20**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	30.56					0.00	0.00		0.00	0.00						0.00
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	281.19		0.03		281.75
Total	**30.56**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**281.19**		**0.03**		**281.75**

3.5 Architectural Coating - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.03	0.03	0.33	0.00	0.07	0.00	0.07	0.00	0.00	0.00		47.13		0.00		47.20
Total	**0.03**	**0.03**	**0.33**	**0.00**	**0.07**	**0.00**	**0.07**	**0.00**	**0.00**	**0.00**		**47.13**		**0.00**		**47.20**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.24	4.87	23.42	0.02	2.06	0.16	2.22	0.07	0.16	0.23		2,092.21		0.17		2,095.74
Unmitigated	2.24	4.87	23.42	0.02	2.06	0.16	2.22	0.07	0.16	0.23		2,092.21		0.17		2,095.74
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Hotel	196.00	327.60	238.00	419,505	419,505
Total	196.00	327.60	238.00	419,505	419,505

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Hotel	9.50	7.30	7.30	19.40	61.60	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.08	0.72	0.61	0.00		0.00	0.05		0.00	0.05		868.25		0.02	0.02	873.54
NaturalGas Unmitigated	0.08	0.72	0.61	0.00		0.00	0.05		0.00	0.05		868.25		0.02	0.02	873.54
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Hotel	7380.14	0.08	0.72	0.61	0.00		0.00	0.05		0.00	0.05		868.25		0.02	0.02	873.54
Total		**0.08**	**0.72**	**0.61**	**0.00**		**0.00**	**0.05**		**0.00**	**0.05**		**868.25**		**0.02**	**0.02**	**873.54**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Hotel	7.38014	0.08	0.72	0.61	0.00		0.00	0.05		0.00	0.05		868.25		0.02	0.02	873.54
Total		**0.08**	**0.72**	**0.61**	**0.00**		**0.00**	**0.05**		**0.00**	**0.05**		**868.25**		**0.02**	**0.02**	**873.54**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.61	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Unmitigated	1.61	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.37					0.00	0.00		0.00	0.00						0.00
Consumer Products	1.24					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**1.61**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.37					0.00	0.00		0.00	0.00						0.00
Consumer Products	1.24					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**1.61**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

Pebble Beach - SBI New Employee Parking Lot

Monterey County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Parking Lot	3.21	Acre

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.8	**Utility Company**	Pacific Gas & Electric Company
Climate Zone	4	**Precipitation Freq (Days)**	51		

1.3 User Entered Comments

Project Characteristics -

Land Use - -

Construction Phase - Changed const. phases/dates

Grading - -

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Dust emission reductions based on Table 8-2 in MBUAPCD CEQA Air Quality Guidelines

Energy Mitigation -

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2012	9.79	79.49	52.16	0.09	48.93	3.99	52.92	3.44	3.99	7.43	0.00	8,809.80	0.00	0.76	0.00	8,825.78
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2012	3.03	27.52	20.27	0.09	45.06	0.99	46.05	1.42	0.99	2.41	0.00	8,809.80	0.00	0.76	0.00	8,825.78
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.88	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Total	**3.88**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**		**0.00**	**0.00**	**0.00**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.88	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Total	**3.88**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**		**0.00**	**0.00**	**0.00**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Oxidation Catalyst for Construction Equipment

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

3.2 Grading - 2012

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.15	0.00	6.15	3.32	0.00	3.32						0.00
Off-Road	6.76	51.98	31.88	0.05		3.00	3.00		3.00	3.00		5,240.07		0.60		5,252.76
Total	**6.76**	**51.98**	**31.88**	**0.05**	**6.15**	**3.00**	**9.15**	**3.32**	**3.00**	**6.32**		**5,240.07**		**0.60**		**5,252.76**

3.2 Grading - 2012

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	2.90	27.35	18.57	0.03	42.58	0.98	43.56	0.12	0.98	1.10		3,409.25		0.14		3,412.22
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.13	0.17	1.71	0.00	0.20	0.01	0.20	0.01	0.01	0.02		160.48		0.01		160.79
Total	**3.03**	**27.52**	**20.28**	**0.03**	**42.78**	**0.99**	**43.76**	**0.13**	**0.99**	**1.12**		**3,569.73**		**0.15**		**3,573.01**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.28	0.00	2.28	1.29	0.00	1.29						0.00
Off-Road	0.00	0.00	0.00	0.05		0.00	0.00		0.00	0.00	0.00	5,240.07		0.60		5,252.76
Total	**0.00**	**0.00**	**0.00**	**0.05**	**2.28**	**0.00**	**2.28**	**1.29**	**0.00**	**1.29**	**0.00**	**5,240.07**		**0.60**		**5,252.76**

3.2 Grading - 2012

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	2.90	27.35	18.57	0.03	42.58	0.98	43.56	0.12	0.98	1.10		3,409.25		0.14		3,412.22
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.13	0.17	1.71	0.00	0.20	0.01	0.20	0.01	0.01	0.02		160.48		0.01		160.79
Total	**3.03**	**27.52**	**20.28**	**0.03**	**42.78**	**0.99**	**43.76**	**0.13**	**0.99**	**1.12**		**3,569.73**		**0.15**		**3,573.01**

3.3 Paving - 2012

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.51	27.70	17.08	0.03		2.41	2.41		2.41	2.41		2,400.73		0.40		2,409.23
Paving	0.20					0.00	0.00		0.00	0.00						0.00
Total	**4.71**	**27.70**	**17.08**	**0.03**		**2.41**	**2.41**		**2.41**	**2.41**		**2,400.73**		**0.40**		**2,409.23**

3.3 Paving - 2012

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.18	0.23	2.28	0.00	0.26	0.01	0.27	0.01	0.01	0.02		213.98		0.02		214.39
Total	**0.18**	**0.23**	**2.28**	**0.00**	**0.26**	**0.01**	**0.27**	**0.01**	**0.01**	**0.02**		**213.98**		**0.02**		**214.39**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.00	0.00	0.00	0.03		0.00	0.00		0.00	0.00	0.00	2,400.73		0.40		2,409.23
Paving	0.20					0.00	0.00		0.00	0.00						0.00
Total	**0.20**	**0.00**	**0.00**	**0.03**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**2,400.73**		**0.40**		**2,409.23**

3.3 Paving - 2012

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.18	0.23	2.28	0.00	0.26	0.01	0.27	0.01	0.01	0.02		213.98		0.02		214.39
Total	**0.18**	**0.23**	**2.28**	**0.00**	**0.26**	**0.01**	**0.27**	**0.01**	**0.01**	**0.02**		**213.98**		**0.02**		**214.39**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Unmitigated	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
NaturalGas Unmitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Parking Lot	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**	**0.00**	**0.00**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Parking Lot	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**	**0.00**	**0.00**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.88	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Unmitigated	3.88	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.89					0.00	0.00		0.00	0.00						0.00
Consumer Products	2.99					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**3.88**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.89					0.00	0.00		0.00	0.00						0.00
Consumer Products	2.99					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**3.88**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

2. Proposed Project Greenhouse Gas Emissions Model Runs

The following Model Runs are for the greenhouse gas emissions analysis and GHG results are metric tons.

- 2A. No State Measures
- 2B. With State Measures

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Pebble Beach - Hotel (Area M Spyglass (Opt 1)

Monterey County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Hotel	100	Room

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.8	**Utility Company**	Pacific Gas & Electric Company
Climate Zone	4	**Precipitation Freq (Days)**	51		

1.3 User Entered Comments

Project Characteristics -

Land Use - -

Construction Phase - Changed const. phases/dates

Off-road Equipment -

Off-road Equipment -

Off-road Equipment - +

Trips and VMT -

Grading - -

Vehicle Trips - +

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Dust emission reductions based on Table 8-2 in MBUAPCD CEQA Air Quality Guidelines

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Vechicle Emission Factors - CO2 run and st adjusted to reflect no LCFS and Pavley for LDA, LDT1, LDT2, and MDV.

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	1.05	7.56	6.92	0.02	24.59	0.29	24.89	0.23	0.29	0.52	0.00	1,657.70	1,657.70	0.07	0.00	1,659.23
2021	0.56	3.38	5.18	0.01	0.43	0.15	0.59	0.00	0.15	0.16	0.00	876.83	876.83	0.04	0.00	877.76
2022	1.85	1.02	1.56	0.00	0.12	0.05	0.17	0.00	0.05	0.05	0.00	258.21	258.21	0.01	0.00	258.49
Total	**3.46**	**11.96**	**13.66**	**0.03**	**25.14**	**0.49**	**25.65**	**0.23**	**0.49**	**0.73**	**0.00**	**2,792.74**	**2,792.74**	**0.12**	**0.00**	**2,795.48**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.38	3.08	2.83	0.02	24.33	0.10	24.43	0.10	0.09	0.19	0.00	1,657.70	1,657.70	0.07	0.00	1,659.23
2021	0.13	0.66	1.37	0.01	0.43	0.03	0.46	0.00	0.03	0.03	0.00	876.83	876.83	0.04	0.00	877.76
2022	1.71	0.16	0.34	0.00	0.12	0.01	0.12	0.00	0.01	0.01	0.00	258.21	258.21	0.01	0.00	258.49
Total	**2.22**	**3.90**	**4.54**	**0.03**	**24.88**	**0.14**	**25.01**	**0.10**	**0.13**	**0.23**	**0.00**	**2,792.74**	**2,792.74**	**0.12**	**0.00**	**2,795.48**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.74	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.04	0.33	0.28	0.00		0.00	0.03		0.00	0.03	0.00	715.88	715.88	0.02	0.01	720.30
Mobile	1.08	2.46	11.97	0.01	0.85	0.08	0.92	0.03	0.08	0.11	0.00	934.64	934.64	0.08	0.00	936.31
Waste						0.00	0.00		0.00	0.00	11.11	0.00	11.11	0.66	0.00	24.91
Water						0.00	0.00		0.00	0.00	0.00	4.31	4.31	0.08	0.00	6.56
Total	**1.86**	**2.79**	**12.25**	**0.01**	**0.85**	**0.08**	**0.95**	**0.03**	**0.08**	**0.14**	**11.11**	**1,654.83**	**1,665.94**	**0.84**	**0.01**	**1,688.08**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.74	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.03	0.27	0.23	0.00		0.00	0.02		0.00	0.02	0.00	630.25	630.25	0.02	0.01	634.14
Mobile	1.08	2.46	11.97	0.01	0.85	0.08	0.92	0.03	0.08	0.11	0.00	934.64	934.64	0.08	0.00	936.31
Waste						0.00	0.00		0.00	0.00	11.11	0.00	11.11	0.66	0.00	24.91
Water						0.00	0.00		0.00	0.00	0.00	3.49	3.49	0.06	0.00	5.29
Total	**1.85**	**2.73**	**12.20**	**0.01**	**0.85**	**0.08**	**0.94**	**0.03**	**0.08**	**0.13**	**11.11**	**1,568.38**	**1,579.49**	**0.82**	**0.01**	**1,600.65**

2.3 Vegetation

Vegetation

	ROG	NOx	CO	SO2	CO2e
Category	tons				MT
Vegetation Land Change					0.00
Total					**0.00**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Oxidation Catalyst for Construction Equipment

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

3.2 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.41	0.00	0.41	0.22	0.00	0.22	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.51	3.47	2.80	0.01		0.15	0.15		0.15	0.15	0.00	644.93	644.93	0.04	0.00	645.80
Total	**0.51**	**3.47**	**2.80**	**0.01**	**0.41**	**0.15**	**0.56**	**0.22**	**0.15**	**0.37**	**0.00**	**644.93**	**644.93**	**0.04**	**0.00**	**645.80**

3.2 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.33	2.83	2.27	0.01	24.02	0.09	24.10	0.01	0.08	0.09	0.00	706.75	706.75	0.01	0.00	707.06
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.01	0.01	0.07	0.00	0.01	0.00	0.02	0.00	0.00	0.00	0.00	9.77	9.77	0.00	0.00	9.78
Total	**0.34**	**2.84**	**2.34**	**0.01**	**24.03**	**0.09**	**24.12**	**0.01**	**0.08**	**0.09**	**0.00**	**716.52**	**716.52**	**0.01**	**0.00**	**716.84**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.15	0.00	0.15	0.09	0.00	0.09	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.00	0.00	0.01		0.00	0.00		0.00	0.00	0.00	644.93	644.93	0.04	0.00	645.80
Total	**0.00**	**0.00**	**0.00**	**0.01**	**0.15**	**0.00**	**0.15**	**0.09**	**0.00**	**0.09**	**0.00**	**644.93**	**644.93**	**0.04**	**0.00**	**645.80**

3.2 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.33	2.83	2.27	0.01	24.02	0.09	24.10	0.01	0.08	0.09	0.00	706.75	706.75	0.01	0.00	707.06
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.01	0.01	0.07	0.00	0.01	0.00	0.02	0.00	0.00	0.00	0.00	9.77	9.77	0.00	0.00	9.78
Total	**0.34**	**2.84**	**2.34**	**0.01**	**24.03**	**0.09**	**24.12**	**0.01**	**0.08**	**0.09**	**0.00**	**716.52**	**716.52**	**0.01**	**0.00**	**716.84**

3.3 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.16	1.01	1.29	0.00		0.05	0.05		0.05	0.05	0.00	204.51	204.51	0.01	0.00	204.78
Total	**0.16**	**1.01**	**1.29**	**0.00**		**0.05**	**0.05**		**0.05**	**0.05**	**0.00**	**204.51**	**204.51**	**0.01**	**0.00**	**204.78**

3.3 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.02	0.21	0.21	0.00	0.03	0.01	0.04	0.00	0.01	0.01	0.00	51.72	51.72	0.00	0.00	51.75
Worker	0.02	0.03	0.29	0.00	0.11	0.00	0.12	0.00	0.00	0.00	0.00	40.02	40.02	0.00	0.00	40.07
Total	**0.04**	**0.24**	**0.50**	**0.00**	**0.14**	**0.01**	**0.16**	**0.00**	**0.01**	**0.01**	**0.00**	**91.74**	**91.74**	**0.00**	**0.00**	**91.82**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	204.51	204.51	0.01	0.00	204.78
Total	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**204.51**	**204.51**	**0.01**	**0.00**	**204.78**

3.3 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.02	0.21	0.21	0.00	0.03	0.01	0.04	0.00	0.01	0.01	0.00	51.72	51.72	0.00	0.00	51.75
Worker	0.02	0.03	0.29	0.00	0.11	0.00	0.12	0.00	0.00	0.00	0.00	40.02	40.02	0.00	0.00	40.07
Total	**0.04**	**0.24**	**0.50**	**0.00**	**0.14**	**0.01**	**0.16**	**0.00**	**0.01**	**0.01**	**0.00**	**91.74**	**91.74**	**0.00**	**0.00**	**91.82**

3.3 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.43	2.72	3.81	0.01		0.13	0.13		0.13	0.13	0.00	606.56	606.56	0.03	0.00	607.28
Total	**0.43**	**2.72**	**3.81**	**0.01**		**0.13**	**0.13**		**0.13**	**0.13**	**0.00**	**606.56**	**606.56**	**0.03**	**0.00**	**607.28**

3.3 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.07	0.58	0.58	0.00	0.09	0.02	0.11	0.00	0.02	0.02	0.00	153.67	153.67	0.00	0.00	153.74
Worker	0.07	0.09	0.79	0.00	0.34	0.01	0.35	0.00	0.01	0.01	0.00	116.60	116.60	0.01	0.00	116.74
Total	**0.14**	**0.67**	**1.37**	**0.00**	**0.43**	**0.03**	**0.46**	**0.00**	**0.03**	**0.03**	**0.00**	**270.27**	**270.27**	**0.01**	**0.00**	**270.48**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.00	0.00	0.00	0.01		0.00	0.00		0.00	0.00	0.00	606.56	606.56	0.03	0.00	607.28
Total	**0.00**	**0.00**	**0.00**	**0.01**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**606.56**	**606.56**	**0.03**	**0.00**	**607.28**

3.3 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.07	0.58	0.58	0.00	0.09	0.02	0.11	0.00	0.02	0.02	0.00	153.67	153.67	0.00	0.00	153.74
Worker	0.07	0.09	0.79	0.00	0.34	0.01	0.35	0.00	0.01	0.01	0.00	116.60	116.60	0.01	0.00	116.74
Total	**0.14**	**0.67**	**1.37**	**0.00**	**0.43**	**0.03**	**0.46**	**0.00**	**0.03**	**0.03**	**0.00**	**270.27**	**270.27**	**0.01**	**0.00**	**270.48**

3.3 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.10	0.61	0.93	0.00		0.03	0.03		0.03	0.03	0.00	148.74	148.74	0.01	0.00	148.90
Total	**0.10**	**0.61**	**0.93**	**0.00**		**0.03**	**0.03**		**0.03**	**0.03**	**0.00**	**148.74**	**148.74**	**0.01**	**0.00**	**148.90**

3.3 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.02	0.13	0.13	0.00	0.02	0.00	0.03	0.00	0.00	0.00	0.00	37.75	37.75	0.00	0.00	37.76
Worker	0.02	0.02	0.18	0.00	0.08	0.00	0.09	0.00	0.00	0.00	0.00	28.12	28.12	0.00	0.00	28.15
Total	**0.04**	**0.15**	**0.31**	**0.00**	**0.10**	**0.00**	**0.12**	**0.00**	**0.00**	**0.00**	**0.00**	**65.87**	**65.87**	**0.00**	**0.00**	**65.91**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	148.74	148.74	0.01	0.00	148.90
Total	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**148.74**	**148.74**	**0.01**	**0.00**	**148.90**

3.3 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.02	0.13	0.13	0.00	0.02	0.00	0.03	0.00	0.00	0.00	0.00	37.75	37.75	0.00	0.00	37.76
Worker	0.02	0.02	0.18	0.00	0.08	0.00	0.09	0.00	0.00	0.00	0.00	28.12	28.12	0.00	0.00	28.15
Total	**0.04**	**0.15**	**0.31**	**0.00**	**0.10**	**0.00**	**0.12**	**0.00**	**0.00**	**0.00**	**0.00**	**65.87**	**65.87**	**0.00**	**0.00**	**65.91**

3.4 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.03	0.21	0.23	0.00		0.01	0.01		0.01	0.01	0.00	30.46	30.46	0.00	0.00	30.52
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.03**	**0.21**	**0.23**	**0.00**		**0.01**	**0.01**		**0.01**	**0.01**	**0.00**	**30.46**	**30.46**	**0.00**	**0.00**	**30.52**

3.4 Paving - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	2.04	2.04	0.00	0.00	2.04
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.01**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**2.04**	**2.04**	**0.00**	**0.00**	**2.04**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	30.46	30.46	0.00	0.00	30.52
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**30.46**	**30.46**	**0.00**	**0.00**	**30.52**

3.4 Paving - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	2.04	2.04	0.00	0.00	2.04
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.01**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**2.04**	**2.04**	**0.00**	**0.00**	**2.04**

3.5 Architechtural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.68					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.01	0.05	0.06	0.00		0.00	0.00		0.00	0.00	0.00	8.29	8.29	0.00	0.00	8.30
Total	**1.69**	**0.05**	**0.06**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**8.29**	**8.29**	**0.00**	**0.00**	**8.30**

3.5 Architechtural Coating - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.81	2.81	0.00	0.00	2.81
Total	**0.00**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.81**	**2.81**	**0.00**	**0.00**	**2.81**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.68					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	8.29	8.29	0.00	0.00	8.30
Total	**1.68**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**8.29**	**8.29**	**0.00**	**0.00**	**8.30**

3.5 Architechtural Coating - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.81	2.81	0.00	0.00	2.81
Total	**0.00**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.81**	**2.81**	**0.00**	**0.00**	**2.81**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.08	2.46	11.97	0.01	0.85	0.08	0.92	0.03	0.08	0.11	0.00	934.64	934.64	0.08	0.00	936.31
Unmitigated	1.08	2.46	11.97	0.01	0.85	0.08	0.92	0.03	0.08	0.11	0.00	934.64	934.64	0.08	0.00	936.31
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Hotel	952.00	819.00	595.00	1,675,739	1,675,739
Total	952.00	819.00	595.00	1,675,739	1,675,739

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Hotel	9.50	7.30	7.30	19.40	61.60	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	335.39	335.39	0.02	0.01	337.49
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	356.51	356.51	0.02	0.01	358.74
NaturalGas Mitigated	0.03	0.27	0.23	0.00		0.00	0.02		0.00	0.02	0.00	294.86	294.86	0.01	0.01	296.65
NaturalGas Unmitigated	0.04	0.33	0.28	0.00		0.00	0.03		0.00	0.03	0.00	359.37	359.37	0.01	0.01	361.56
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Hotel	6.73438e+006	0.04	0.33	0.28	0.00		0.00	0.03		0.00	0.03	0.00	359.37	359.37	0.01	0.01	361.56
Total		**0.04**	**0.33**	**0.28**	**0.00**		**0.00**	**0.03**		**0.00**	**0.03**	**0.00**	**359.37**	**359.37**	**0.01**	**0.01**	**361.56**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Hotel	5.52544e+006	0.03	0.27	0.23	0.00		0.00	0.02		0.00	0.02	0.00	294.86	294.86	0.01	0.01	296.65
Total		**0.03**	**0.27**	**0.23**	**0.00**		**0.00**	**0.02**		**0.00**	**0.02**	**0.00**	**294.86**	**294.86**	**0.01**	**0.01**	**296.65**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Hotel	1.22549e+006					356.51	0.02	0.01	358.74
Total						**356.51**	**0.02**	**0.01**	**358.74**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Hotel	1.15289e+006					335.39	0.02	0.01	337.49
Total						**335.39**	**0.02**	**0.01**	**337.49**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.74	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	0.74	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.17					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.57					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.74**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.17					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.57					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.74**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					3.49	0.06	0.00	5.29
Unmitigated					4.31	0.08	0.00	6.56
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Hotel	2.53668 / 0.281853					4.31	0.08	0.00	6.56
Total						**4.31**	**0.08**	**0.00**	**6.56**

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Hotel	2.02934 / 0.26466					3.49	0.06	0.00	5.29
Total						**3.49**	**0.06**	**0.00**	**5.29**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					11.11	0.66	0.00	24.91
Unmitigated					11.11	0.66	0.00	24.91
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Hotel	54.75					11.11	0.66	0.00	24.91
Total						**11.11**	**0.66**	**0.00**	**24.91**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Hotel	54.75					11.11	0.66	0.00	24.91
Total						**11.11**	**0.66**	**0.00**	**24.91**

9.0 Vegetation

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons				MT			
Unmitigated					0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

9.1 Vegetation Land Change

Vegetation Type

	Initial/Final	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	Acres	tons				MT			
Trees	10.09 / 10.09					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

Pebble Beach - Residential (Area M Spyglass (Opt 2))

Monterey County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Single Family Housing	10	Dwelling Unit

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.8	**Utility Company**	Pacific Gas & Electric Company
Climate Zone	4	**Precipitation Freq (Days)**	51		

1.3 User Entered Comments

Project Characteristics -

Land Use -

Construction Phase - Changed const. phases/dates

Grading - -

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Dust emission reductions based on Table 8-2 in MBUAPCD CEQA Air Quality Guidelines

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Vechicle Emission Factors - CO2 run and st adjusted to reflect no LCFS and Pavley for LDA, LDT1, LDT2, and MDV.

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.41	3.06	2.77	0.01	7.10	0.13	7.23	0.11	0.13	0.24	0.00	642.17	642.17	0.03	0.00	642.73
Total	**0.41**	**3.06**	**2.77**	**0.01**	**7.10**	**0.13**	**7.23**	**0.11**	**0.13**	**0.24**	**0.00**	**642.17**	**642.17**	**0.03**	**0.00**	**642.73**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.19	1.64	1.37	0.01	6.97	0.05	7.02	0.05	0.05	0.09	0.00	642.17	642.17	0.03	0.00	642.73
Total	**0.19**	**1.64**	**1.37**	**0.01**	**6.97**	**0.05**	**7.02**	**0.05**	**0.05**	**0.09**	**0.00**	**642.17**	**642.17**	**0.03**	**0.00**	**642.73**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.73	0.01	0.85	0.00		0.00	0.11		0.00	0.11	10.33	13.12	23.45	0.01	0.00	23.96
Energy	0.00	0.02	0.01	0.00		0.00	0.00		0.00	0.00	0.00	39.63	39.63	0.00	0.00	39.87
Mobile	0.15	0.38	1.75	0.00	0.14	0.01	0.15	0.01	0.01	0.02	0.00	151.07	151.07	0.01	0.00	151.32
Waste						0.00	0.00		0.00	0.00	2.59	0.00	2.59	0.15	0.00	5.80
Water						0.00	0.00		0.00	0.00	0.00	1.45	1.45	0.02	0.00	2.03
Total	**0.88**	**0.41**	**2.61**	**0.00**	**0.14**	**0.01**	**0.26**	**0.01**	**0.01**	**0.13**	**12.92**	**205.27**	**218.19**	**0.19**	**0.00**	**222.98**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.73	0.01	0.85	0.00		0.00	0.11		0.00	0.11	10.33	13.12	23.45	0.01	0.00	23.96
Energy	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	35.80	35.80	0.00	0.00	36.02
Mobile	0.15	0.38	1.75	0.00	0.14	0.01	0.15	0.01	0.01	0.02	0.00	151.07	151.07	0.01	0.00	151.32
Waste						0.00	0.00		0.00	0.00	1.30	0.00	1.30	0.08	0.00	2.90
Water						0.00	0.00		0.00	0.00	0.00	1.22	1.22	0.02	0.00	1.68
Total	**0.88**	**0.40**	**2.61**	**0.00**	**0.14**	**0.01**	**0.26**	**0.01**	**0.01**	**0.13**	**11.63**	**201.21**	**212.84**	**0.12**	**0.00**	**215.88**

2.3 Vegetation

Vegetation

	ROG	NOx	CO	SO2	CO2e
Category	tons				MT
Vegetation Land Change					0.00
Total					**0.00**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Oxidation Catalyst for Construction Equipment

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

3.2 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.21	0.00	0.21	0.11	0.00	0.11	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.13	0.88	0.87	0.00		0.04	0.04		0.04	0.04	0.00	154.45	154.45	0.01	0.00	154.67
Total	**0.13**	**0.88**	**0.87**	**0.00**	**0.21**	**0.04**	**0.25**	**0.11**	**0.04**	**0.15**	**0.00**	**154.45**	**154.45**	**0.01**	**0.00**	**154.67**

3.2 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.19	1.63	1.31	0.00	6.88	0.05	6.93	0.01	0.05	0.05	0.00	407.31	407.31	0.01	0.00	407.49
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.03	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	3.63	3.63	0.00	0.00	3.64
Total	**0.19**	**1.63**	**1.34**	**0.00**	**6.89**	**0.05**	**6.94**	**0.01**	**0.05**	**0.05**	**0.00**	**410.94**	**410.94**	**0.01**	**0.00**	**411.13**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.08	0.00	0.08	0.04	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	154.45	154.45	0.01	0.00	154.67
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.08**	**0.00**	**0.08**	**0.04**	**0.00**	**0.04**	**0.00**	**154.45**	**154.45**	**0.01**	**0.00**	**154.67**

3.2 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.19	1.63	1.31	0.00	6.88	0.05	6.93	0.01	0.05	0.05	0.00	407.31	407.31	0.01	0.00	407.49
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.03	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	3.63	3.63	0.00	0.00	3.64
Total	**0.19**	**1.63**	**1.34**	**0.00**	**6.89**	**0.05**	**6.94**	**0.01**	**0.05**	**0.05**	**0.00**	**410.94**	**410.94**	**0.01**	**0.00**	**411.13**

3.3 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.09	0.55	0.53	0.00		0.04	0.04		0.04	0.04	0.00	71.85	71.85	0.01	0.00	72.00
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.09**	**0.55**	**0.53**	**0.00**		**0.04**	**0.04**		**0.04**	**0.04**	**0.00**	**71.85**	**71.85**	**0.01**	**0.00**	**72.00**

3.3 Paving - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.04	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	4.92	4.92	0.00	0.00	4.93
Total	**0.00**	**0.00**	**0.04**	**0.00**	**0.01**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**4.92**	**4.92**	**0.00**	**0.00**	**4.93**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	71.85	71.85	0.01	0.00	72.00
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**71.85**	**71.85**	**0.01**	**0.00**	**72.00**

3.3 Paving - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.04	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	4.92	4.92	0.00	0.00	4.93
Total	**0.00**	**0.00**	**0.04**	**0.00**	**0.01**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**4.92**	**4.92**	**0.00**	**0.00**	**4.93**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.15	0.38	1.75	0.00	0.14	0.01	0.15	0.01	0.01	0.02	0.00	151.07	151.07	0.01	0.00	151.32
Unmitigated	0.15	0.38	1.75	0.00	0.14	0.01	0.15	0.01	0.01	0.02	0.00	151.07	151.07	0.01	0.00	151.32
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Single Family Housing	95.70	100.80	87.70	274,508	274,508
Total	95.70	100.80	87.70	274,508	274,508

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Single Family Housing	10.80	7.30	7.50	44.00	18.80	37.20

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	18.70	18.70	0.00	0.00	18.81
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	19.04	19.04	0.00	0.00	19.16
NaturalGas Mitigated	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	17.11	17.11	0.00	0.00	17.21
NaturalGas Unmitigated	0.00	0.02	0.01	0.00		0.00	0.00		0.00	0.00	0.00	20.59	20.59	0.00	0.00	20.72
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Single Family Housing	385854	0.00	0.02	0.01	0.00		0.00	0.00		0.00	0.00	0.00	20.59	20.59	0.00	0.00	20.72
Total		**0.00**	**0.02**	**0.01**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**20.59**	**20.59**	**0.00**	**0.00**	**20.72**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Single Family Housing	320594	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	17.11	17.11	0.00	0.00	17.21
Total		**0.00**	**0.01**	**0.01**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**17.11**	**17.11**	**0.00**	**0.00**	**17.21**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Single Family Housing	65444					19.04	0.00	0.00	19.16
Total						**19.04**	**0.00**	**0.00**	**19.16**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Single Family Housing	64264.6					18.70	0.00	0.00	18.81
Total						**18.70**	**0.00**	**0.00**	**18.81**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.73	0.01	0.85	0.00		0.00	0.11		0.00	0.11	10.33	13.12	23.45	0.01	0.00	23.96
Unmitigated	0.73	0.01	0.85	0.00		0.00	0.11		0.00	0.11	10.33	13.12	23.45	0.01	0.00	23.96
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.03					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.07					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	0.63	0.01	0.77	0.00		0.00	0.11		0.00	0.11	10.33	13.00	23.33	0.01	0.00	23.83
Landscaping	0.00	0.00	0.08	0.00		0.00	0.00		0.00	0.00	0.00	0.12	0.12	0.00	0.00	0.13
Total	**0.73**	**0.01**	**0.85**	**0.00**		**0.00**	**0.11**		**0.00**	**0.11**	**10.33**	**13.12**	**23.45**	**0.01**	**0.00**	**23.96**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.03					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.07					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	0.63	0.01	0.77	0.00		0.00	0.11		0.00	0.11	10.33	13.00	23.33	0.01	0.00	23.83
Landscaping	0.00	0.00	0.08	0.00		0.00	0.00		0.00	0.00	0.00	0.12	0.12	0.00	0.00	0.13
Total	**0.73**	**0.01**	**0.85**	**0.00**		**0.00**	**0.11**		**0.00**	**0.11**	**10.33**	**13.12**	**23.45**	**0.01**	**0.00**	**23.96**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					1.22	0.02	0.00	1.68
Unmitigated					1.45	0.02	0.00	2.03
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Single Family Housing	0.65154 / 0.410754					1.45	0.02	0.00	2.03
Total						**1.45**	**0.02**	**0.00**	**2.03**

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Single Family Housing	0.521232 / 0.385698					1.22	0.02	0.00	1.68
Total						**1.22**	**0.02**	**0.00**	**1.68**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					1.30	0.08	0.00	2.90
Unmitigated					2.59	0.15	0.00	5.80
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Single Family Housing	12.76					2.59	0.15	0.00	5.80
Total						**2.59**	**0.15**	**0.00**	**5.80**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Single Family Housing	6.38					1.30	0.08	0.00	2.90
Total						**1.30**	**0.08**	**0.00**	**2.90**

9.0 Vegetation

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons				MT			
Unmitigated					0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

9.1 Vegetation Land Change

Vegetation Type

	Initial/Final	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	Acres	tons				MT			
Trees	10.09 / 10.09					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

Pebble Beach - SBI Conference Center Ballroom

Monterey County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Office Building	3.96	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.8	**Utility Company**	Pacific Gas & Electric Company
Climate Zone	4	**Precipitation Freq (Days)**	51		

1.3 User Entered Comments

Project Characteristics -

Land Use - -

Construction Phase - Changed const. phases/dates

Off-road Equipment - +

Trips and VMT -

Grading - -

Vehicle Trips - +

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Dust emission reductions based on Table 8-2 in MBUAPCD CEQA Air Quality Guidelines

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Vechicle Emission Factors - CO2 run and st adjusted to reflect no LCFS and Pavley for LDA, LDT1, LDT2, and MDV.

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2014	0.36	2.36	1.75	0.00	0.57	0.13	0.70	0.01	0.13	0.14	0.00	290.16	290.16	0.02	0.00	290.63
Total	**0.36**	**2.36**	**1.75**	**0.00**	**0.57**	**0.13**	**0.70**	**0.01**	**0.13**	**0.14**	**0.00**	**290.16**	**290.16**	**0.02**	**0.00**	**290.63**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2014	0.13	0.72	0.59	0.00	0.56	0.03	0.59	0.01	0.03	0.03	0.00	290.16	290.16	0.02	0.00	290.63
Total	**0.13**	**0.72**	**0.59**	**0.00**	**0.56**	**0.03**	**0.59**	**0.01**	**0.03**	**0.03**	**0.00**	**290.16**	**290.16**	**0.02**	**0.00**	**290.63**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.02	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	26.35	26.35	0.00	0.00	26.51
Mobile	0.02	0.04	0.21	0.00	0.02	0.00	0.02	0.00	0.00	0.00	0.00	17.32	17.32	0.00	0.00	17.35
Waste						0.00	0.00		0.00	0.00	0.75	0.00	0.75	0.04	0.00	1.67
Water						0.00	0.00		0.00	0.00	0.00	1.56	1.56	0.02	0.00	2.18
Total	**0.04**	**0.04**	**0.21**	**0.00**	**0.02**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.75**	**45.23**	**45.98**	**0.06**	**0.00**	**47.71**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.02	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	23.90	23.90	0.00	0.00	24.05
Mobile	0.02	0.04	0.21	0.00	0.02	0.00	0.02	0.00	0.00	0.00	0.00	17.32	17.32	0.00	0.00	17.35
Waste						0.00	0.00		0.00	0.00	0.37	0.00	0.37	0.02	0.00	0.84
Water						0.00	0.00		0.00	0.00	0.00	1.31	1.31	0.02	0.00	1.81
Total	**0.04**	**0.04**	**0.21**	**0.00**	**0.02**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.37**	**42.53**	**42.90**	**0.04**	**0.00**	**44.05**

2.3 Vegetation

Vegetation

	ROG	NOx	CO	SO2	CO2e
Category	tons				MT
Vegetation Land Change					0.00
Total					**0.00**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Oxidation Catalyst for Construction Equipment

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

3.2 Grading - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.02	0.14	0.10	0.00		0.01	0.01		0.01	0.01	0.00	14.06	14.06	0.00	0.00	14.09
Total	**0.02**	**0.14**	**0.10**	**0.00**	**0.01**	**0.01**	**0.02**	**0.00**	**0.01**	**0.01**	**0.00**	**14.06**	**14.06**	**0.00**	**0.00**	**14.09**

3.2 Grading - 2014

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.08	0.71	0.54	0.00	0.56	0.02	0.58	0.00	0.02	0.03	0.00	99.51	99.51	0.00	0.00	99.58
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.89	0.89	0.00	0.00	0.89
Total	**0.08**	**0.71**	**0.55**	**0.00**	**0.56**	**0.02**	**0.58**	**0.00**	**0.02**	**0.03**	**0.00**	**100.40**	**100.40**	**0.00**	**0.00**	**100.47**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	14.06	14.06	0.00	0.00	14.09
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**14.06**	**14.06**	**0.00**	**0.00**	**14.09**

3.2 Grading - 2014

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.08	0.71	0.54	0.00	0.56	0.02	0.58	0.00	0.02	0.03	0.00	99.51	99.51	0.00	0.00	99.58
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.89	0.89	0.00	0.00	0.89
Total	**0.08**	**0.71**	**0.55**	**0.00**	**0.56**	**0.02**	**0.58**	**0.00**	**0.02**	**0.03**	**0.00**	**100.40**	**100.40**	**0.00**	**0.00**	**100.47**

3.3 Building Construction - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.18	1.31	0.93	0.00		0.08	0.08		0.08	0.08	0.00	153.50	153.50	0.01	0.00	153.80
Total	**0.18**	**1.31**	**0.93**	**0.00**		**0.08**	**0.08**		**0.08**	**0.08**	**0.00**	**153.50**	**153.50**	**0.01**	**0.00**	**153.80**

3.3 Building Construction - 2014

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.10	2.10	0.00	0.00	2.10
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.74	0.74	0.00	0.00	0.74
Total	**0.00**	**0.01**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.84**	**2.84**	**0.00**	**0.00**	**2.84**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	153.50	153.50	0.01	0.00	153.80
Total	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**153.50**	**153.50**	**0.01**	**0.00**	**153.80**

3.3 Building Construction - 2014

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.10	2.10	0.00	0.00	2.10
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.74	0.74	0.00	0.00	0.74
Total	**0.00**	**0.01**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.84**	**2.84**	**0.00**	**0.00**	**2.84**

3.4 Architechtural Coating - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.05					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.03	0.19	0.13	0.00		0.02	0.02		0.02	0.02	0.00	17.62	17.62	0.00	0.00	17.67
Total	**0.08**	**0.19**	**0.13**	**0.00**		**0.02**	**0.02**		**0.02**	**0.02**	**0.00**	**17.62**	**17.62**	**0.00**	**0.00**	**17.67**

3.4 Architechtural Coating - 2014

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.75	1.75	0.00	0.00	1.75
Total	**0.00**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.75**	**1.75**	**0.00**	**0.00**	**1.75**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.05					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	17.62	17.62	0.00	0.00	17.67
Total	**0.05**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**17.62**	**17.62**	**0.00**	**0.00**	**17.67**

3.4 Architechtural Coating - 2014

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.75	1.75	0.00	0.00	1.75
Total	**0.00**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.75**	**1.75**	**0.00**	**0.00**	**1.75**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.02	0.04	0.21	0.00	0.02	0.00	0.02	0.00	0.00	0.00	0.00	17.32	17.32	0.00	0.00	17.35
Unmitigated	0.02	0.04	0.21	0.00	0.02	0.00	0.02	0.00	0.00	0.00	0.00	17.32	17.32	0.00	0.00	17.35
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	15.68	9.39	3.88	31,297	31,297
Total	15.68	9.39	3.88	31,297	31,297

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	20.99	20.99	0.00	0.00	21.12
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	22.71	22.71	0.00	0.00	22.85
NaturalGas Mitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	2.91	2.91	0.00	0.00	2.93
NaturalGas Unmitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	3.64	3.64	0.00	0.00	3.66
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
General Office Building	68191.2	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	3.64	3.64	0.00	0.00	3.66
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**3.64**	**3.64**	**0.00**	**0.00**	**3.66**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
General Office Building	54600.5	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	2.91	2.91	0.00	0.00	2.93
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**2.91**	**2.91**	**0.00**	**0.00**	**2.93**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
General Office Building	78051.6					22.71	0.00	0.00	22.85
Total						**22.71**	**0.00**	**0.00**	**22.85**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
General Office Building	72143.3					20.99	0.00	0.00	21.12
Total						**20.99**	**0.00**	**0.00**	**21.12**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.02	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	0.02	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.02					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.02**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.02					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.02**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					1.31	0.02	0.00	1.81
Unmitigated					1.56	0.02	0.00	2.18
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
General Office Building	0.703826 / 0.431377					1.56	0.02	0.00	2.18
Total						**1.56**	**0.02**	**0.00**	**2.18**

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
General Office Building	0.563061 / 0.405063					1.31	0.02	0.00	1.81
Total						**1.31**	**0.02**	**0.00**	**1.81**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					0.37	0.02	0.00	0.84
Unmitigated					0.75	0.04	0.00	1.67
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
General Office Building	3.68					0.75	0.04	0.00	1.67
Total						**0.75**	**0.04**	**0.00**	**1.67**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
General Office Building	1.84					0.37	0.02	0.00	0.84
Total						**0.37**	**0.02**	**0.00**	**0.84**

9.0 Vegetation

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons				MT			
Unmitigated					0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

9.1 Vegetation Land Change

Vegetation Type

	Initial/Final	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	Acres	tons				MT			
Trees	10.09 / 10.09					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

Pebble Beach - Colton Building
Monterey County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Hotel	20	Room

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.8	**Utility Company**	Pacific Gas & Electric Company
Climate Zone	4	**Precipitation Freq (Days)**	51		

1.3 User Entered Comments

Project Characteristics -

Land Use - -

Construction Phase - Changed const. phases/dates

Trips and VMT -

Grading - -

Vehicle Trips - +

Vechicle Emission Factors - CO2 run and st adjusted to reflect no LCFS and Pavley for LDA, LDT1, LDT2, and MDV.

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Dust emission reductions based on Table 8-2 in MBUAPCD CEQA Air Quality Guidelines

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2014	0.57	1.70	1.33	0.00	0.32	0.10	0.42	0.01	0.10	0.11	0.00	209.95	209.95	0.02	0.00	210.33
Total	**0.57**	**1.70**	**1.33**	**0.00**	**0.32**	**0.10**	**0.42**	**0.01**	**0.10**	**0.11**	**0.00**	**209.95**	**209.95**	**0.02**	**0.00**	**210.33**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2014	0.37	0.25	0.30	0.00	0.31	0.01	0.32	0.01	0.01	0.01	0.00	209.95	209.95	0.02	0.00	210.33
Total	**0.37**	**0.25**	**0.30**	**0.00**	**0.31**	**0.01**	**0.32**	**0.01**	**0.01**	**0.01**	**0.00**	**209.95**	**209.95**	**0.02**	**0.00**	**210.33**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.15	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.01	0.07	0.06	0.00		0.00	0.01		0.00	0.01	0.00	143.18	143.18	0.00	0.00	144.06
Mobile	0.13	0.31	1.50	0.00	0.11	0.01	0.12	0.00	0.01	0.01	0.00	116.99	116.99	0.01	0.00	117.20
Waste						0.00	0.00		0.00	0.00	2.22	0.00	2.22	0.13	0.00	4.98
Water						0.00	0.00		0.00	0.00	0.00	0.86	0.86	0.02	0.00	1.31
Total	**0.29**	**0.38**	**1.56**	**0.00**	**0.11**	**0.01**	**0.13**	**0.00**	**0.01**	**0.02**	**2.22**	**261.03**	**263.25**	**0.16**	**0.00**	**267.55**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.15	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.01	0.05	0.05	0.00		0.00	0.00		0.00	0.00	0.00	126.05	126.05	0.00	0.00	126.83
Mobile	0.13	0.31	1.50	0.00	0.11	0.01	0.12	0.00	0.01	0.01	0.00	116.99	116.99	0.01	0.00	117.20
Waste						0.00	0.00		0.00	0.00	1.11	0.00	1.11	0.07	0.00	2.49
Water						0.00	0.00		0.00	0.00	0.00	0.70	0.70	0.01	0.00	1.06
Total	**0.29**	**0.36**	**1.55**	**0.00**	**0.11**	**0.01**	**0.12**	**0.00**	**0.01**	**0.01**	**1.11**	**243.74**	**244.85**	**0.09**	**0.00**	**247.58**

2.3 Vegetation

Vegetation

	ROG	NOx	CO	SO2	CO2e
Category	tons				MT
Vegetation Land Change					0.00
Total					**0.00**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Oxidation Catalyst for Construction Equipment

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

3.2 Grading - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.02	0.00	0.02	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.04	0.28	0.20	0.00		0.02	0.02		0.02	0.02	0.00	28.78	28.78	0.00	0.00	28.85
Total	**0.04**	**0.28**	**0.20**	**0.00**	**0.02**	**0.02**	**0.04**	**0.01**	**0.02**	**0.03**	**0.00**	**28.78**	**28.78**	**0.00**	**0.00**	**28.85**

3.2 Grading - 2014

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.02	0.18	0.14	0.00	0.29	0.01	0.29	0.00	0.01	0.01	0.00	25.23	25.23	0.00	0.00	25.25
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.82	1.82	0.00	0.00	1.82
Total	**0.02**	**0.18**	**0.16**	**0.00**	**0.29**	**0.01**	**0.29**	**0.00**	**0.01**	**0.01**	**0.00**	**27.05**	**27.05**	**0.00**	**0.00**	**27.07**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	28.78	28.78	0.00	0.00	28.85
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.01**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**28.78**	**28.78**	**0.00**	**0.00**	**28.85**

3.2 Grading - 2014

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.02	0.18	0.14	0.00	0.29	0.01	0.29	0.00	0.01	0.01	0.00	25.23	25.23	0.00	0.00	25.25
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.82	1.82	0.00	0.00	1.82
Total	**0.02**	**0.18**	**0.16**	**0.00**	**0.29**	**0.01**	**0.29**	**0.00**	**0.01**	**0.01**	**0.00**	**27.05**	**27.05**	**0.00**	**0.00**	**27.07**

3.3 Building Construction - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.15	1.14	0.81	0.00		0.07	0.07		0.07	0.07	0.00	134.09	134.09	0.01	0.00	134.35
Total	**0.15**	**1.14**	**0.81**	**0.00**		**0.07**	**0.07**		**0.07**	**0.07**	**0.00**	**134.09**	**134.09**	**0.01**	**0.00**	**134.35**

3.3 Building Construction - 2014

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.01	0.06	0.06	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	9.18	9.18	0.00	0.00	9.19
Worker	0.01	0.01	0.08	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	7.71	7.71	0.00	0.00	7.73
Total	**0.02**	**0.07**	**0.14**	**0.00**	**0.01**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**16.89**	**16.89**	**0.00**	**0.00**	**16.92**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	134.09	134.09	0.01	0.00	134.35
Total	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**134.09**	**134.09**	**0.01**	**0.00**	**134.35**

3.3 Building Construction - 2014

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.01	0.06	0.06	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	9.18	9.18	0.00	0.00	9.19
Worker	0.01	0.01	0.08	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	7.71	7.71	0.00	0.00	7.73
Total	**0.02**	**0.07**	**0.14**	**0.00**	**0.01**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**16.89**	**16.89**	**0.00**	**0.00**	**16.92**

3.4 Architectural Coatings - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.34					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.01	0.03	0.02	0.00		0.00	0.00		0.00	0.00	0.00	2.93	2.93	0.00	0.00	2.94
Total	**0.35**	**0.03**	**0.02**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**2.93**	**2.93**	**0.00**	**0.00**	**2.94**

3.4 Architectural Coatings - 2014

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.19	0.19	0.00	0.00	0.19
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.19**	**0.19**	**0.00**	**0.00**	**0.19**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.34					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	2.93	2.93	0.00	0.00	2.94
Total	**0.34**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**2.93**	**2.93**	**0.00**	**0.00**	**2.94**

3.4 Architectural Coatings - 2014

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.19	0.19	0.00	0.00	0.19
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.19**	**0.19**	**0.00**	**0.00**	**0.19**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.13	0.31	1.50	0.00	0.11	0.01	0.12	0.00	0.01	0.01	0.00	116.99	116.99	0.01	0.00	117.20
Unmitigated	0.13	0.31	1.50	0.00	0.11	0.01	0.12	0.00	0.01	0.01	0.00	116.99	116.99	0.01	0.00	117.20
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Hotel	98.00	163.80	119.00	209,752	209,752
Total	98.00	163.80	119.00	209,752	209,752

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Hotel	9.50	7.30	7.30	19.40	61.60	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	67.08	67.08	0.00	0.00	67.50
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	71.30	71.30	0.00	0.00	71.75
NaturalGas Mitigated	0.01	0.05	0.05	0.00		0.00	0.00		0.00	0.00	0.00	58.97	58.97	0.00	0.00	59.33
NaturalGas Unmitigated	0.01	0.07	0.06	0.00		0.00	0.01		0.00	0.01	0.00	71.87	71.87	0.00	0.00	72.31
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Hotel	1.34688e+006	0.01	0.07	0.06	0.00		0.00	0.01		0.00	0.01	0.00	71.87	71.87	0.00	0.00	72.31
Total		**0.01**	**0.07**	**0.06**	**0.00**		**0.00**	**0.01**		**0.00**	**0.01**	**0.00**	**71.87**	**71.87**	**0.00**	**0.00**	**72.31**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Hotel	1.10509e+006	0.01	0.05	0.05	0.00		0.00	0.00		0.00	0.00	0.00	58.97	58.97	0.00	0.00	59.33
Total		**0.01**	**0.05**	**0.05**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**58.97**	**58.97**	**0.00**	**0.00**	**59.33**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Hotel	245098					71.30	0.00	0.00	71.75
Total						**71.30**	**0.00**	**0.00**	**71.75**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Hotel	230578					67.08	0.00	0.00	67.50
Total						**67.08**	**0.00**	**0.00**	**67.50**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.15	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	0.15	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.03					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.11					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.14**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.03					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.11					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.14**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet
Install Low Flow Kitchen Faucet
Install Low Flow Toilet
Install Low Flow Shower
Use Water Efficient Irrigation System

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					0.70	0.01	0.00	1.06
Unmitigated					0.86	0.02	0.00	1.31
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Hotel	0.507335 / 0.0563706					0.86	0.02	0.00	1.31
Total						**0.86**	**0.02**	**0.00**	**1.31**

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Hotel	0.405868 / 0.052932					0.70	0.01	0.00	1.06
Total						**0.70**	**0.01**	**0.00**	**1.06**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					1.11	0.07	0.00	2.49
Unmitigated					2.22	0.13	0.00	4.98
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Hotel	10.95					2.22	0.13	0.00	4.98
Total						**2.22**	**0.13**	**0.00**	**4.98**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Hotel	5.475					1.11	0.07	0.00	2.49
Total						**1.11**	**0.07**	**0.00**	**2.49**

9.0 Vegetation

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons				MT			
Unmitigated					0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

9.1 Vegetation Land Change

Vegetation Type

	Initial/Final	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	Acres	tons				MT			
Trees	10.09 / 10.09					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

Pebble Beach - Equestrian/Special Events
Monterey County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Arena	22.85	Acre

1.2 Other Project Characteristics

Urbanization Urban **Wind Speed (m/s)** 2.8 **Utility Company** Pacific Gas & Electric Company

Climate Zone 4 **Precipitation Freq (Days)** 51

1.3 User Entered Comments

Project Characteristics -

Land Use - -

Construction Phase - Changed const. phases/dates

Off-road Equipment - +

Trips and VMT -

Grading - -

Vehicle Trips - +

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Dust emission reductions based on Table 8-2 in MBUAPCD CEQA Air Quality Guidelines

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Vechicle Emission Factors - CO2 run and st adjusted to reflect no LCFS and Pavley for LDA, LDT1, LDT2, and MDV.

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2014	0.59	4.41	2.93	0.01	1.28	0.23	1.52	0.08	0.23	0.31	0.00	504.75	504.75	0.04	0.00	505.70
Total	**0.59**	**4.41**	**2.93**	**0.01**	**1.28**	**0.23**	**1.52**	**0.08**	**0.23**	**0.31**	**0.00**	**504.75**	**504.75**	**0.04**	**0.00**	**505.70**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2014	0.08	0.71	0.60	0.01	1.19	0.03	1.22	0.03	0.03	0.06	0.00	504.75	504.75	0.04	0.00	505.70
Total	**0.08**	**0.71**	**0.60**	**0.01**	**1.19**	**0.03**	**1.22**	**0.03**	**0.03**	**0.06**	**0.00**	**504.75**	**504.75**	**0.04**	**0.00**	**505.70**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	0.26	0.27	2.36	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	22.56	22.56	0.01	0.00	22.75
Waste						0.00	0.00		0.00	0.00	0.40	0.00	0.40	0.02	0.00	0.90
Water						0.00	0.00		0.00	0.00	0.00	50.76	50.76	0.94	0.02	78.02
Total	**0.26**	**0.27**	**2.36**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.40**	**73.32**	**73.72**	**0.97**	**0.02**	**101.67**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	0.26	0.27	2.36	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	22.56	22.56	0.01	0.00	22.75
Waste						0.00	0.00		0.00	0.00	0.20	0.00	0.20	0.01	0.00	0.45
Water						0.00	0.00		0.00	0.00	0.00	40.89	40.89	0.75	0.02	62.69
Total	**0.26**	**0.27**	**2.36**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.20**	**63.45**	**63.65**	**0.77**	**0.02**	**85.89**

2.3 Vegetation

Vegetation

	ROG	NOx	CO	SO2	CO2e
Category	tons				MT
Vegetation Land Change					0.00
Total					**0.00**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Oxidation Catalyst for Construction Equipment

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

3.2 Grading - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.14	0.00	0.14	0.07	0.00	0.07	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.24	1.95	1.09	0.00		0.09	0.09		0.09	0.09	0.00	211.70	211.70	0.02	0.00	212.11
Total	**0.24**	**1.95**	**1.09**	**0.00**	**0.14**	**0.09**	**0.23**	**0.07**	**0.09**	**0.16**	**0.00**	**211.70**	**211.70**	**0.02**	**0.00**	**212.11**

3.2 Grading - 2014

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.08	0.71	0.54	0.00	1.13	0.02	1.16	0.00	0.02	0.03	0.00	99.51	99.51	0.00	0.00	99.58
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.64	3.64	0.00	0.00	3.64
Total	**0.08**	**0.71**	**0.58**	**0.00**	**1.13**	**0.02**	**1.16**	**0.00**	**0.02**	**0.03**	**0.00**	**103.15**	**103.15**	**0.00**	**0.00**	**103.22**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.05	0.00	0.05	0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	211.70	211.70	0.02	0.00	212.11
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.05**	**0.00**	**0.05**	**0.03**	**0.00**	**0.03**	**0.00**	**211.70**	**211.70**	**0.02**	**0.00**	**212.11**

3.2 Grading - 2014

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.08	0.71	0.54	0.00	1.13	0.02	1.16	0.00	0.02	0.03	0.00	99.51	99.51	0.00	0.00	99.58
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.64	3.64	0.00	0.00	3.64
Total	**0.08**	**0.71**	**0.58**	**0.00**	**1.13**	**0.02**	**1.16**	**0.00**	**0.02**	**0.03**	**0.00**	**103.15**	**103.15**	**0.00**	**0.00**	**103.22**

3.3 Building Construction - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.21	1.39	1.01	0.00		0.09	0.09		0.09	0.09	0.00	159.41	159.41	0.02	0.00	159.76
Total	**0.21**	**1.39**	**1.01**	**0.00**		**0.09**	**0.09**		**0.09**	**0.09**	**0.00**	**159.41**	**159.41**	**0.02**	**0.00**	**159.76**

3.3 Building Construction - 2014

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	159.41	159.41	0.02	0.00	159.76
Total	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**159.41**	**159.41**	**0.02**	**0.00**	**159.76**

3.3 Building Construction - 2014

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.4 Paving - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.06	0.35	0.23	0.00		0.03	0.03		0.03	0.03	0.00	29.11	29.11	0.00	0.00	29.21
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.06**	**0.35**	**0.23**	**0.00**		**0.03**	**0.03**		**0.03**	**0.03**	**0.00**	**29.11**	**29.11**	**0.00**	**0.00**	**29.21**

3.4 Paving - 2014

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.40	1.40	0.00	0.00	1.40
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.40**	**1.40**	**0.00**	**0.00**	**1.40**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	29.11	29.11	0.00	0.00	29.21
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**29.11**	**29.11**	**0.00**	**0.00**	**29.21**

3.4 Paving - 2014

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.40	1.40	0.00	0.00	1.40
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.40**	**1.40**	**0.00**	**0.00**	**1.40**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.26	0.27	2.36	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	22.56	22.56	0.01	0.00	22.75
Unmitigated	0.26	0.27	2.36	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	22.56	22.56	0.01	0.00	22.75
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Arena	761.59	0.00	0.00		
Total	761.59	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Arena	9.50	7.30	7.30	0.00	81.00	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NaturalGas Mitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NaturalGas Unmitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Arena	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Arena	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Arena	0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Arena	0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					40.89	0.75	0.02	62.69
Unmitigated					50.76	0.94	0.02	78.02
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Arena	30.7597 / 1.96338					50.76	0.94	0.02	78.02
Total						**50.76**	**0.94**	**0.02**	**78.02**

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Arena	24.6077 / 1.84362					40.89	0.75	0.02	62.69
Total						**40.89**	**0.75**	**0.02**	**62.69**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					0.20	0.01	0.00	0.45
Unmitigated					0.40	0.02	0.00	0.90
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Arena	1.97					0.40	0.02	0.00	0.90
Total						**0.40**	**0.02**	**0.00**	**0.90**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Arena	0.985					0.20	0.01	0.00	0.45
Total						**0.20**	**0.01**	**0.00**	**0.45**

9.0 Vegetation

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons				MT			
Unmitigated					0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

9.1 Vegetation Land Change

Vegetation Type

	Initial/Final	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	Acres	tons				MT			
Trees	10.09 / 10.09					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

Pebble Beach - Fairway 1
Monterey County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Hotel	35	Room

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.8	**Utility Company**	Pacific Gas & Electric Company
Climate Zone	4	**Precipitation Freq (Days)**	51		

1.3 User Entered Comments

Project Characteristics -
Land Use - -
Construction Phase - Changed const. phases/dates
Off-road Equipment -
Off-road Equipment -
Off-road Equipment - +
Trips and VMT -

Grading - -

Vehicle Trips - +

Vechicle Emission Factors - CO2 run and st adjusted to reflect no LCFS and Pavley for LDA, LDT1, LDT2, and MDV.

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Dust emission reductions based on Table 8-2 in MBUAPCD CEQA Air Quality Guidelines

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2015	0.53	3.23	2.57	0.00	0.64	0.18	0.82	0.08	0.18	0.26	0.00	407.91	407.91	0.04	0.00	408.78
2016	0.74	0.91	0.75	0.00	0.01	0.07	0.07	0.00	0.07	0.07	0.00	106.55	106.55	0.01	0.00	106.81
Total	**1.27**	**4.14**	**3.32**	**0.00**	**0.65**	**0.25**	**0.89**	**0.08**	**0.25**	**0.33**	**0.00**	**514.46**	**514.46**	**0.05**	**0.00**	**515.59**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2015	0.06	0.38	0.47	0.00	0.55	0.01	0.57	0.03	0.01	0.05	0.00	407.91	407.91	0.04	0.00	408.78
2016	0.59	0.02	0.05	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	106.55	106.55	0.01	0.00	106.81
Total	**0.65**	**0.40**	**0.52**	**0.00**	**0.56**	**0.01**	**0.58**	**0.03**	**0.01**	**0.05**	**0.00**	**514.46**	**514.46**	**0.05**	**0.00**	**515.59**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.26	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.01	0.12	0.10	0.00		0.00	0.01		0.00	0.01	0.00	250.56	250.56	0.01	0.00	252.11
Mobile	0.24	0.54	2.62	0.00	0.19	0.02	0.20	0.01	0.02	0.02	0.00	204.73	204.73	0.02	0.00	205.10
Waste						0.00	0.00		0.00	0.00	3.89	0.00	3.89	0.23	0.00	8.72
Water						0.00	0.00		0.00	0.00	0.00	1.51	1.51	0.03	0.00	2.29
Total	**0.51**	**0.66**	**2.72**	**0.00**	**0.19**	**0.02**	**0.21**	**0.01**	**0.02**	**0.03**	**3.89**	**456.80**	**460.69**	**0.29**	**0.00**	**468.22**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.26	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.01	0.09	0.08	0.00		0.00	0.01		0.00	0.01	0.00	220.59	220.59	0.01	0.00	221.95
Mobile	0.24	0.54	2.62	0.00	0.19	0.02	0.20	0.01	0.02	0.02	0.00	204.73	204.73	0.02	0.00	205.10
Waste						0.00	0.00		0.00	0.00	1.94	0.00	1.94	0.11	0.00	4.36
Water						0.00	0.00		0.00	0.00	0.00	1.22	1.22	0.02	0.00	1.85
Total	**0.51**	**0.63**	**2.70**	**0.00**	**0.19**	**0.02**	**0.21**	**0.01**	**0.02**	**0.03**	**1.94**	**426.54**	**428.48**	**0.16**	**0.00**	**433.26**

2.3 Vegetation

Vegetation

	ROG	NOx	CO	SO2	CO2e
Category	tons				MT
Vegetation Land Change					0.00
Total					**0.00**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Oxidation Catalyst for Construction Equipment

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

3.2 Grading - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.13	0.00	0.13	0.07	0.00	0.07	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.09	0.71	0.45	0.00		0.04	0.04		0.04	0.04	0.00	76.37	76.37	0.01	0.00	76.53
Total	**0.09**	**0.71**	**0.45**	**0.00**	**0.13**	**0.04**	**0.17**	**0.07**	**0.04**	**0.11**	**0.00**	**76.37**	**76.37**	**0.01**	**0.00**	**76.53**

3.2 Grading - 2015

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.03	0.26	0.20	0.00	0.48	0.01	0.48	0.00	0.01	0.01	0.00	40.98	40.98	0.00	0.00	41.01
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.82	1.82	0.00	0.00	1.82
Total	**0.03**	**0.26**	**0.22**	**0.00**	**0.48**	**0.01**	**0.48**	**0.00**	**0.01**	**0.01**	**0.00**	**42.80**	**42.80**	**0.00**	**0.00**	**42.83**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.05	0.00	0.05	0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	76.37	76.37	0.01	0.00	76.53
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.05**	**0.00**	**0.05**	**0.03**	**0.00**	**0.03**	**0.00**	**76.37**	**76.37**	**0.01**	**0.00**	**76.53**

3.2 Grading - 2015

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.03	0.26	0.20	0.00	0.48	0.01	0.48	0.00	0.01	0.01	0.00	40.98	40.98	0.00	0.00	41.01
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.82	1.82	0.00	0.00	1.82
Total	**0.03**	**0.26**	**0.22**	**0.00**	**0.48**	**0.01**	**0.48**	**0.00**	**0.01**	**0.01**	**0.00**	**42.80**	**42.80**	**0.00**	**0.00**	**42.83**

3.3 Building Construction - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.38	2.14	1.64	0.00		0.13	0.13		0.13	0.13	0.00	256.57	256.57	0.03	0.00	257.22
Total	**0.38**	**2.14**	**1.64**	**0.00**		**0.13**	**0.13**		**0.13**	**0.13**	**0.00**	**256.57**	**256.57**	**0.03**	**0.00**	**257.22**

3.3 Building Construction - 2015

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.01	0.10	0.10	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	16.96	16.96	0.00	0.00	16.97
Worker	0.01	0.02	0.15	0.00	0.02	0.00	0.02	0.00	0.00	0.00	0.00	15.20	15.20	0.00	0.00	15.23
Total	**0.02**	**0.12**	**0.25**	**0.00**	**0.03**	**0.00**	**0.03**	**0.00**	**0.00**	**0.00**	**0.00**	**32.16**	**32.16**	**0.00**	**0.00**	**32.20**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	256.57	256.57	0.03	0.00	257.22
Total	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**256.57**	**256.57**	**0.03**	**0.00**	**257.22**

3.3 Building Construction - 2015

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.01	0.10	0.10	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	16.96	16.96	0.00	0.00	16.97
Worker	0.01	0.02	0.15	0.00	0.02	0.00	0.02	0.00	0.00	0.00	0.00	15.20	15.20	0.00	0.00	15.23
Total	**0.02**	**0.12**	**0.25**	**0.00**	**0.03**	**0.00**	**0.03**	**0.00**	**0.00**	**0.00**	**0.00**	**32.16**	**32.16**	**0.00**	**0.00**	**32.20**

3.3 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.06	0.32	0.26	0.00		0.02	0.02		0.02	0.02	0.00	41.05	41.05	0.00	0.00	41.15
Total	**0.06**	**0.32**	**0.26**	**0.00**		**0.02**	**0.02**		**0.02**	**0.02**	**0.00**	**41.05**	**41.05**	**0.00**	**0.00**	**41.15**

3.3 Building Construction - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.72	2.72	0.00	0.00	2.72
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.38	2.38	0.00	0.00	2.38
Total	**0.00**	**0.01**	**0.03**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**5.10**	**5.10**	**0.00**	**0.00**	**5.10**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	41.05	41.05	0.00	0.00	41.15
Total	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**41.05**	**41.05**	**0.00**	**0.00**	**41.15**

3.3 Building Construction - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.72	2.72	0.00	0.00	2.72
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.38	2.38	0.00	0.00	2.38
Total	**0.00**	**0.01**	**0.03**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**5.10**	**5.10**	**0.00**	**0.00**	**5.10**

3.4 Paving - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.08	0.52	0.40	0.00		0.04	0.04		0.04	0.04	0.00	53.37	53.37	0.01	0.00	53.51
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.08**	**0.52**	**0.40**	**0.00**		**0.04**	**0.04**		**0.04**	**0.04**	**0.00**	**53.37**	**53.37**	**0.01**	**0.00**	**53.51**

3.4 Paving - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.71	0.71	0.00	0.00	0.71
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.71**	**0.71**	**0.00**	**0.00**	**0.71**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	53.37	53.37	0.01	0.00	53.51
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**53.37**	**53.37**	**0.01**	**0.00**	**53.51**

3.4 Paving - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.71	0.71	0.00	0.00	0.71
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.71**	**0.71**	**0.00**	**0.00**	**0.71**

3.5 Architectural Coating - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.59					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.01	0.05	0.04	0.00		0.00	0.00		0.00	0.00	0.00	5.61	5.61	0.00	0.00	5.62
Total	**0.60**	**0.05**	**0.04**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**5.61**	**5.61**	**0.00**	**0.00**	**5.62**

3.5 Architectural Coating - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.71	0.71	0.00	0.00	0.71
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.71**	**0.71**	**0.00**	**0.00**	**0.71**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.59					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	5.61	5.61	0.00	0.00	5.62
Total	**0.59**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**5.61**	**5.61**	**0.00**	**0.00**	**5.62**

3.5 Architectural Coating - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.71	0.71	0.00	0.00	0.71
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.71**	**0.71**	**0.00**	**0.00**	**0.71**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.24	0.54	2.62	0.00	0.19	0.02	0.20	0.01	0.02	0.02	0.00	204.73	204.73	0.02	0.00	205.10
Unmitigated	0.24	0.54	2.62	0.00	0.19	0.02	0.20	0.01	0.02	0.02	0.00	204.73	204.73	0.02	0.00	205.10
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Hotel	171.50	286.65	208.25	367,067	367,067
Total	171.50	286.65	208.25	367,067	367,067

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Hotel	9.50	7.30	7.30	19.40	61.60	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	117.39	117.39	0.01	0.00	118.12
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	124.78	124.78	0.01	0.00	125.56
NaturalGas Mitigated	0.01	0.09	0.08	0.00		0.00	0.01		0.00	0.01	0.00	103.20	103.20	0.00	0.00	103.83
NaturalGas Unmitigated	0.01	0.12	0.10	0.00		0.00	0.01		0.00	0.01	0.00	125.78	125.78	0.00	0.00	126.55
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Hotel	2.35703e+006	0.01	0.12	0.10	0.00		0.00	0.01		0.00	0.01	0.00	125.78	125.78	0.00	0.00	126.55
Total		**0.01**	**0.12**	**0.10**	**0.00**		**0.00**	**0.01**		**0.00**	**0.01**	**0.00**	**125.78**	**125.78**	**0.00**	**0.00**	**126.55**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Hotel	1.9339e+006	0.01	0.09	0.08	0.00		0.00	0.01		0.00	0.01	0.00	103.20	103.20	0.00	0.00	103.83
Total		**0.01**	**0.09**	**0.08**	**0.00**		**0.00**	**0.01**		**0.00**	**0.01**	**0.00**	**103.20**	**103.20**	**0.00**	**0.00**	**103.83**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Hotel	428921					124.78	0.01	0.00	125.56
Total						**124.78**	**0.01**	**0.00**	**125.56**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Hotel	403511					117.39	0.01	0.00	118.12
Total						**117.39**	**0.01**	**0.00**	**118.12**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.26	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	0.26	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.06					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.20					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.26**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.06					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.20					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.26**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					1.22	0.02	0.00	1.85
Unmitigated					1.51	0.03	0.00	2.29
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Hotel	0.887837 / 0.0986486					1.51	0.03	0.00	2.29
Total						**1.51**	**0.03**	**0.00**	**2.29**

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Hotel	0.71027 / 0.092631					1.22	0.02	0.00	1.85
Total						**1.22**	**0.02**	**0.00**	**1.85**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					1.94	0.11	0.00	4.36
Unmitigated					3.89	0.23	0.00	8.72
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Hotel	19.16					3.89	0.23	0.00	8.72
Total						**3.89**	**0.23**	**0.00**	**8.72**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Hotel	9.58					1.94	0.11	0.00	4.36
Total						**1.94**	**0.11**	**0.00**	**4.36**

9.0 Vegetation

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons				MT			
Unmitigated					0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

9.1 Vegetation Land Change

Vegetation Type

	Initial/Final	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	Acres	tons				MT			
Trees	10.09 / 10.09					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

Pebble Beach - PBL Meeting Facility
Monterey County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Office Building	2.1	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.8	**Utility Company**	Pacific Gas & Electric Company
Climate Zone	4	**Precipitation Freq (Days)**	51		

1.3 User Entered Comments

Project Characteristics -
Land Use - -
Construction Phase - Changed const. phases/dates
Trips and VMT -
Grading - -
Vehicle Trips - +
Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Dust emission reductions based on Table 8-2 in MBUAPCD CEQA Air Quality Guidelines

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Vechicle Emission Factors - CO2 run and st adjusted to reflect no LCFS and Pavley for LDA, LDT1, LDT2, and MDV.

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2011	0.16	0.98	0.57	0.00	0.00	0.07	0.07	0.00	0.07	0.07	0.00	90.73	90.73	0.01	0.00	90.96
Total	**0.16**	**0.98**	**0.57**	**0.00**	**0.00**	**0.07**	**0.07**	**0.00**	**0.07**	**0.07**	**0.00**	**90.73**	**90.73**	**0.01**	**0.00**	**90.96**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2011	0.02	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	90.73	90.73	0.01	0.00	90.96
Total	**0.02**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**90.73**	**90.73**	**0.01**	**0.00**	**90.96**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.01	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	13.97	13.97	0.00	0.00	14.06
Mobile	0.02	0.06	0.28	0.00	0.02	0.00	0.02	0.00	0.00	0.00	0.00	23.16	23.16	0.00	0.00	23.20
Waste						0.00	0.00		0.00	0.00	0.40	0.00	0.40	0.02	0.00	0.89
Water						0.00	0.00		0.00	0.00	0.00	0.82	0.82	0.01	0.00	1.16
Total	**0.03**	**0.06**	**0.28**	**0.00**	**0.02**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.40**	**37.95**	**38.35**	**0.03**	**0.00**	**39.31**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.01	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	12.67	12.67	0.00	0.00	12.75
Mobile	0.02	0.06	0.28	0.00	0.02	0.00	0.02	0.00	0.00	0.00	0.00	23.16	23.16	0.00	0.00	23.20
Waste						0.00	0.00		0.00	0.00	0.20	0.00	0.20	0.01	0.00	0.44
Water						0.00	0.00		0.00	0.00	0.00	0.69	0.69	0.01	0.00	0.96
Total	**0.03**	**0.06**	**0.28**	**0.00**	**0.02**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.20**	**36.52**	**36.72**	**0.02**	**0.00**	**37.35**

2.3 Vegetation

Vegetation

	ROG	NOx	CO	SO2	CO2e
Category	tons				MT
Vegetation Land Change					0.00
Total					**0.00**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Oxidation Catalyst for Construction Equipment

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

3.2 Grading - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.02	0.01	0.00		0.00	0.00		0.00	0.00	0.00	1.34	1.34	0.00	0.00	1.34
Total	**0.00**	**0.02**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.34**	**1.34**	**0.00**	**0.00**	**1.34**

3.2 Grading - 2011

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.09	0.09	0.00	0.00	0.09
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.09**	**0.09**	**0.00**	**0.00**	**0.09**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	1.34	1.34	0.00	0.00	1.34
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.34**	**1.34**	**0.00**	**0.00**	**1.34**

3.2 Grading - 2011

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.09	0.09	0.00	0.00	0.09
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.09**	**0.09**	**0.00**	**0.00**	**0.09**

3.3 Building Construction - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.13	0.96	0.55	0.00		0.07	0.07		0.07	0.07	0.00	88.22	88.22	0.01	0.00	88.44
Total	**0.13**	**0.96**	**0.55**	**0.00**		**0.07**	**0.07**		**0.07**	**0.07**	**0.00**	**88.22**	**88.22**	**0.01**	**0.00**	**88.44**

3.3 Building Construction - 2011

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.45	0.45	0.00	0.00	0.45
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.45**	**0.45**	**0.00**	**0.00**	**0.45**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	88.22	88.22	0.01	0.00	88.44
Total	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**88.22**	**88.22**	**0.01**	**0.00**	**88.44**

3.3 Building Construction - 2011

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.45	0.45	0.00	0.00	0.45
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.45**	**0.45**	**0.00**	**0.00**	**0.45**

3.4 Architectural Coatings - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.02					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.01	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.64	0.64	0.00	0.00	0.64
Total	**0.02**	**0.01**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.64**	**0.64**	**0.00**	**0.00**	**0.64**

3.4 Architectural Coatings - 2011

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.02					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.64	0.64	0.00	0.00	0.64
Total	**0.02**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.64**	**0.64**	**0.00**	**0.00**	**0.64**

3.4 Architectural Coatings - 2011

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.02	0.06	0.28	0.00	0.02	0.00	0.02	0.00	0.00	0.00	0.00	23.16	23.16	0.00	0.00	23.20
Unmitigated	0.02	0.06	0.28	0.00	0.02	0.00	0.02	0.00	0.00	0.00	0.00	23.16	23.16	0.00	0.00	23.20
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	23.12	4.98	2.06	41,868	41,868
Total	23.12	4.98	2.06	41,868	41,868

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	11.13	11.13	0.00	0.00	11.20
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	12.04	12.04	0.00	0.00	12.12
NaturalGas Mitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	1.55	1.55	0.00	0.00	1.55
NaturalGas Unmitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	1.93	1.93	0.00	0.00	1.94
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
General Office Building	36162	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	1.93	1.93	0.00	0.00	1.94
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**1.93**	**1.93**	**0.00**	**0.00**	**1.94**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
General Office Building	28954.8	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	1.55	1.55	0.00	0.00	1.55
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**1.55**	**1.55**	**0.00**	**0.00**	**1.55**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
General Office Building	41391					12.04	0.00	0.00	12.12
Total						**12.04**	**0.00**	**0.00**	**12.12**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
General Office Building	38257.8					11.13	0.00	0.00	11.20
Total						**11.13**	**0.00**	**0.00**	**11.20**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.01	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	0.01	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.01					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.01**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.01					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.01**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					0.69	0.01	0.00	0.96
Unmitigated					0.82	0.01	0.00	1.16
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
General Office Building	0.373241 / 0.228761					0.82	0.01	0.00	1.16
Total						**0.82**	**0.01**	**0.00**	**1.16**

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
General Office Building	0.298593 / 0.214806					0.69	0.01	0.00	0.96
Total						**0.69**	**0.01**	**0.00**	**0.96**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					0.20	0.01	0.00	0.44
Unmitigated					0.40	0.02	0.00	0.89
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
General Office Building	1.95					0.40	0.02	0.00	0.89
Total						**0.40**	**0.02**	**0.00**	**0.89**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
General Office Building	0.975					0.20	0.01	0.00	0.44
Total						**0.20**	**0.01**	**0.00**	**0.44**

9.0 Vegetation

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons				MT			
Unmitigated					0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

9.1 Vegetation Land Change

Vegetation Type

	Initial/Final	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	Acres	tons				MT			
Trees	10.09 / 10.09					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

Pebble Beach - PBL Parking and Circulation
Monterey County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Parking Lot	3.21	Acre

1.2 Other Project Characteristics

Urbanization Urban **Wind Speed (m/s)** 2.8 **Utility Company** Pacific Gas & Electric Company

Climate Zone 4 **Precipitation Freq (Days)** 51

1.3 User Entered Comments

Project Characteristics -

Land Use - -

Construction Phase - Changed const. phases/dates

Grading - -

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Dust emission reductions based on Table 8-2 in MBUAPCD CEQA Air Quality Guidelines

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Vechicle Emission Factors - CO2 run and st adjusted to reflect no LCFS and Pavley for LDA, LDT1, LDT2, and MDV.

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2012	0.32	2.31	1.57	0.00	0.90	0.14	1.04	0.07	0.14	0.21	0.00	221.95	221.95	0.02	0.00	222.44
Total	**0.32**	**2.31**	**1.57**	**0.00**	**0.90**	**0.14**	**1.04**	**0.07**	**0.14**	**0.21**	**0.00**	**221.95**	**221.95**	**0.02**	**0.00**	**222.44**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2012	0.07	0.60	0.52	0.00	0.82	0.02	0.84	0.03	0.02	0.05	0.00	221.95	221.95	0.02	0.00	222.44
Total	**0.07**	**0.60**	**0.52**	**0.00**	**0.82**	**0.02**	**0.84**	**0.03**	**0.02**	**0.05**	**0.00**	**221.95**	**221.95**	**0.02**	**0.00**	**222.44**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.71	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Waste						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.71**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.71	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Waste						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.71**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.3 Vegetation

Vegetation

	ROG	NOx	CO	SO2	CO2e
Category	tons				MT
Vegetation Land Change					0.00
Total					**0.00**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Oxidation Catalyst for Construction Equipment

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

3.2 Grading - 2012

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.13	0.00	0.13	0.07	0.00	0.07	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.15	1.12	0.69	0.00		0.06	0.06		0.06	0.06	0.00	102.18	102.18	0.01	0.00	102.42
Total	**0.15**	**1.12**	**0.69**	**0.00**	**0.13**	**0.06**	**0.19**	**0.07**	**0.06**	**0.13**	**0.00**	**102.18**	**102.18**	**0.01**	**0.00**	**102.42**

3.2 Grading - 2012

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.06	0.59	0.43	0.00	0.76	0.02	0.78	0.00	0.02	0.02	0.00	66.33	66.33	0.00	0.00	66.39
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.84	2.84	0.00	0.00	2.85
Total	**0.06**	**0.59**	**0.47**	**0.00**	**0.76**	**0.02**	**0.78**	**0.00**	**0.02**	**0.02**	**0.00**	**69.17**	**69.17**	**0.00**	**0.00**	**69.24**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.05	0.00	0.05	0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	102.18	102.18	0.01	0.00	102.42
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.05**	**0.00**	**0.05**	**0.03**	**0.00**	**0.03**	**0.00**	**102.18**	**102.18**	**0.01**	**0.00**	**102.42**

3.2 Grading - 2012

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.06	0.59	0.43	0.00	0.76	0.02	0.78	0.00	0.02	0.02	0.00	66.33	66.33	0.00	0.00	66.39
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.84	2.84	0.00	0.00	2.85
Total	**0.06**	**0.59**	**0.47**	**0.00**	**0.76**	**0.02**	**0.78**	**0.00**	**0.02**	**0.02**	**0.00**	**69.17**	**69.17**	**0.00**	**0.00**	**69.24**

3.3 Paving - 2012

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.10	0.60	0.37	0.00		0.05	0.05		0.05	0.05	0.00	46.81	46.81	0.01	0.00	46.98
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.10**	**0.60**	**0.37**	**0.00**		**0.05**	**0.05**		**0.05**	**0.05**	**0.00**	**46.81**	**46.81**	**0.01**	**0.00**	**46.98**

3.3 Paving - 2012

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.01	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.79	3.79	0.00	0.00	3.80
Total	**0.00**	**0.01**	**0.05**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**3.79**	**3.79**	**0.00**	**0.00**	**3.80**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	46.81	46.81	0.01	0.00	46.98
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**46.81**	**46.81**	**0.01**	**0.00**	**46.98**

3.3 Paving - 2012

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.01	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.79	3.79	0.00	0.00	3.80
Total	**0.00**	**0.01**	**0.05**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**3.79**	**3.79**	**0.00**	**0.00**	**3.80**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NaturalGas Mitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NaturalGas Unmitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Parking Lot	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Parking Lot	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Parking Lot	0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Parking Lot	0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.71	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	0.71	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.16					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.55					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.71**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.16					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.55					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.71**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					0.00	0.00	0.00	0.00
Unmitigated					0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Parking Lot	0 / 0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Parking Lot	0 / 0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					0.00	0.00	0.00	0.00
Unmitigated					0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Parking Lot	0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Parking Lot	0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

9.0 Vegetation

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons				MT			
Unmitigated					0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

9.1 Vegetation Land Change

Vegetation Type

	Initial/Final	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	Acres	tons				MT			
Trees	10.09 / 10.09					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

Pebble Beach - Residential (Corp Yard)

Monterey County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Single Family Housing	10	Dwelling Unit

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.8	**Utility Company**	Pacific Gas & Electric Company
Climate Zone	4	**Precipitation Freq (Days)**	51		

1.3 User Entered Comments

Project Characteristics -

Land Use -

Construction Phase - Changed const. phases/dates

Grading - -

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Dust emission reductions based on Table 8-2 in MBUAPCD CEQA Air Quality Guidelines

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Vechicle Emission Factors - CO2 run and st adjusted to reflect no LCFS and Pavley for LDA, LDT1, LDT2, and MDV.

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2014	0.82	6.63	4.95	0.01	10.71	0.30	11.01	0.13	0.30	0.43	0.00	844.61	844.61	0.05	0.00	845.64
Total	**0.82**	**6.63**	**4.95**	**0.01**	**10.71**	**0.30**	**11.01**	**0.13**	**0.30**	**0.43**	**0.00**	**844.61**	**844.61**	**0.05**	**0.00**	**845.64**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2014	0.50	4.34	3.43	0.01	10.58	0.15	10.73	0.07	0.15	0.22	0.00	844.61	844.61	0.05	0.00	845.64
Total	**0.50**	**4.34**	**3.43**	**0.01**	**10.58**	**0.15**	**10.73**	**0.07**	**0.15**	**0.22**	**0.00**	**844.61**	**844.61**	**0.05**	**0.00**	**845.64**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.73	0.01	0.85	0.00		0.00	0.11		0.00	0.11	10.33	13.12	23.45	0.01	0.00	23.96
Energy	0.00	0.02	0.01	0.00		0.00	0.00		0.00	0.00	0.00	39.63	39.63	0.00	0.00	39.87
Mobile	0.15	0.38	1.75	0.00	0.14	0.01	0.15	0.01	0.01	0.02	0.00	151.07	151.07	0.01	0.00	151.32
Waste						0.00	0.00		0.00	0.00	2.59	0.00	2.59	0.15	0.00	5.80
Water						0.00	0.00		0.00	0.00	0.00	1.45	1.45	0.02	0.00	2.03
Total	**0.88**	**0.41**	**2.61**	**0.00**	**0.14**	**0.01**	**0.26**	**0.01**	**0.01**	**0.13**	**12.92**	**205.27**	**218.19**	**0.19**	**0.00**	**222.98**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.73	0.01	0.85	0.00		0.00	0.11		0.00	0.11	10.33	13.12	23.45	0.01	0.00	23.96
Energy	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	35.80	35.80	0.00	0.00	36.02
Mobile	0.15	0.38	1.75	0.00	0.14	0.01	0.15	0.01	0.01	0.02	0.00	151.07	151.07	0.01	0.00	151.32
Waste						0.00	0.00		0.00	0.00	1.30	0.00	1.30	0.08	0.00	2.90
Water						0.00	0.00		0.00	0.00	0.00	1.22	1.22	0.02	0.00	1.68
Total	**0.88**	**0.40**	**2.61**	**0.00**	**0.14**	**0.01**	**0.26**	**0.01**	**0.01**	**0.13**	**11.63**	**201.21**	**212.84**	**0.12**	**0.00**	**215.88**

2.3 Vegetation

Vegetation

	ROG	NOx	CO	SO2	CO2e
Category	tons				MT
Vegetation Land Change					0.00
Total					**0.00**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Oxidation Catalyst for Construction Equipment

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

3.2 Grading - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.21	0.00	0.21	0.11	0.00	0.11	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.19	1.48	0.98	0.00		0.08	0.08		0.08	0.08	0.00	154.45	154.45	0.02	0.00	154.78
Total	**0.19**	**1.48**	**0.98**	**0.00**	**0.21**	**0.08**	**0.29**	**0.11**	**0.08**	**0.19**	**0.00**	**154.45**	**154.45**	**0.02**	**0.00**	**154.78**

3.2 Grading - 2014

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.49	4.33	3.33	0.01	10.49	0.15	10.64	0.02	0.15	0.18	0.00	609.77	609.77	0.02	0.00	610.23
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.04	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	4.12	4.12	0.00	0.00	4.13
Total	**0.49**	**4.33**	**3.37**	**0.01**	**10.50**	**0.15**	**10.65**	**0.02**	**0.15**	**0.18**	**0.00**	**613.89**	**613.89**	**0.02**	**0.00**	**614.36**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.08	0.00	0.08	0.04	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	154.45	154.45	0.02	0.00	154.78
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.08**	**0.00**	**0.08**	**0.04**	**0.00**	**0.04**	**0.00**	**154.45**	**154.45**	**0.02**	**0.00**	**154.78**

3.2 Grading - 2014

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.49	4.33	3.33	0.01	10.49	0.15	10.64	0.02	0.15	0.18	0.00	609.77	609.77	0.02	0.00	610.23
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.04	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	4.12	4.12	0.00	0.00	4.13
Total	**0.49**	**4.33**	**3.37**	**0.01**	**10.50**	**0.15**	**10.65**	**0.02**	**0.15**	**0.18**	**0.00**	**613.89**	**613.89**	**0.02**	**0.00**	**614.36**

3.3 Paving - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.13	0.81	0.55	0.00		0.07	0.07		0.07	0.07	0.00	70.76	70.76	0.01	0.00	70.98
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.13**	**0.81**	**0.55**	**0.00**		**0.07**	**0.07**		**0.07**	**0.07**	**0.00**	**70.76**	**70.76**	**0.01**	**0.00**	**70.98**

3.3 Paving - 2014

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.01	0.06	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	5.50	5.50	0.00	0.00	5.51
Total	**0.00**	**0.01**	**0.06**	**0.00**	**0.01**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**5.50**	**5.50**	**0.00**	**0.00**	**5.51**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	70.76	70.76	0.01	0.00	70.98
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**70.76**	**70.76**	**0.01**	**0.00**	**70.98**

3.3 Paving - 2014

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.01	0.06	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	5.50	5.50	0.00	0.00	5.51
Total	**0.00**	**0.01**	**0.06**	**0.00**	**0.01**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**5.50**	**5.50**	**0.00**	**0.00**	**5.51**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.15	0.38	1.75	0.00	0.14	0.01	0.15	0.01	0.01	0.02	0.00	151.07	151.07	0.01	0.00	151.32
Unmitigated	0.15	0.38	1.75	0.00	0.14	0.01	0.15	0.01	0.01	0.02	0.00	151.07	151.07	0.01	0.00	151.32
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Single Family Housing	95.70	100.80	87.70	274,508	274,508
Total	95.70	100.80	87.70	274,508	274,508

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Single Family Housing	10.80	7.30	7.50	44.00	18.80	37.20

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	18.70	18.70	0.00	0.00	18.81
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	19.04	19.04	0.00	0.00	19.16
NaturalGas Mitigated	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	17.11	17.11	0.00	0.00	17.21
NaturalGas Unmitigated	0.00	0.02	0.01	0.00		0.00	0.00		0.00	0.00	0.00	20.59	20.59	0.00	0.00	20.72
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Single Family Housing	385854	0.00	0.02	0.01	0.00		0.00	0.00		0.00	0.00	0.00	20.59	20.59	0.00	0.00	20.72
Total		**0.00**	**0.02**	**0.01**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**20.59**	**20.59**	**0.00**	**0.00**	**20.72**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Single Family Housing	320594	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	17.11	17.11	0.00	0.00	17.21
Total		**0.00**	**0.01**	**0.01**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**17.11**	**17.11**	**0.00**	**0.00**	**17.21**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Single Family Housing	65444					19.04	0.00	0.00	19.16
Total						**19.04**	**0.00**	**0.00**	**19.16**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Single Family Housing	64264.6					18.70	0.00	0.00	18.81
Total						**18.70**	**0.00**	**0.00**	**18.81**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.73	0.01	0.85	0.00		0.00	0.11		0.00	0.11	10.33	13.12	23.45	0.01	0.00	23.96
Unmitigated	0.73	0.01	0.85	0.00		0.00	0.11		0.00	0.11	10.33	13.12	23.45	0.01	0.00	23.96
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.03					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.07					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	0.63	0.01	0.77	0.00		0.00	0.11		0.00	0.11	10.33	13.00	23.33	0.01	0.00	23.83
Landscaping	0.00	0.00	0.08	0.00		0.00	0.00		0.00	0.00	0.00	0.12	0.12	0.00	0.00	0.13
Total	**0.73**	**0.01**	**0.85**	**0.00**		**0.00**	**0.11**		**0.00**	**0.11**	**10.33**	**13.12**	**23.45**	**0.01**	**0.00**	**23.96**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.03					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.07					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	0.63	0.01	0.77	0.00		0.00	0.11		0.00	0.11	10.33	13.00	23.33	0.01	0.00	23.83
Landscaping	0.00	0.00	0.08	0.00		0.00	0.00		0.00	0.00	0.00	0.12	0.12	0.00	0.00	0.13
Total	**0.73**	**0.01**	**0.85**	**0.00**		**0.00**	**0.11**		**0.00**	**0.11**	**10.33**	**13.12**	**23.45**	**0.01**	**0.00**	**23.96**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					1.22	0.02	0.00	1.68
Unmitigated					1.45	0.02	0.00	2.03
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Single Family Housing	0.65154 / 0.410754					1.45	0.02	0.00	2.03
Total						**1.45**	**0.02**	**0.00**	**2.03**

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Single Family Housing	0.521232 / 0.385698					1.22	0.02	0.00	1.68
Total						**1.22**	**0.02**	**0.00**	**1.68**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					1.30	0.08	0.00	2.90
Unmitigated					2.59	0.15	0.00	5.80
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Single Family Housing	12.76					2.59	0.15	0.00	5.80
Total						**2.59**	**0.15**	**0.00**	**5.80**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Single Family Housing	6.38					1.30	0.08	0.00	2.90
Total						**1.30**	**0.08**	**0.00**	**2.90**

9.0 Vegetation

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons				MT			
Unmitigated					0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

9.1 Vegetation Land Change

Vegetation Type

	Initial/Final	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	Acres	tons				MT			
Trees	9.81 / 9.81					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

Pebble Beach - Residential (No V/Corp Yard)
Monterey County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Single Family Housing	64	Dwelling Unit

1.2 Other Project Characteristics

Urbanization Urban **Wind Speed (m/s)** 2.8 **Utility Company** Pacific Gas & Electric Company

Climate Zone 4 **Precipitation Freq (Days)** 51

1.3 User Entered Comments

Project Characteristics -

Land Use -

Construction Phase - Changed const. phases/dates

Grading - d

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Dust emission reductions based on Table 8-2 in MBUAPCD CEQA Air Quality Guidelines

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Vechicle Emission Factors - CO2 run and st adjusted to reflect no LCFS and Pavley for LDA, LDT1, LDT2, and MDV.

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2012	0.57	4.59	2.72	0.00	1.85	0.23	2.08	0.11	0.23	0.34	0.00	449.41	449.41	0.04	0.00	450.31
2013	0.07	0.41	0.27	0.00	0.00	0.04	0.04	0.00	0.04	0.04	0.00	33.31	33.31	0.01	0.00	33.42
Total	**0.64**	**5.00**	**2.99**	**0.00**	**1.85**	**0.27**	**2.12**	**0.11**	**0.27**	**0.38**	**0.00**	**482.72**	**482.72**	**0.05**	**0.00**	**483.73**

2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2012	0.10	0.84	0.71	0.00	1.72	0.03	1.75	0.05	0.03	0.08	0.00	449.41	449.41	0.04	0.00	450.31
2013	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	33.31	33.31	0.01	0.00	33.42
Total	**0.10**	**0.84**	**0.73**	**0.00**	**1.72**	**0.03**	**1.75**	**0.05**	**0.03**	**0.08**	**0.00**	**482.72**	**482.72**	**0.05**	**0.00**	**483.73**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	4.67	0.06	5.45	0.00		0.00	0.70		0.00	0.70	66.11	83.96	150.07	0.06	0.01	153.32
Energy	0.01	0.11	0.05	0.00		0.00	0.01		0.00	0.01	0.00	253.63	253.63	0.01	0.00	255.19
Mobile	0.98	2.42	11.18	0.01	0.89	0.08	0.97	0.04	0.08	0.12	0.00	966.82	966.82	0.08	0.00	968.46
Waste						0.00	0.00		0.00	0.00	16.34	0.00	16.34	0.97	0.00	36.63
Water						0.00	0.00		0.00	0.00	0.00	9.29	9.29	0.13	0.00	13.00
Total	**5.66**	**2.59**	**16.68**	**0.01**	**0.89**	**0.08**	**1.68**	**0.04**	**0.08**	**0.83**	**82.45**	**1,313.70**	**1,396.15**	**1.25**	**0.01**	**1,426.60**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	4.67	0.06	5.45	0.00		0.00	0.70		0.00	0.70	66.11	83.96	150.07	0.06	0.01	153.32
Energy	0.01	0.09	0.04	0.00		0.00	0.01		0.00	0.01	0.00	229.14	229.14	0.01	0.00	230.56
Mobile	0.98	2.42	11.18	0.01	0.89	0.08	0.97	0.04	0.08	0.12	0.00	966.82	966.82	0.08	0.00	968.46
Waste						0.00	0.00		0.00	0.00	8.17	0.00	8.17	0.48	0.00	18.31
Water						0.00	0.00		0.00	0.00	0.00	7.80	7.80	0.10	0.00	10.77
Total	**5.66**	**2.57**	**16.67**	**0.01**	**0.89**	**0.08**	**1.68**	**0.04**	**0.08**	**0.83**	**74.28**	**1,287.72**	**1,362.00**	**0.73**	**0.01**	**1,381.42**

2.3 Vegetation

Vegetation

	ROG	NOx	CO	SO2	CO2e
Category	tons				MT
Vegetation Land Change					0.00
Total					**0.00**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

3.2 Grading - 2012

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.20	0.00	0.20	0.11	0.00	0.11	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.41	3.38	1.79	0.00		0.16	0.16		0.16	0.16	0.00	320.00	320.00	0.03	0.00	320.70
Total	**0.41**	**3.38**	**1.79**	**0.00**	**0.20**	**0.16**	**0.36**	**0.11**	**0.16**	**0.27**	**0.00**	**320.00**	**320.00**	**0.03**	**0.00**	**320.70**

3.2 Grading - 2012

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.09	0.83	0.62	0.00	1.64	0.03	1.67	0.00	0.03	0.03	0.00	94.50	94.50	0.00	0.00	94.59
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.01	0.01	0.07	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	5.73	5.73	0.00	0.00	5.74
Total	**0.10**	**0.84**	**0.69**	**0.00**	**1.65**	**0.03**	**1.68**	**0.00**	**0.03**	**0.03**	**0.00**	**100.23**	**100.23**	**0.00**	**0.00**	**100.33**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.07	0.00	0.07	0.04	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	320.00	320.00	0.03	0.00	320.70
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.07**	**0.00**	**0.07**	**0.04**	**0.00**	**0.04**	**0.00**	**320.00**	**320.00**	**0.03**	**0.00**	**320.70**

3.2 Grading - 2012

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.09	0.83	0.62	0.00	1.64	0.03	1.67	0.00	0.03	0.03	0.00	94.50	94.50	0.00	0.00	94.59
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.01	0.01	0.07	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	5.73	5.73	0.00	0.00	5.74
Total	**0.10**	**0.84**	**0.69**	**0.00**	**1.65**	**0.03**	**1.68**	**0.00**	**0.03**	**0.03**	**0.00**	**100.23**	**100.23**	**0.00**	**0.00**	**100.33**

3.3 Paving - 2012

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.06	0.37	0.22	0.00		0.03	0.03		0.03	0.03	0.00	27.78	27.78	0.01	0.00	27.89
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.06**	**0.37**	**0.22**	**0.00**		**0.03**	**0.03**		**0.03**	**0.03**	**0.00**	**27.78**	**27.78**	**0.01**	**0.00**	**27.89**

3.3 Paving - 2012

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.39	1.39	0.00	0.00	1.39
Total	**0.00**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.39**	**1.39**	**0.00**	**0.00**	**1.39**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	27.78	27.78	0.01	0.00	27.89
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**27.78**	**27.78**	**0.01**	**0.00**	**27.89**

3.3 Paving - 2012

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.39	1.39	0.00	0.00	1.39
Total	**0.00**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.39**	**1.39**	**0.00**	**0.00**	**1.39**

3.3 Paving - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.07	0.41	0.25	0.00		0.04	0.04		0.04	0.04	0.00	31.75	31.75	0.01	0.00	31.87
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.07**	**0.41**	**0.25**	**0.00**		**0.04**	**0.04**		**0.04**	**0.04**	**0.00**	**31.75**	**31.75**	**0.01**	**0.00**	**31.87**

3.3 Paving - 2013

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.55	1.55	0.00	0.00	1.56
Total	**0.00**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.55**	**1.55**	**0.00**	**0.00**	**1.56**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	31.75	31.75	0.01	0.00	31.87
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**31.75**	**31.75**	**0.01**	**0.00**	**31.87**

3.3 Paving - 2013

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.55	1.55	0.00	0.00	1.56
Total	**0.00**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.55**	**1.55**	**0.00**	**0.00**	**1.56**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.98	2.42	11.18	0.01	0.89	0.08	0.97	0.04	0.08	0.12	0.00	966.82	966.82	0.08	0.00	968.46
Unmitigated	0.98	2.42	11.18	0.01	0.89	0.08	0.97	0.04	0.08	0.12	0.00	966.82	966.82	0.08	0.00	968.46
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Single Family Housing	612.48	645.12	561.28	1,756,848	1,756,848
Total	612.48	645.12	561.28	1,756,848	1,756,848

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Single Family Housing	10.80	7.30	7.50	44.00	18.80	37.20

5.0 Energy Detail

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	119.65	119.65	0.01	0.00	120.40
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	121.85	121.85	0.01	0.00	122.61
NaturalGas Mitigated	0.01	0.09	0.04	0.00		0.00	0.01		0.00	0.01	0.00	109.49	109.49	0.00	0.00	110.16
NaturalGas Unmitigated	0.01	0.11	0.05	0.00		0.00	0.01		0.00	0.01	0.00	131.78	131.78	0.00	0.00	132.58
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Single Family Housing	2.46946e+006	0.01	0.11	0.05	0.00		0.00	0.01		0.00	0.01	0.00	131.78	131.78	0.00	0.00	132.58
Total		**0.01**	**0.11**	**0.05**	**0.00**		**0.00**	**0.01**		**0.00**	**0.01**	**0.00**	**131.78**	**131.78**	**0.00**	**0.00**	**132.58**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Single Family Housing	2.0518e+006	0.01	0.09	0.04	0.00		0.00	0.01		0.00	0.01	0.00	109.49	109.49	0.00	0.00	110.16
Total		**0.01**	**0.09**	**0.04**	**0.00**		**0.00**	**0.01**		**0.00**	**0.01**	**0.00**	**109.49**	**109.49**	**0.00**	**0.00**	**110.16**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Single Family Housing	418842					121.85	0.01	0.00	122.61
Total						**121.85**	**0.01**	**0.00**	**122.61**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Single Family Housing	411294					119.65	0.01	0.00	120.40
Total						**119.65**	**0.01**	**0.00**	**120.40**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	4.67	0.06	5.45	0.00		0.00	0.70		0.00	0.70	66.11	83.96	150.07	0.06	0.01	153.32
Unmitigated	4.67	0.06	5.45	0.00		0.00	0.70		0.00	0.70	66.11	83.96	150.07	0.06	0.01	153.32
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.18					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.45					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	4.02	0.05	4.95	0.00		0.00	0.70		0.00	0.70	66.11	83.18	149.29	0.06	0.01	152.52
Landscaping	0.02	0.01	0.51	0.00		0.00	0.00		0.00	0.00	0.00	0.79	0.79	0.00	0.00	0.80
Total	**4.67**	**0.06**	**5.46**	**0.00**		**0.00**	**0.70**		**0.00**	**0.70**	**66.11**	**83.97**	**150.08**	**0.06**	**0.01**	**153.32**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.18					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.45					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	4.02	0.05	4.95	0.00		0.00	0.70		0.00	0.70	66.11	83.18	149.29	0.06	0.01	152.52
Landscaping	0.02	0.01	0.51	0.00		0.00	0.00		0.00	0.00	0.00	0.79	0.79	0.00	0.00	0.80
Total	**4.67**	**0.06**	**5.46**	**0.00**		**0.00**	**0.70**		**0.00**	**0.70**	**66.11**	**83.97**	**150.08**	**0.06**	**0.01**	**153.32**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					7.80	0.10	0.00	10.77
Unmitigated					9.29	0.13	0.00	13.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Single Family Housing	4.16986 / 2.62882					9.29	0.13	0.00	13.00
Total						**9.29**	**0.13**	**0.00**	**13.00**

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Single Family Housing	3.33589 / 2.46847					7.80	0.10	0.00	10.77
Total						**7.80**	**0.10**	**0.00**	**10.77**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					8.17	0.48	0.00	18.31
Unmitigated					16.34	0.97	0.00	36.63
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Single Family Housing	80.52					16.34	0.97	0.00	36.63
Total						**16.34**	**0.97**	**0.00**	**36.63**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Single Family Housing	40.26					8.17	0.48	0.00	18.31
Total						**8.17**	**0.48**	**0.00**	**18.31**

9.0 Vegetation

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons				MT			
Unmitigated					0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

9.1 Vegetation Land Change

Vegetation Type

	Initial/Final	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	Acres	tons				MT			
Trees	8.1 / 8.1					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

Pebble Beach - Residential (V)

Monterey County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Single Family Housing	14	Dwelling Unit

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.8	**Utility Company**	Pacific Gas & Electric Company
Climate Zone	4	**Precipitation Freq (Days)**	51		

1.3 User Entered Comments

Project Characteristics -

Land Use -

Construction Phase - Changed const. phases/dates

Grading - -

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Dust emission reductions based on Table 8-2 in MBUAPCD CEQA Air Quality Guidelines

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Vechicle Emission Factors - CO2 run and st adjusted to reflect no LCFS and Pavley for LDA, LDT1, LDT2, and MDV.

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.23	1.58	1.54	0.00	1.57	0.08	1.65	0.11	0.08	0.19	0.00	291.15	291.15	0.02	0.00	291.51
Total	**0.23**	**1.58**	**1.54**	**0.00**	**1.57**	**0.08**	**1.65**	**0.11**	**0.08**	**0.19**	**0.00**	**291.15**	**291.15**	**0.02**	**0.00**	**291.51**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.04	0.33	0.31	0.00	1.45	0.01	1.46	0.04	0.01	0.05	0.00	291.15	291.15	0.02	0.00	291.51
Total	**0.04**	**0.33**	**0.31**	**0.00**	**1.45**	**0.01**	**1.46**	**0.04**	**0.01**	**0.05**	**0.00**	**291.15**	**291.15**	**0.02**	**0.00**	**291.51**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.02	0.01	1.19	0.00		0.00	0.15		0.00	0.15	14.46	18.37	32.83	0.01	0.00	33.54
Energy	0.00	0.02	0.01	0.00		0.00	0.00		0.00	0.00	0.00	55.48	55.48	0.00	0.00	55.82
Mobile	0.21	0.53	2.45	0.00	0.19	0.02	0.21	0.01	0.02	0.03	0.00	211.49	211.49	0.02	0.00	211.85
Waste						0.00	0.00		0.00	0.00	3.57	0.00	3.57	0.21	0.00	8.01
Water						0.00	0.00		0.00	0.00	0.00	2.03	2.03	0.03	0.00	2.84
Total	**1.23**	**0.56**	**3.65**	**0.00**	**0.19**	**0.02**	**0.36**	**0.01**	**0.02**	**0.18**	**18.03**	**287.37**	**305.40**	**0.27**	**0.00**	**312.06**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.02	0.01	1.19	0.00		0.00	0.15		0.00	0.15	14.46	18.37	32.83	0.01	0.00	33.54
Energy	0.00	0.02	0.01	0.00		0.00	0.00		0.00	0.00	0.00	50.12	50.12	0.00	0.00	50.43
Mobile	0.21	0.53	2.45	0.00	0.19	0.02	0.21	0.01	0.02	0.03	0.00	211.49	211.49	0.02	0.00	211.85
Waste						0.00	0.00		0.00	0.00	1.79	0.00	1.79	0.11	0.00	4.00
Water						0.00	0.00		0.00	0.00	0.00	1.71	1.71	0.02	0.00	2.36
Total	**1.23**	**0.56**	**3.65**	**0.00**	**0.19**	**0.02**	**0.36**	**0.01**	**0.02**	**0.18**	**16.25**	**281.69**	**297.94**	**0.16**	**0.00**	**302.18**

2.3 Vegetation

Vegetation

	ROG	NOx	CO	SO2	CO2e
Category	tons				MT
Vegetation Land Change					0.00
Total					**0.00**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Oxidation Catalyst for Construction Equipment

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

3.2 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.20	0.00	0.20	0.11	0.00	0.11	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.13	0.88	0.87	0.00		0.04	0.04		0.04	0.04	0.00	154.45	154.45	0.01	0.00	154.67
Total	**0.13**	**0.88**	**0.87**	**0.00**	**0.20**	**0.04**	**0.24**	**0.11**	**0.04**	**0.15**	**0.00**	**154.45**	**154.45**	**0.01**	**0.00**	**154.67**

3.2 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.04	0.32	0.26	0.00	1.36	0.01	1.37	0.00	0.01	0.01	0.00	80.72	80.72	0.00	0.00	80.75
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.03	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	3.63	3.63	0.00	0.00	3.64
Total	**0.04**	**0.32**	**0.29**	**0.00**	**1.37**	**0.01**	**1.38**	**0.00**	**0.01**	**0.01**	**0.00**	**84.35**	**84.35**	**0.00**	**0.00**	**84.39**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.07	0.00	0.07	0.04	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	154.45	154.45	0.01	0.00	154.67
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.07**	**0.00**	**0.07**	**0.04**	**0.00**	**0.04**	**0.00**	**154.45**	**154.45**	**0.01**	**0.00**	**154.67**

3.2 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.04	0.32	0.26	0.00	1.36	0.01	1.37	0.00	0.01	0.01	0.00	80.72	80.72	0.00	0.00	80.75
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.03	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	3.63	3.63	0.00	0.00	3.64
Total	**0.04**	**0.32**	**0.29**	**0.00**	**1.37**	**0.01**	**1.38**	**0.00**	**0.01**	**0.01**	**0.00**	**84.35**	**84.35**	**0.00**	**0.00**	**84.39**

3.3 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.06	0.37	0.36	0.00		0.03	0.03		0.03	0.03	0.00	48.99	48.99	0.00	0.00	49.09
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.06**	**0.37**	**0.36**	**0.00**		**0.03**	**0.03**		**0.03**	**0.03**	**0.00**	**48.99**	**48.99**	**0.00**	**0.00**	**49.09**

3.3 Paving - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	3.35	3.35	0.00	0.00	3.36
Total	**0.00**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**3.35**	**3.35**	**0.00**	**0.00**	**3.36**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	48.99	48.99	0.00	0.00	49.09
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**48.99**	**48.99**	**0.00**	**0.00**	**49.09**

3.3 Paving - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	3.35	3.35	0.00	0.00	3.36
Total	**0.00**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**3.35**	**3.35**	**0.00**	**0.00**	**3.36**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.21	0.53	2.45	0.00	0.19	0.02	0.21	0.01	0.02	0.03	0.00	211.49	211.49	0.02	0.00	211.85
Unmitigated	0.21	0.53	2.45	0.00	0.19	0.02	0.21	0.01	0.02	0.03	0.00	211.49	211.49	0.02	0.00	211.85
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Single Family Housing	133.98	141.12	122.78	384,311	384,311
Total	133.98	141.12	122.78	384,311	384,311

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Single Family Housing	10.80	7.30	7.50	44.00	18.80	37.20

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	26.17	26.17	0.00	0.00	26.34
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	26.65	26.65	0.00	0.00	26.82
NaturalGas Mitigated	0.00	0.02	0.01	0.00		0.00	0.00		0.00	0.00	0.00	23.95	23.95	0.00	0.00	24.10
NaturalGas Unmitigated	0.00	0.02	0.01	0.00		0.00	0.00		0.00	0.00	0.00	28.83	28.83	0.00	0.00	29.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Single Family Housing	540195	0.00	0.02	0.01	0.00		0.00	0.00		0.00	0.00	0.00	28.83	28.83	0.00	0.00	29.00
Total		**0.00**	**0.02**	**0.01**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**28.83**	**28.83**	**0.00**	**0.00**	**29.00**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Single Family Housing	448831	0.00	0.02	0.01	0.00		0.00	0.00		0.00	0.00	0.00	23.95	23.95	0.00	0.00	24.10
Total		**0.00**	**0.02**	**0.01**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**23.95**	**23.95**	**0.00**	**0.00**	**24.10**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Single Family Housing	91621.6					26.65	0.00	0.00	26.82
Total						**26.65**	**0.00**	**0.00**	**26.82**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Single Family Housing	89970.5					26.17	0.00	0.00	26.34
Total						**26.17**	**0.00**	**0.00**	**26.34**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.02	0.01	1.19	0.00		0.00	0.15		0.00	0.15	14.46	18.37	32.83	0.01	0.00	33.54
Unmitigated	1.02	0.01	1.19	0.00		0.00	0.15		0.00	0.15	14.46	18.37	32.83	0.01	0.00	33.54
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.04					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.10					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	0.88	0.01	1.08	0.00		0.00	0.15		0.00	0.15	14.46	18.19	32.66	0.01	0.00	33.36
Landscaping	0.00	0.00	0.11	0.00		0.00	0.00		0.00	0.00	0.00	0.17	0.17	0.00	0.00	0.18
Total	**1.02**	**0.01**	**1.19**	**0.00**		**0.00**	**0.15**		**0.00**	**0.15**	**14.46**	**18.36**	**32.83**	**0.01**	**0.00**	**33.54**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.04					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.10					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	0.88	0.01	1.08	0.00		0.00	0.15		0.00	0.15	14.46	18.19	32.66	0.01	0.00	33.36
Landscaping	0.00	0.00	0.11	0.00		0.00	0.00		0.00	0.00	0.00	0.17	0.17	0.00	0.00	0.18
Total	**1.02**	**0.01**	**1.19**	**0.00**		**0.00**	**0.15**		**0.00**	**0.15**	**14.46**	**18.36**	**32.83**	**0.01**	**0.00**	**33.54**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					1.71	0.02	0.00	2.36
Unmitigated					2.03	0.03	0.00	2.84
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Single Family Housing	0.912156 / 0.575055					2.03	0.03	0.00	2.84
Total						**2.03**	**0.03**	**0.00**	**2.84**

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Single Family Housing	0.729725 / 0.539977					1.71	0.02	0.00	2.36
Total						**1.71**	**0.02**	**0.00**	**2.36**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					1.79	0.11	0.00	4.00
Unmitigated					3.57	0.21	0.00	8.01
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Single Family Housing	17.6					3.57	0.21	0.00	8.01
Total						**3.57**	**0.21**	**0.00**	**8.01**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Single Family Housing	8.8					1.79	0.11	0.00	4.00
Total						**1.79**	**0.11**	**0.00**	**4.00**

9.0 Vegetation

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons				MT			
Unmitigated					0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

9.1 Vegetation Land Change

Vegetation Type

	Initial/Final	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	Acres	tons				MT			
Trees	9.81 / 9.81					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

Pebble Beach - SBI Conference Center Meeting
Monterey County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Office Building	3.96	1000sqft

1.2 Other Project Characteristics

Urbanization Urban **Wind Speed (m/s)** 2.8 **Utility Company** Pacific Gas & Electric Company

Climate Zone 4 **Precipitation Freq (Days)** 51

1.3 User Entered Comments

Project Characteristics -

Land Use - -

Construction Phase - Changed const. phases/dates

Off-road Equipment - +

Trips and VMT -

Grading - -

Vehicle Trips - +

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Dust emission reductions based on Table 8-2 in MBUAPCD CEQA Air Quality Guidelines

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Vechicle Emission Factors - CO2 run and st adjusted to reflect no LCFS and Pavley for LDA, LDT1, LDT2, and MDV.

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2014	0.36	2.36	1.75	0.00	0.57	0.13	0.70	0.01	0.13	0.14	0.00	290.16	290.16	0.02	0.00	290.63
Total	**0.36**	**2.36**	**1.75**	**0.00**	**0.57**	**0.13**	**0.70**	**0.01**	**0.13**	**0.14**	**0.00**	**290.16**	**290.16**	**0.02**	**0.00**	**290.63**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2014	0.13	0.72	0.59	0.00	0.56	0.03	0.59	0.01	0.03	0.03	0.00	290.16	290.16	0.02	0.00	290.63
Total	**0.13**	**0.72**	**0.59**	**0.00**	**0.56**	**0.03**	**0.59**	**0.01**	**0.03**	**0.03**	**0.00**	**290.16**	**290.16**	**0.02**	**0.00**	**290.63**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.02	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	26.35	26.35	0.00	0.00	26.51
Mobile	0.02	0.04	0.21	0.00	0.02	0.00	0.02	0.00	0.00	0.00	0.00	17.32	17.32	0.00	0.00	17.35
Waste						0.00	0.00		0.00	0.00	0.75	0.00	0.75	0.04	0.00	1.67
Water						0.00	0.00		0.00	0.00	0.00	1.56	1.56	0.02	0.00	2.18
Total	**0.04**	**0.04**	**0.21**	**0.00**	**0.02**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.75**	**45.23**	**45.98**	**0.06**	**0.00**	**47.71**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.02	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	23.90	23.90	0.00	0.00	24.05
Mobile	0.02	0.04	0.21	0.00	0.02	0.00	0.02	0.00	0.00	0.00	0.00	17.32	17.32	0.00	0.00	17.35
Waste						0.00	0.00		0.00	0.00	0.37	0.00	0.37	0.02	0.00	0.84
Water						0.00	0.00		0.00	0.00	0.00	1.31	1.31	0.02	0.00	1.81
Total	**0.04**	**0.04**	**0.21**	**0.00**	**0.02**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.37**	**42.53**	**42.90**	**0.04**	**0.00**	**44.05**

2.3 Vegetation

Vegetation

	ROG	NOx	CO	SO2	CO2e
Category	tons				MT
Vegetation Land Change					0.00
Total					**0.00**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Oxidation Catalyst for Construction Equipment

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

3.2 Grading - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.02	0.14	0.10	0.00		0.01	0.01		0.01	0.01	0.00	14.06	14.06	0.00	0.00	14.09
Total	**0.02**	**0.14**	**0.10**	**0.00**	**0.01**	**0.01**	**0.02**	**0.00**	**0.01**	**0.01**	**0.00**	**14.06**	**14.06**	**0.00**	**0.00**	**14.09**

3.2 Grading - 2014

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.08	0.71	0.54	0.00	0.56	0.02	0.58	0.00	0.02	0.03	0.00	99.51	99.51	0.00	0.00	99.58
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.89	0.89	0.00	0.00	0.89
Total	**0.08**	**0.71**	**0.55**	**0.00**	**0.56**	**0.02**	**0.58**	**0.00**	**0.02**	**0.03**	**0.00**	**100.40**	**100.40**	**0.00**	**0.00**	**100.47**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	14.06	14.06	0.00	0.00	14.09
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**14.06**	**14.06**	**0.00**	**0.00**	**14.09**

3.2 Grading - 2014

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.08	0.71	0.54	0.00	0.56	0.02	0.58	0.00	0.02	0.03	0.00	99.51	99.51	0.00	0.00	99.58
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.89	0.89	0.00	0.00	0.89
Total	**0.08**	**0.71**	**0.55**	**0.00**	**0.56**	**0.02**	**0.58**	**0.00**	**0.02**	**0.03**	**0.00**	**100.40**	**100.40**	**0.00**	**0.00**	**100.47**

3.3 Building Construction - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.18	1.31	0.93	0.00		0.08	0.08		0.08	0.08	0.00	153.50	153.50	0.01	0.00	153.80
Total	**0.18**	**1.31**	**0.93**	**0.00**		**0.08**	**0.08**		**0.08**	**0.08**	**0.00**	**153.50**	**153.50**	**0.01**	**0.00**	**153.80**

3.3 Building Construction - 2014

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.10	2.10	0.00	0.00	2.10
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.74	0.74	0.00	0.00	0.74
Total	**0.00**	**0.01**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.84**	**2.84**	**0.00**	**0.00**	**2.84**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	153.50	153.50	0.01	0.00	153.80
Total	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**153.50**	**153.50**	**0.01**	**0.00**	**153.80**

3.3 Building Construction - 2014

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.10	2.10	0.00	0.00	2.10
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.74	0.74	0.00	0.00	0.74
Total	**0.00**	**0.01**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.84**	**2.84**	**0.00**	**0.00**	**2.84**

3.4 Architechtural Coating - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.05					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.03	0.19	0.13	0.00		0.02	0.02		0.02	0.02	0.00	17.62	17.62	0.00	0.00	17.67
Total	**0.08**	**0.19**	**0.13**	**0.00**		**0.02**	**0.02**		**0.02**	**0.02**	**0.00**	**17.62**	**17.62**	**0.00**	**0.00**	**17.67**

3.4 Architechtural Coating - 2014

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.75	1.75	0.00	0.00	1.75
Total	**0.00**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.75**	**1.75**	**0.00**	**0.00**	**1.75**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.05					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	17.62	17.62	0.00	0.00	17.67
Total	**0.05**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**17.62**	**17.62**	**0.00**	**0.00**	**17.67**

3.4 Architechtural Coating - 2014

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.75	1.75	0.00	0.00	1.75
Total	**0.00**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.75**	**1.75**	**0.00**	**0.00**	**1.75**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.02	0.04	0.21	0.00	0.02	0.00	0.02	0.00	0.00	0.00	0.00	17.32	17.32	0.00	0.00	17.35
Unmitigated	0.02	0.04	0.21	0.00	0.02	0.00	0.02	0.00	0.00	0.00	0.00	17.32	17.32	0.00	0.00	17.35
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	15.68	9.39	3.88	31,297	31,297
Total	15.68	9.39	3.88	31,297	31,297

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	20.99	20.99	0.00	0.00	21.12
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	22.71	22.71	0.00	0.00	22.85
NaturalGas Mitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	2.91	2.91	0.00	0.00	2.93
NaturalGas Unmitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	3.64	3.64	0.00	0.00	3.66
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
General Office Building	68191.2	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	3.64	3.64	0.00	0.00	3.66
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**3.64**	**3.64**	**0.00**	**0.00**	**3.66**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
General Office Building	54600.5	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	2.91	2.91	0.00	0.00	2.93
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**2.91**	**2.91**	**0.00**	**0.00**	**2.93**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
General Office Building	78051.6					22.71	0.00	0.00	22.85
Total						**22.71**	**0.00**	**0.00**	**22.85**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
General Office Building	72143.3					20.99	0.00	0.00	21.12
Total						**20.99**	**0.00**	**0.00**	**21.12**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.02	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	0.02	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.02					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.02**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.02					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.02**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					1.31	0.02	0.00	1.81
Unmitigated					1.56	0.02	0.00	2.18
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
General Office Building	0.703826 / 0.431377					1.56	0.02	0.00	2.18
Total						**1.56**	**0.02**	**0.00**	**2.18**

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
General Office Building	0.563061 / 0.405063					1.31	0.02	0.00	1.81
Total						**1.31**	**0.02**	**0.00**	**1.81**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					0.37	0.02	0.00	0.84
Unmitigated					0.75	0.04	0.00	1.67
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
General Office Building	3.68					0.75	0.04	0.00	1.67
Total						**0.75**	**0.04**	**0.00**	**1.67**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
General Office Building	1.84					0.37	0.02	0.00	0.84
Total						**0.37**	**0.02**	**0.00**	**0.84**

9.0 Vegetation

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons				MT			
Unmitigated					0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

9.1 Vegetation Land Change

Vegetation Type

	Initial/Final	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	Acres	tons				MT			
Trees	10.09 / 10.09					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

Pebble Beach - SBI Guest Cottages
Monterey County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Hotel	40	Room

1.2 Other Project Characteristics

Urbanization Urban **Wind Speed (m/s)** 2.8 **Utility Company** Pacific Gas & Electric Company

Climate Zone 4 **Precipitation Freq (Days)** 51

1.3 User Entered Comments

Project Characteristics -

Land Use - -

Construction Phase - Changed const. phases/dates

Off-road Equipment -

Off-road Equipment -

Off-road Equipment - +

Trips and VMT -

Grading - -

Vehicle Trips - +

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Dust emission reductions based on Table 8-2 in MBUAPCD CEQA Air Quality Guidelines

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Vechicle Emission Factors - CO2 run and st adjusted to reflect no LCFS and Pavley for LDA, LDT1, LDT2, and MDV.

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.71	4.60	4.21	0.01	0.47	0.29	0.76	0.07	0.29	0.37	0.00	642.77	642.77	0.06	0.00	643.98
2018	0.97	1.86	1.88	0.00	0.05	0.12	0.17	0.00	0.12	0.12	0.00	282.81	282.81	0.02	0.00	283.31
Total	**1.68**	**6.46**	**6.09**	**0.01**	**0.52**	**0.41**	**0.93**	**0.07**	**0.41**	**0.49**	**0.00**	**925.58**	**925.58**	**0.08**	**0.00**	**927.29**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.05	0.24	0.45	0.01	0.39	0.01	0.40	0.03	0.01	0.04	0.00	642.77	642.77	0.06	0.00	643.98
2018	0.69	0.06	0.17	0.00	0.05	0.00	0.05	0.00	0.00	0.00	0.00	282.81	282.81	0.02	0.00	283.31
Total	**0.74**	**0.30**	**0.62**	**0.01**	**0.44**	**0.01**	**0.45**	**0.03**	**0.01**	**0.04**	**0.00**	**925.58**	**925.58**	**0.08**	**0.00**	**927.29**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.29	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.01	0.13	0.11	0.00		0.00	0.01		0.00	0.01	0.00	286.35	286.35	0.01	0.01	288.12
Mobile	0.27	0.62	3.00	0.00	0.21	0.02	0.23	0.01	0.02	0.03	0.00	233.98	233.98	0.02	0.00	234.40
Waste						0.00	0.00		0.00	0.00	4.45	0.00	4.45	0.26	0.00	9.96
Water						0.00	0.00		0.00	0.00	0.00	1.72	1.72	0.03	0.00	2.62
Total	**0.57**	**0.75**	**3.11**	**0.00**	**0.21**	**0.02**	**0.24**	**0.01**	**0.02**	**0.04**	**4.45**	**522.05**	**526.50**	**0.32**	**0.01**	**535.10**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.29	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.01	0.11	0.09	0.00		0.00	0.01		0.00	0.01	0.00	252.10	252.10	0.01	0.00	253.66
Mobile	0.27	0.62	3.00	0.00	0.21	0.02	0.23	0.01	0.02	0.03	0.00	233.98	233.98	0.02	0.00	234.40
Waste						0.00	0.00		0.00	0.00	2.22	0.00	2.22	0.13	0.00	4.98
Water						0.00	0.00		0.00	0.00	0.00	1.39	1.39	0.02	0.00	2.11
Total	**0.57**	**0.73**	**3.09**	**0.00**	**0.21**	**0.02**	**0.24**	**0.01**	**0.02**	**0.04**	**2.22**	**487.47**	**489.69**	**0.18**	**0.00**	**495.15**

2.3 Vegetation

Vegetation

	ROG	NOx	CO	SO2	CO2e
Category	tons				MT
Vegetation Land Change					0.00
Total					**0.00**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Oxidation Catalyst for Construction Equipment

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

3.2 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.13	0.00	0.13	0.07	0.00	0.07	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.10	0.76	0.60	0.00		0.04	0.04		0.04	0.04	0.00	102.18	102.18	0.01	0.00	102.36
Total	**0.10**	**0.76**	**0.60**	**0.00**	**0.13**	**0.04**	**0.17**	**0.07**	**0.04**	**0.11**	**0.00**	**102.18**	**102.18**	**0.01**	**0.00**	**102.36**

3.2 Grading - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.01	0.12	0.09	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.00	22.25	22.25	0.00	0.00	22.26
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.55	2.55	0.00	0.00	2.55
Total	**0.01**	**0.12**	**0.11**	**0.00**	**0.25**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**24.80**	**24.80**	**0.00**	**0.00**	**24.81**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.05	0.00	0.05	0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	102.18	102.18	0.01	0.00	102.36
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.05**	**0.00**	**0.05**	**0.03**	**0.00**	**0.03**	**0.00**	**102.18**	**102.18**	**0.01**	**0.00**	**102.36**

3.2 Grading - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.01	0.12	0.09	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.00	22.25	22.25	0.00	0.00	22.26
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.55	2.55	0.00	0.00	2.55
Total	**0.01**	**0.12**	**0.11**	**0.00**	**0.25**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**24.80**	**24.80**	**0.00**	**0.00**	**24.81**

3.3 Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.04	0.23	0.19	0.00		0.02	0.02		0.02	0.02	0.00	25.04	25.04	0.00	0.00	25.10
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.04**	**0.23**	**0.19**	**0.00**		**0.02**	**0.02**		**0.02**	**0.02**	**0.00**	**25.04**	**25.04**	**0.00**	**0.00**	**25.10**

3.3 Paving - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.82	1.82	0.00	0.00	1.82
Total	**0.00**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.82**	**1.82**	**0.00**	**0.00**	**1.82**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	25.04	25.04	0.00	0.00	25.10
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**25.04**	**25.04**	**0.00**	**0.00**	**25.10**

3.3 Paving - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.82	1.82	0.00	0.00	1.82
Total	**0.00**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.82**	**1.82**	**0.00**	**0.00**	**1.82**

3.4 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.52	3.37	2.97	0.01		0.23	0.23		0.23	0.23	0.00	443.98	443.98	0.04	0.00	444.88
Total	**0.52**	**3.37**	**2.97**	**0.01**		**0.23**	**0.23**		**0.23**	**0.23**	**0.00**	**443.98**	**443.98**	**0.04**	**0.00**	**444.88**

3.4 Building Construction - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.01	0.09	0.09	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	18.51	18.51	0.00	0.00	18.52
Worker	0.02	0.03	0.23	0.00	0.07	0.00	0.07	0.00	0.00	0.00	0.00	26.45	26.45	0.00	0.00	26.49
Total	**0.03**	**0.12**	**0.32**	**0.00**	**0.08**	**0.00**	**0.08**	**0.00**	**0.00**	**0.00**	**0.00**	**44.96**	**44.96**	**0.00**	**0.00**	**45.01**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.00	0.00	0.00	0.01		0.00	0.00		0.00	0.00	0.00	443.98	443.98	0.04	0.00	444.88
Total	**0.00**	**0.00**	**0.00**	**0.01**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**443.98**	**443.98**	**0.04**	**0.00**	**444.88**

3.4 Building Construction - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.01	0.09	0.09	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	18.51	18.51	0.00	0.00	18.52
Worker	0.02	0.03	0.23	0.00	0.07	0.00	0.07	0.00	0.00	0.00	0.00	26.45	26.45	0.00	0.00	26.49
Total	**0.03**	**0.12**	**0.32**	**0.00**	**0.08**	**0.00**	**0.08**	**0.00**	**0.00**	**0.00**	**0.00**	**44.96**	**44.96**	**0.00**	**0.00**	**45.01**

3.4 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.27	1.75	1.67	0.00		0.11	0.11		0.11	0.11	0.00	251.20	251.20	0.02	0.00	251.67
Total	**0.27**	**1.75**	**1.67**	**0.00**		**0.11**	**0.11**		**0.11**	**0.11**	**0.00**	**251.20**	**251.20**	**0.02**	**0.00**	**251.67**

3.4 Building Construction - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.01	0.05	0.05	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	10.49	10.49	0.00	0.00	10.50
Worker	0.01	0.01	0.12	0.00	0.04	0.00	0.04	0.00	0.00	0.00	0.00	14.65	14.65	0.00	0.00	14.68
Total	**0.02**	**0.06**	**0.17**	**0.00**	**0.05**	**0.00**	**0.05**	**0.00**	**0.00**	**0.00**	**0.00**	**25.14**	**25.14**	**0.00**	**0.00**	**25.18**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	251.20	251.20	0.02	0.00	251.67
Total	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**251.20**	**251.20**	**0.02**	**0.00**	**251.67**

3.4 Building Construction - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.01	0.05	0.05	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	10.49	10.49	0.00	0.00	10.50
Worker	0.01	0.01	0.12	0.00	0.04	0.00	0.04	0.00	0.00	0.00	0.00	14.65	14.65	0.00	0.00	14.68
Total	**0.02**	**0.06**	**0.17**	**0.00**	**0.05**	**0.00**	**0.05**	**0.00**	**0.00**	**0.00**	**0.00**	**25.14**	**25.14**	**0.00**	**0.00**	**25.18**

3.5 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.67					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.01	0.04	0.04	0.00		0.00	0.00		0.00	0.00	0.00	5.61	5.61	0.00	0.00	5.62
Total	**0.68**	**0.04**	**0.04**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**5.61**	**5.61**	**0.00**	**0.00**	**5.62**

3.5 Architectural Coating - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.85	0.85	0.00	0.00	0.85
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.85**	**0.85**	**0.00**	**0.00**	**0.85**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.67					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	5.61	5.61	0.00	0.00	5.62
Total	**0.67**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**5.61**	**5.61**	**0.00**	**0.00**	**5.62**

3.5 Architectural Coating - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.85	0.85	0.00	0.00	0.85
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.85**	**0.85**	**0.00**	**0.00**	**0.85**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.27	0.62	3.00	0.00	0.21	0.02	0.23	0.01	0.02	0.03	0.00	233.98	233.98	0.02	0.00	234.40
Unmitigated	0.27	0.62	3.00	0.00	0.21	0.02	0.23	0.01	0.02	0.03	0.00	233.98	233.98	0.02	0.00	234.40
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Hotel	196.00	327.60	238.00	419,505	419,505
Total	196.00	327.60	238.00	419,505	419,505

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Hotel	9.50	7.30	7.30	19.40	61.60	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	134.16	134.16	0.01	0.00	135.00
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	142.60	142.60	0.01	0.00	143.50
NaturalGas Mitigated	0.01	0.11	0.09	0.00		0.00	0.01		0.00	0.01	0.00	117.94	117.94	0.00	0.00	118.66
NaturalGas Unmitigated	0.01	0.13	0.11	0.00		0.00	0.01		0.00	0.01	0.00	143.75	143.75	0.00	0.00	144.62
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Hotel	2.69375e+006	0.01	0.13	0.11	0.00		0.00	0.01		0.00	0.01	0.00	143.75	143.75	0.00	0.00	144.62
Total		**0.01**	**0.13**	**0.11**	**0.00**		**0.00**	**0.01**		**0.00**	**0.01**	**0.00**	**143.75**	**143.75**	**0.00**	**0.00**	**144.62**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Hotel	2.21018e+006	0.01	0.11	0.09	0.00		0.00	0.01		0.00	0.01	0.00	117.94	117.94	0.00	0.00	118.66
Total		**0.01**	**0.11**	**0.09**	**0.00**		**0.00**	**0.01**		**0.00**	**0.01**	**0.00**	**117.94**	**117.94**	**0.00**	**0.00**	**118.66**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Hotel	490195					142.60	0.01	0.00	143.50
Total						**142.60**	**0.01**	**0.00**	**143.50**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Hotel	461155					134.16	0.01	0.00	135.00
Total						**134.16**	**0.01**	**0.00**	**135.00**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.29	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	0.29	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.07					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.23					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.30**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.07					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.23					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.30**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					1.39	0.02	0.00	2.11
Unmitigated					1.72	0.03	0.00	2.62
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Hotel	1.01467 / 0.112741					1.72	0.03	0.00	2.62
Total						**1.72**	**0.03**	**0.00**	**2.62**

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Hotel	0.811737 / 0.105864					1.39	0.02	0.00	2.11
Total						**1.39**	**0.02**	**0.00**	**2.11**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					2.22	0.13	0.00	4.98
Unmitigated					4.45	0.26	0.00	9.96
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Hotel	21.9					4.45	0.26	0.00	9.96
Total						**4.45**	**0.26**	**0.00**	**9.96**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Hotel	10.95					2.22	0.13	0.00	4.98
Total						**2.22**	**0.13**	**0.00**	**4.98**

9.0 Vegetation

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons				MT			
Unmitigated					0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

9.1 Vegetation Land Change

Vegetation Type

	Initial/Final	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	Acres	tons				MT			
Trees	10.09 / 10.09					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

Pebble Beach - SBI New Employee Parking Lot

Monterey County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Parking Lot	3.21	Acre

1.2 Other Project Characteristics

Urbanization Urban **Wind Speed (m/s)** 2.8 **Utility Company** Pacific Gas & Electric Company

Climate Zone 4 **Precipitation Freq (Days)** 51

1.3 User Entered Comments

Project Characteristics -

Land Use - -

Construction Phase - Changed const. phases/dates

Grading - -

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Dust emission reductions based on Table 8-2 in MBUAPCD CEQA Air Quality Guidelines

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Vechicle Emission Factors - CO2 run and st adjusted to reflect no LCFS and Pavley for LDA, LDT1, LDT2, and MDV.

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2012	0.32	2.31	1.57	0.00	0.90	0.14	1.04	0.07	0.14	0.21	0.00	221.95	221.95	0.02	0.00	222.44
Total	**0.32**	**2.31**	**1.57**	**0.00**	**0.90**	**0.14**	**1.04**	**0.07**	**0.14**	**0.21**	**0.00**	**221.95**	**221.95**	**0.02**	**0.00**	**222.44**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2012	0.07	0.60	0.52	0.00	0.82	0.02	0.84	0.03	0.02	0.05	0.00	221.95	221.95	0.02	0.00	222.44
Total	**0.07**	**0.60**	**0.52**	**0.00**	**0.82**	**0.02**	**0.84**	**0.03**	**0.02**	**0.05**	**0.00**	**221.95**	**221.95**	**0.02**	**0.00**	**222.44**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.71	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Waste						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.71**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.71	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Waste						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.71**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.3 Vegetation

Vegetation

	ROG	NOx	CO	SO2	CO2e
Category	tons				MT
Vegetation Land Change					0.00
Total					**0.00**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Oxidation Catalyst for Construction Equipment

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

3.2 Grading - 2012

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.13	0.00	0.13	0.07	0.00	0.07	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.15	1.12	0.69	0.00		0.06	0.06		0.06	0.06	0.00	102.18	102.18	0.01	0.00	102.42
Total	**0.15**	**1.12**	**0.69**	**0.00**	**0.13**	**0.06**	**0.19**	**0.07**	**0.06**	**0.13**	**0.00**	**102.18**	**102.18**	**0.01**	**0.00**	**102.42**

3.2 Grading - 2012

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.06	0.59	0.43	0.00	0.76	0.02	0.78	0.00	0.02	0.02	0.00	66.33	66.33	0.00	0.00	66.39
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.84	2.84	0.00	0.00	2.85
Total	**0.06**	**0.59**	**0.47**	**0.00**	**0.76**	**0.02**	**0.78**	**0.00**	**0.02**	**0.02**	**0.00**	**69.17**	**69.17**	**0.00**	**0.00**	**69.24**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.05	0.00	0.05	0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	102.18	102.18	0.01	0.00	102.42
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.05**	**0.00**	**0.05**	**0.03**	**0.00**	**0.03**	**0.00**	**102.18**	**102.18**	**0.01**	**0.00**	**102.42**

3.2 Grading - 2012

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.06	0.59	0.43	0.00	0.76	0.02	0.78	0.00	0.02	0.02	0.00	66.33	66.33	0.00	0.00	66.39
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.84	2.84	0.00	0.00	2.85
Total	**0.06**	**0.59**	**0.47**	**0.00**	**0.76**	**0.02**	**0.78**	**0.00**	**0.02**	**0.02**	**0.00**	**69.17**	**69.17**	**0.00**	**0.00**	**69.24**

3.3 Paving - 2012

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.10	0.60	0.37	0.00		0.05	0.05		0.05	0.05	0.00	46.81	46.81	0.01	0.00	46.98
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.10**	**0.60**	**0.37**	**0.00**		**0.05**	**0.05**		**0.05**	**0.05**	**0.00**	**46.81**	**46.81**	**0.01**	**0.00**	**46.98**

3.3 Paving - 2012

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.01	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.79	3.79	0.00	0.00	3.80
Total	**0.00**	**0.01**	**0.05**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**3.79**	**3.79**	**0.00**	**0.00**	**3.80**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	46.81	46.81	0.01	0.00	46.98
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**46.81**	**46.81**	**0.01**	**0.00**	**46.98**

3.3 Paving - 2012

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.01	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.79	3.79	0.00	0.00	3.80
Total	**0.00**	**0.01**	**0.05**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**3.79**	**3.79**	**0.00**	**0.00**	**3.80**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NaturalGas Mitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NaturalGas Unmitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Parking Lot	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Parking Lot	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Parking Lot	0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Parking Lot	0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.71	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	0.71	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.16					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.55					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.71**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.16					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.55					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.71**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Shower

Use Water Efficient Irrigation System

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					0.00	0.00	0.00	0.00
Unmitigated					0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Parking Lot	0 / 0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Parking Lot	0 / 0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					0.00	0.00	0.00	0.00
Unmitigated					0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Parking Lot	0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Parking Lot	0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

9.0 Vegetation

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons				MT			
Unmitigated					0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

9.1 Vegetation Land Change

Vegetation Type

	Initial/Final	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	Acres	tons				MT			
Trees	10.09 / 10.09					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

Pebble Beach - Hotel (Area M Spyglass (Opt 1)

Monterey County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Hotel	100	Room

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.8	**Utility Company**	Pacific Gas & Electric Company
Climate Zone	4	**Precipitation Freq (Days)**	51		

1.3 User Entered Comments

Project Characteristics -

Land Use - -

Construction Phase - Changed const. phases/dates

Off-road Equipment -

Off-road Equipment -

Off-road Equipment - +

Trips and VMT -

Grading - -

Vehicle Trips - +

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Dust emission reductions based on Table 8-2 in MBUAPCD CEQA Air Quality Guidelines

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	1.05	7.56	6.92	0.02	24.59	0.29	24.89	0.23	0.29	0.52	0.00	1,657.70	1,657.70	0.07	0.00	1,659.23
2021	0.56	3.38	5.18	0.01	0.43	0.15	0.59	0.00	0.15	0.16	0.00	876.83	876.83	0.04	0.00	877.76
2022	1.85	1.02	1.56	0.00	0.12	0.05	0.17	0.00	0.05	0.05	0.00	258.21	258.21	0.01	0.00	258.49
Total	**3.46**	**11.96**	**13.66**	**0.03**	**25.14**	**0.49**	**25.65**	**0.23**	**0.49**	**0.73**	**0.00**	**2,792.74**	**2,792.74**	**0.12**	**0.00**	**2,795.48**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.38	3.08	2.83	0.02	24.33	0.10	24.43	0.10	0.09	0.19	0.00	1,657.70	1,657.70	0.07	0.00	1,659.23
2021	0.13	0.66	1.37	0.01	0.43	0.03	0.46	0.00	0.03	0.03	0.00	876.83	876.83	0.04	0.00	877.76
2022	1.71	0.16	0.34	0.00	0.12	0.01	0.12	0.00	0.01	0.01	0.00	258.21	258.21	0.01	0.00	258.49
Total	**2.22**	**3.90**	**4.54**	**0.03**	**24.88**	**0.14**	**25.01**	**0.10**	**0.13**	**0.23**	**0.00**	**2,792.74**	**2,792.74**	**0.12**	**0.00**	**2,795.48**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.74	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.04	0.33	0.28	0.00		0.00	0.03		0.00	0.03	0.00	715.88	715.88	0.02	0.01	720.30
Mobile	1.08	2.46	11.97	0.01	0.85	0.08	0.92	0.03	0.08	0.11	0.00	861.76	861.76	0.08	0.00	863.43
Waste						0.00	0.00		0.00	0.00	11.11	0.00	11.11	0.66	0.00	24.91
Water						0.00	0.00		0.00	0.00	0.00	4.31	4.31	0.08	0.00	6.56
Total	**1.86**	**2.79**	**12.25**	**0.01**	**0.85**	**0.08**	**0.95**	**0.03**	**0.08**	**0.14**	**11.11**	**1,581.95**	**1,593.06**	**0.84**	**0.01**	**1,615.20**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.74	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.03	0.27	0.23	0.00		0.00	0.02		0.00	0.02	0.00	630.25	630.25	0.02	0.01	634.14
Mobile	1.08	2.46	11.97	0.01	0.85	0.08	0.92	0.03	0.08	0.11	0.00	861.76	861.76	0.08	0.00	863.43
Waste						0.00	0.00		0.00	0.00	11.11	0.00	11.11	0.66	0.00	24.91
Water						0.00	0.00		0.00	0.00	0.00	3.49	3.49	0.06	0.00	5.29
Total	**1.85**	**2.73**	**12.20**	**0.01**	**0.85**	**0.08**	**0.94**	**0.03**	**0.08**	**0.13**	**11.11**	**1,495.50**	**1,506.61**	**0.82**	**0.01**	**1,527.77**

2.3 Vegetation

Vegetation

	ROG	NOx	CO	SO2	CO2e
Category	tons				MT
Vegetation Land Change					0.00
Total					**0.00**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Oxidation Catalyst for Construction Equipment

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

3.2 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.41	0.00	0.41	0.22	0.00	0.22	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.51	3.47	2.80	0.01		0.15	0.15		0.15	0.15	0.00	644.93	644.93	0.04	0.00	645.80
Total	**0.51**	**3.47**	**2.80**	**0.01**	**0.41**	**0.15**	**0.56**	**0.22**	**0.15**	**0.37**	**0.00**	**644.93**	**644.93**	**0.04**	**0.00**	**645.80**

3.2 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.33	2.83	2.27	0.01	24.02	0.09	24.10	0.01	0.08	0.09	0.00	706.75	706.75	0.01	0.00	707.06
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.01	0.01	0.07	0.00	0.01	0.00	0.02	0.00	0.00	0.00	0.00	9.77	9.77	0.00	0.00	9.78
Total	**0.34**	**2.84**	**2.34**	**0.01**	**24.03**	**0.09**	**24.12**	**0.01**	**0.08**	**0.09**	**0.00**	**716.52**	**716.52**	**0.01**	**0.00**	**716.84**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.15	0.00	0.15	0.09	0.00	0.09	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.00	0.00	0.01		0.00	0.00		0.00	0.00	0.00	644.93	644.93	0.04	0.00	645.80
Total	**0.00**	**0.00**	**0.00**	**0.01**	**0.15**	**0.00**	**0.15**	**0.09**	**0.00**	**0.09**	**0.00**	**644.93**	**644.93**	**0.04**	**0.00**	**645.80**

3.2 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.33	2.83	2.27	0.01	24.02	0.09	24.10	0.01	0.08	0.09	0.00	706.75	706.75	0.01	0.00	707.06
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.01	0.01	0.07	0.00	0.01	0.00	0.02	0.00	0.00	0.00	0.00	9.77	9.77	0.00	0.00	9.78
Total	**0.34**	**2.84**	**2.34**	**0.01**	**24.03**	**0.09**	**24.12**	**0.01**	**0.08**	**0.09**	**0.00**	**716.52**	**716.52**	**0.01**	**0.00**	**716.84**

3.3 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.16	1.01	1.29	0.00		0.05	0.05		0.05	0.05	0.00	204.51	204.51	0.01	0.00	204.78
Total	**0.16**	**1.01**	**1.29**	**0.00**		**0.05**	**0.05**		**0.05**	**0.05**	**0.00**	**204.51**	**204.51**	**0.01**	**0.00**	**204.78**

3.3 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.02	0.21	0.21	0.00	0.03	0.01	0.04	0.00	0.01	0.01	0.00	51.72	51.72	0.00	0.00	51.75
Worker	0.02	0.03	0.29	0.00	0.11	0.00	0.12	0.00	0.00	0.00	0.00	40.02	40.02	0.00	0.00	40.07
Total	**0.04**	**0.24**	**0.50**	**0.00**	**0.14**	**0.01**	**0.16**	**0.00**	**0.01**	**0.01**	**0.00**	**91.74**	**91.74**	**0.00**	**0.00**	**91.82**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	204.51	204.51	0.01	0.00	204.78
Total	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**204.51**	**204.51**	**0.01**	**0.00**	**204.78**

3.3 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.02	0.21	0.21	0.00	0.03	0.01	0.04	0.00	0.01	0.01	0.00	51.72	51.72	0.00	0.00	51.75
Worker	0.02	0.03	0.29	0.00	0.11	0.00	0.12	0.00	0.00	0.00	0.00	40.02	40.02	0.00	0.00	40.07
Total	**0.04**	**0.24**	**0.50**	**0.00**	**0.14**	**0.01**	**0.16**	**0.00**	**0.01**	**0.01**	**0.00**	**91.74**	**91.74**	**0.00**	**0.00**	**91.82**

3.3 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.43	2.72	3.81	0.01		0.13	0.13		0.13	0.13	0.00	606.56	606.56	0.03	0.00	607.28
Total	**0.43**	**2.72**	**3.81**	**0.01**		**0.13**	**0.13**		**0.13**	**0.13**	**0.00**	**606.56**	**606.56**	**0.03**	**0.00**	**607.28**

3.3 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.07	0.58	0.58	0.00	0.09	0.02	0.11	0.00	0.02	0.02	0.00	153.67	153.67	0.00	0.00	153.74
Worker	0.07	0.09	0.79	0.00	0.34	0.01	0.35	0.00	0.01	0.01	0.00	116.60	116.60	0.01	0.00	116.74
Total	**0.14**	**0.67**	**1.37**	**0.00**	**0.43**	**0.03**	**0.46**	**0.00**	**0.03**	**0.03**	**0.00**	**270.27**	**270.27**	**0.01**	**0.00**	**270.48**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.00	0.00	0.00	0.01		0.00	0.00		0.00	0.00	0.00	606.56	606.56	0.03	0.00	607.28
Total	**0.00**	**0.00**	**0.00**	**0.01**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**606.56**	**606.56**	**0.03**	**0.00**	**607.28**

3.3 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.07	0.58	0.58	0.00	0.09	0.02	0.11	0.00	0.02	0.02	0.00	153.67	153.67	0.00	0.00	153.74
Worker	0.07	0.09	0.79	0.00	0.34	0.01	0.35	0.00	0.01	0.01	0.00	116.60	116.60	0.01	0.00	116.74
Total	**0.14**	**0.67**	**1.37**	**0.00**	**0.43**	**0.03**	**0.46**	**0.00**	**0.03**	**0.03**	**0.00**	**270.27**	**270.27**	**0.01**	**0.00**	**270.48**

3.3 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.10	0.61	0.93	0.00		0.03	0.03		0.03	0.03	0.00	148.74	148.74	0.01	0.00	148.90
Total	**0.10**	**0.61**	**0.93**	**0.00**		**0.03**	**0.03**		**0.03**	**0.03**	**0.00**	**148.74**	**148.74**	**0.01**	**0.00**	**148.90**

3.3 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.02	0.13	0.13	0.00	0.02	0.00	0.03	0.00	0.00	0.00	0.00	37.75	37.75	0.00	0.00	37.76
Worker	0.02	0.02	0.18	0.00	0.08	0.00	0.09	0.00	0.00	0.00	0.00	28.12	28.12	0.00	0.00	28.15
Total	**0.04**	**0.15**	**0.31**	**0.00**	**0.10**	**0.00**	**0.12**	**0.00**	**0.00**	**0.00**	**0.00**	**65.87**	**65.87**	**0.00**	**0.00**	**65.91**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	148.74	148.74	0.01	0.00	148.90
Total	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**148.74**	**148.74**	**0.01**	**0.00**	**148.90**

3.3 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.02	0.13	0.13	0.00	0.02	0.00	0.03	0.00	0.00	0.00	0.00	37.75	37.75	0.00	0.00	37.76
Worker	0.02	0.02	0.18	0.00	0.08	0.00	0.09	0.00	0.00	0.00	0.00	28.12	28.12	0.00	0.00	28.15
Total	**0.04**	**0.15**	**0.31**	**0.00**	**0.10**	**0.00**	**0.12**	**0.00**	**0.00**	**0.00**	**0.00**	**65.87**	**65.87**	**0.00**	**0.00**	**65.91**

3.4 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.03	0.21	0.23	0.00		0.01	0.01		0.01	0.01	0.00	30.46	30.46	0.00	0.00	30.52
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.03**	**0.21**	**0.23**	**0.00**		**0.01**	**0.01**		**0.01**	**0.01**	**0.00**	**30.46**	**30.46**	**0.00**	**0.00**	**30.52**

3.4 Paving - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	2.04	2.04	0.00	0.00	2.04
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.01**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**2.04**	**2.04**	**0.00**	**0.00**	**2.04**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	30.46	30.46	0.00	0.00	30.52
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**30.46**	**30.46**	**0.00**	**0.00**	**30.52**

3.4 Paving - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	2.04	2.04	0.00	0.00	2.04
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.01**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**2.04**	**2.04**	**0.00**	**0.00**	**2.04**

3.5 Architechtural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.68					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.01	0.05	0.06	0.00		0.00	0.00		0.00	0.00	0.00	8.29	8.29	0.00	0.00	8.30
Total	**1.69**	**0.05**	**0.06**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**8.29**	**8.29**	**0.00**	**0.00**	**8.30**

3.5 Architechtural Coating - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.81	2.81	0.00	0.00	2.81
Total	**0.00**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.81**	**2.81**	**0.00**	**0.00**	**2.81**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.68					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	8.29	8.29	0.00	0.00	8.30
Total	**1.68**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**8.29**	**8.29**	**0.00**	**0.00**	**8.30**

3.5 Architechtural Coating - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.81	2.81	0.00	0.00	2.81
Total	**0.00**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.81**	**2.81**	**0.00**	**0.00**	**2.81**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.08	2.46	11.97	0.01	0.85	0.08	0.92	0.03	0.08	0.11	0.00	861.76	861.76	0.08	0.00	863.43
Unmitigated	1.08	2.46	11.97	0.01	0.85	0.08	0.92	0.03	0.08	0.11	0.00	861.76	861.76	0.08	0.00	863.43
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Hotel	952.00	819.00	595.00	1,675,739	1,675,739
Total	952.00	819.00	595.00	1,675,739	1,675,739

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Hotel	9.50	7.30	7.30	19.40	61.60	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	335.39	335.39	0.02	0.01	337.49
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	356.51	356.51	0.02	0.01	358.74
NaturalGas Mitigated	0.03	0.27	0.23	0.00		0.00	0.02		0.00	0.02	0.00	294.86	294.86	0.01	0.01	296.65
NaturalGas Unmitigated	0.04	0.33	0.28	0.00		0.00	0.03		0.00	0.03	0.00	359.37	359.37	0.01	0.01	361.56
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Hotel	6.73438e+006	0.04	0.33	0.28	0.00		0.00	0.03		0.00	0.03	0.00	359.37	359.37	0.01	0.01	361.56
Total		**0.04**	**0.33**	**0.28**	**0.00**		**0.00**	**0.03**		**0.00**	**0.03**	**0.00**	**359.37**	**359.37**	**0.01**	**0.01**	**361.56**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Hotel	5.52544e+006	0.03	0.27	0.23	0.00		0.00	0.02		0.00	0.02	0.00	294.86	294.86	0.01	0.01	296.65
Total		**0.03**	**0.27**	**0.23**	**0.00**		**0.00**	**0.02**		**0.00**	**0.02**	**0.00**	**294.86**	**294.86**	**0.01**	**0.01**	**296.65**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Hotel	1.22549e+006					356.51	0.02	0.01	358.74
Total						**356.51**	**0.02**	**0.01**	**358.74**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Hotel	1.15289e+006					335.39	0.02	0.01	337.49
Total						**335.39**	**0.02**	**0.01**	**337.49**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.74	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	0.74	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.17					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.57					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.74**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.17					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.57					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.74**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					3.49	0.06	0.00	5.29
Unmitigated					4.31	0.08	0.00	6.56
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Hotel	2.53668 / 0.281853					4.31	0.08	0.00	6.56
Total						**4.31**	**0.08**	**0.00**	**6.56**

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Hotel	2.02934 / 0.26466					3.49	0.06	0.00	5.29
Total						**3.49**	**0.06**	**0.00**	**5.29**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					11.11	0.66	0.00	24.91
Unmitigated					11.11	0.66	0.00	24.91
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Hotel	54.75					11.11	0.66	0.00	24.91
Total						**11.11**	**0.66**	**0.00**	**24.91**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Hotel	54.75					11.11	0.66	0.00	24.91
Total						**11.11**	**0.66**	**0.00**	**24.91**

9.0 Vegetation

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons				MT			
Unmitigated					0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

9.1 Vegetation Land Change

Vegetation Type

	Initial/Final	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	Acres	tons				MT			
Trees	10.09 / 10.09					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

Pebble Beach - Residential (Area M Spyglass (Opt 2))

Monterey County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Single Family Housing	10	Dwelling Unit

1.2 Other Project Characteristics

Urbanization Urban **Wind Speed (m/s)** 2.8 **Utility Company** Pacific Gas & Electric Company

Climate Zone 4 **Precipitation Freq (Days)** 51

1.3 User Entered Comments

Project Characteristics -

Land Use -

Construction Phase - Changed const. phases/dates

Grading - -

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Dust emission reductions based on Table 8-2 in MBUAPCD CEQA Air Quality Guidelines

Energy Mitigation -

Waste Mitigation -

Water Mitigation -

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.41	3.06	2.77	0.01	7.10	0.13	7.23	0.11	0.13	0.24	0.00	642.17	642.17	0.03	0.00	642.73
Total	**0.41**	**3.06**	**2.77**	**0.01**	**7.10**	**0.13**	**7.23**	**0.11**	**0.13**	**0.24**	**0.00**	**642.17**	**642.17**	**0.03**	**0.00**	**642.73**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.19	1.64	1.37	0.01	6.97	0.05	7.02	0.05	0.05	0.09	0.00	642.17	642.17	0.03	0.00	642.73
Total	**0.19**	**1.64**	**1.37**	**0.01**	**6.97**	**0.05**	**7.02**	**0.05**	**0.05**	**0.09**	**0.00**	**642.17**	**642.17**	**0.03**	**0.00**	**642.73**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.73	0.01	0.85	0.00		0.00	0.11		0.00	0.11	10.33	13.12	23.45	0.01	0.00	23.96
Energy	0.00	0.02	0.01	0.00		0.00	0.00		0.00	0.00	0.00	39.63	39.63	0.00	0.00	39.87
Mobile	0.15	0.38	1.75	0.00	0.14	0.01	0.15	0.01	0.01	0.02	0.00	139.30	139.30	0.01	0.00	139.56
Waste						0.00	0.00		0.00	0.00	2.59	0.00	2.59	0.15	0.00	5.80
Water						0.00	0.00		0.00	0.00	0.00	1.45	1.45	0.02	0.00	2.03
Total	**0.88**	**0.41**	**2.61**	**0.00**	**0.14**	**0.01**	**0.26**	**0.01**	**0.01**	**0.13**	**12.92**	**193.50**	**206.42**	**0.19**	**0.00**	**211.22**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.73	0.01	0.85	0.00		0.00	0.11		0.00	0.11	10.33	13.12	23.45	0.01	0.00	23.96
Energy	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	35.80	35.80	0.00	0.00	36.02
Mobile	0.15	0.38	1.75	0.00	0.14	0.01	0.15	0.01	0.01	0.02	0.00	139.30	139.30	0.01	0.00	139.56
Waste						0.00	0.00		0.00	0.00	1.30	0.00	1.30	0.08	0.00	2.90
Water						0.00	0.00		0.00	0.00	0.00	1.22	1.22	0.02	0.00	1.68
Total	**0.88**	**0.40**	**2.61**	**0.00**	**0.14**	**0.01**	**0.26**	**0.01**	**0.01**	**0.13**	**11.63**	**189.44**	**201.07**	**0.12**	**0.00**	**204.12**

2.3 Vegetation

Vegetation

	ROG	NOx	CO	SO2	CO2e
Category	tons				MT
Vegetation Land Change					0.00
Total					**0.00**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Oxidation Catalyst for Construction Equipment

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

3.2 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.21	0.00	0.21	0.11	0.00	0.11	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.13	0.88	0.87	0.00		0.04	0.04		0.04	0.04	0.00	154.45	154.45	0.01	0.00	154.67
Total	**0.13**	**0.88**	**0.87**	**0.00**	**0.21**	**0.04**	**0.25**	**0.11**	**0.04**	**0.15**	**0.00**	**154.45**	**154.45**	**0.01**	**0.00**	**154.67**

3.2 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.19	1.63	1.31	0.00	6.88	0.05	6.93	0.01	0.05	0.05	0.00	407.31	407.31	0.01	0.00	407.49
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.03	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	3.63	3.63	0.00	0.00	3.64
Total	**0.19**	**1.63**	**1.34**	**0.00**	**6.89**	**0.05**	**6.94**	**0.01**	**0.05**	**0.05**	**0.00**	**410.94**	**410.94**	**0.01**	**0.00**	**411.13**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.08	0.00	0.08	0.04	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	154.45	154.45	0.01	0.00	154.67
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.08**	**0.00**	**0.08**	**0.04**	**0.00**	**0.04**	**0.00**	**154.45**	**154.45**	**0.01**	**0.00**	**154.67**

3.2 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.19	1.63	1.31	0.00	6.88	0.05	6.93	0.01	0.05	0.05	0.00	407.31	407.31	0.01	0.00	407.49
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.03	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	3.63	3.63	0.00	0.00	3.64
Total	**0.19**	**1.63**	**1.34**	**0.00**	**6.89**	**0.05**	**6.94**	**0.01**	**0.05**	**0.05**	**0.00**	**410.94**	**410.94**	**0.01**	**0.00**	**411.13**

3.3 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.09	0.55	0.53	0.00		0.04	0.04		0.04	0.04	0.00	71.85	71.85	0.01	0.00	72.00
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.09**	**0.55**	**0.53**	**0.00**		**0.04**	**0.04**		**0.04**	**0.04**	**0.00**	**71.85**	**71.85**	**0.01**	**0.00**	**72.00**

3.3 Paving - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.04	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	4.92	4.92	0.00	0.00	4.93
Total	**0.00**	**0.00**	**0.04**	**0.00**	**0.01**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**4.92**	**4.92**	**0.00**	**0.00**	**4.93**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	71.85	71.85	0.01	0.00	72.00
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**71.85**	**71.85**	**0.01**	**0.00**	**72.00**

3.3 Paving - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.04	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	4.92	4.92	0.00	0.00	4.93
Total	**0.00**	**0.00**	**0.04**	**0.00**	**0.01**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**4.92**	**4.92**	**0.00**	**0.00**	**4.93**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.15	0.38	1.75	0.00	0.14	0.01	0.15	0.01	0.01	0.02	0.00	139.30	139.30	0.01	0.00	139.56
Unmitigated	0.15	0.38	1.75	0.00	0.14	0.01	0.15	0.01	0.01	0.02	0.00	139.30	139.30	0.01	0.00	139.56
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Single Family Housing	95.70	100.80	87.70	274,508	274,508
Total	95.70	100.80	87.70	274,508	274,508

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Single Family Housing	10.80	7.30	7.50	44.00	18.80	37.20

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	18.70	18.70	0.00	0.00	18.81
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	19.04	19.04	0.00	0.00	19.16
NaturalGas Mitigated	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	17.11	17.11	0.00	0.00	17.21
NaturalGas Unmitigated	0.00	0.02	0.01	0.00		0.00	0.00		0.00	0.00	0.00	20.59	20.59	0.00	0.00	20.72
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Single Family Housing	385854	0.00	0.02	0.01	0.00		0.00	0.00		0.00	0.00	0.00	20.59	20.59	0.00	0.00	20.72
Total		**0.00**	**0.02**	**0.01**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**20.59**	**20.59**	**0.00**	**0.00**	**20.72**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Single Family Housing	320594	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	17.11	17.11	0.00	0.00	17.21
Total		**0.00**	**0.01**	**0.01**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**17.11**	**17.11**	**0.00**	**0.00**	**17.21**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Single Family Housing	65444					19.04	0.00	0.00	19.16
Total						**19.04**	**0.00**	**0.00**	**19.16**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Single Family Housing	64264.6					18.70	0.00	0.00	18.81
Total						**18.70**	**0.00**	**0.00**	**18.81**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.73	0.01	0.85	0.00		0.00	0.11		0.00	0.11	10.33	13.12	23.45	0.01	0.00	23.96
Unmitigated	0.73	0.01	0.85	0.00		0.00	0.11		0.00	0.11	10.33	13.12	23.45	0.01	0.00	23.96
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.03					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.07					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	0.63	0.01	0.77	0.00		0.00	0.11		0.00	0.11	10.33	13.00	23.33	0.01	0.00	23.83
Landscaping	0.00	0.00	0.08	0.00		0.00	0.00		0.00	0.00	0.00	0.12	0.12	0.00	0.00	0.13
Total	**0.73**	**0.01**	**0.85**	**0.00**		**0.00**	**0.11**		**0.00**	**0.11**	**10.33**	**13.12**	**23.45**	**0.01**	**0.00**	**23.96**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.03					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.07					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	0.63	0.01	0.77	0.00		0.00	0.11		0.00	0.11	10.33	13.00	23.33	0.01	0.00	23.83
Landscaping	0.00	0.00	0.08	0.00		0.00	0.00		0.00	0.00	0.00	0.12	0.12	0.00	0.00	0.13
Total	**0.73**	**0.01**	**0.85**	**0.00**		**0.00**	**0.11**		**0.00**	**0.11**	**10.33**	**13.12**	**23.45**	**0.01**	**0.00**	**23.96**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					1.22	0.02	0.00	1.68
Unmitigated					1.45	0.02	0.00	2.03
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Single Family Housing	0.65154 / 0.410754					1.45	0.02	0.00	2.03
Total						**1.45**	**0.02**	**0.00**	**2.03**

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Single Family Housing	0.521232 / 0.385698					1.22	0.02	0.00	1.68
Total						**1.22**	**0.02**	**0.00**	**1.68**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					1.30	0.08	0.00	2.90
Unmitigated					2.59	0.15	0.00	5.80
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Single Family Housing	12.76					2.59	0.15	0.00	5.80
Total						**2.59**	**0.15**	**0.00**	**5.80**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Single Family Housing	6.38					1.30	0.08	0.00	2.90
Total						**1.30**	**0.08**	**0.00**	**2.90**

9.0 Vegetation

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons				MT			
Unmitigated					0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

9.1 Vegetation Land Change

Vegetation Type

	Initial/Final	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	Acres	tons				MT			
Trees	10.09 / 10.09					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

Pebble Beach - Colton Building
Monterey County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Hotel	20	Room

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.8	**Utility Company**	Pacific Gas & Electric Company
Climate Zone	4	**Precipitation Freq (Days)**	51		

1.3 User Entered Comments

Project Characteristics -
Land Use - -
Construction Phase - Changed const. phases/dates
Trips and VMT -
Grading - -
Vehicle Trips - +
Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Dust emission reductions based on Table 8-2 in MBUAPCD CEQA Air Quality Guidelines

Energy Mitigation -

Waste Mitigation -

Water Mitigation -

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2014	0.57	1.70	1.33	0.00	0.32	0.10	0.42	0.01	0.10	0.11	0.00	209.95	209.95	0.02	0.00	210.33
Total	**0.57**	**1.70**	**1.33**	**0.00**	**0.32**	**0.10**	**0.42**	**0.01**	**0.10**	**0.11**	**0.00**	**209.95**	**209.95**	**0.02**	**0.00**	**210.33**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2014	0.37	0.25	0.30	0.00	0.31	0.01	0.32	0.01	0.01	0.01	0.00	209.95	209.95	0.02	0.00	210.33
Total	**0.37**	**0.25**	**0.30**	**0.00**	**0.31**	**0.01**	**0.32**	**0.01**	**0.01**	**0.01**	**0.00**	**209.95**	**209.95**	**0.02**	**0.00**	**210.33**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.15	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.01	0.07	0.06	0.00		0.00	0.01		0.00	0.01	0.00	143.18	143.18	0.00	0.00	144.06
Mobile	0.13	0.31	1.50	0.00	0.11	0.01	0.12	0.00	0.01	0.01	0.00	107.87	107.87	0.01	0.00	108.08
Waste						0.00	0.00		0.00	0.00	2.22	0.00	2.22	0.13	0.00	4.98
Water						0.00	0.00		0.00	0.00	0.00	0.86	0.86	0.02	0.00	1.31
Total	**0.29**	**0.38**	**1.56**	**0.00**	**0.11**	**0.01**	**0.13**	**0.00**	**0.01**	**0.02**	**2.22**	**251.91**	**254.13**	**0.16**	**0.00**	**258.43**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.15	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.01	0.05	0.05	0.00		0.00	0.00		0.00	0.00	0.00	126.05	126.05	0.00	0.00	126.83
Mobile	0.13	0.31	1.50	0.00	0.11	0.01	0.12	0.00	0.01	0.01	0.00	107.87	107.87	0.01	0.00	108.08
Waste						0.00	0.00		0.00	0.00	1.11	0.00	1.11	0.07	0.00	2.49
Water						0.00	0.00		0.00	0.00	0.00	0.70	0.70	0.01	0.00	1.06
Total	**0.29**	**0.36**	**1.55**	**0.00**	**0.11**	**0.01**	**0.12**	**0.00**	**0.01**	**0.01**	**1.11**	**234.62**	**235.73**	**0.09**	**0.00**	**238.46**

2.3 Vegetation

Vegetation

	ROG	NOx	CO	SO2	CO2e
Category	tons				MT
Vegetation Land Change					0.00
Total					**0.00**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Oxidation Catalyst for Construction Equipment

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

3.2 Grading - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.02	0.00	0.02	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.04	0.28	0.20	0.00		0.02	0.02		0.02	0.02	0.00	28.78	28.78	0.00	0.00	28.85
Total	**0.04**	**0.28**	**0.20**	**0.00**	**0.02**	**0.02**	**0.04**	**0.01**	**0.02**	**0.03**	**0.00**	**28.78**	**28.78**	**0.00**	**0.00**	**28.85**

3.2 Grading - 2014

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.02	0.18	0.14	0.00	0.29	0.01	0.29	0.00	0.01	0.01	0.00	25.23	25.23	0.00	0.00	25.25
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.82	1.82	0.00	0.00	1.82
Total	**0.02**	**0.18**	**0.16**	**0.00**	**0.29**	**0.01**	**0.29**	**0.00**	**0.01**	**0.01**	**0.00**	**27.05**	**27.05**	**0.00**	**0.00**	**27.07**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	28.78	28.78	0.00	0.00	28.85
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.01**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**28.78**	**28.78**	**0.00**	**0.00**	**28.85**

3.2 Grading - 2014

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.02	0.18	0.14	0.00	0.29	0.01	0.29	0.00	0.01	0.01	0.00	25.23	25.23	0.00	0.00	25.25
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.82	1.82	0.00	0.00	1.82
Total	**0.02**	**0.18**	**0.16**	**0.00**	**0.29**	**0.01**	**0.29**	**0.00**	**0.01**	**0.01**	**0.00**	**27.05**	**27.05**	**0.00**	**0.00**	**27.07**

3.3 Building Construction - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.15	1.14	0.81	0.00		0.07	0.07		0.07	0.07	0.00	134.09	134.09	0.01	0.00	134.35
Total	**0.15**	**1.14**	**0.81**	**0.00**		**0.07**	**0.07**		**0.07**	**0.07**	**0.00**	**134.09**	**134.09**	**0.01**	**0.00**	**134.35**

3.3 Building Construction - 2014

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.01	0.06	0.06	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	9.18	9.18	0.00	0.00	9.19
Worker	0.01	0.01	0.08	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	7.71	7.71	0.00	0.00	7.73
Total	**0.02**	**0.07**	**0.14**	**0.00**	**0.01**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**16.89**	**16.89**	**0.00**	**0.00**	**16.92**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	134.09	134.09	0.01	0.00	134.35
Total	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**134.09**	**134.09**	**0.01**	**0.00**	**134.35**

3.3 Building Construction - 2014

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.01	0.06	0.06	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	9.18	9.18	0.00	0.00	9.19
Worker	0.01	0.01	0.08	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	7.71	7.71	0.00	0.00	7.73
Total	**0.02**	**0.07**	**0.14**	**0.00**	**0.01**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**16.89**	**16.89**	**0.00**	**0.00**	**16.92**

3.4 Architectural Coatings - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.34					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.01	0.03	0.02	0.00		0.00	0.00		0.00	0.00	0.00	2.93	2.93	0.00	0.00	2.94
Total	**0.35**	**0.03**	**0.02**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**2.93**	**2.93**	**0.00**	**0.00**	**2.94**

3.4 Architectural Coatings - 2014

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.19	0.19	0.00	0.00	0.19
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.19**	**0.19**	**0.00**	**0.00**	**0.19**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.34					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	2.93	2.93	0.00	0.00	2.94
Total	**0.34**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**2.93**	**2.93**	**0.00**	**0.00**	**2.94**

3.4 Architectural Coatings - 2014

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.19	0.19	0.00	0.00	0.19
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.19**	**0.19**	**0.00**	**0.00**	**0.19**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.13	0.31	1.50	0.00	0.11	0.01	0.12	0.00	0.01	0.01	0.00	107.87	107.87	0.01	0.00	108.08
Unmitigated	0.13	0.31	1.50	0.00	0.11	0.01	0.12	0.00	0.01	0.01	0.00	107.87	107.87	0.01	0.00	108.08
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Hotel	98.00	163.80	119.00	209,752	209,752
Total	98.00	163.80	119.00	209,752	209,752

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Hotel	9.50	7.30	7.30	19.40	61.60	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	67.08	67.08	0.00	0.00	67.50
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	71.30	71.30	0.00	0.00	71.75
NaturalGas Mitigated	0.01	0.05	0.05	0.00		0.00	0.00		0.00	0.00	0.00	58.97	58.97	0.00	0.00	59.33
NaturalGas Unmitigated	0.01	0.07	0.06	0.00		0.00	0.01		0.00	0.01	0.00	71.87	71.87	0.00	0.00	72.31
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Hotel	1.34688e+006	0.01	0.07	0.06	0.00		0.00	0.01		0.00	0.01	0.00	71.87	71.87	0.00	0.00	72.31
Total		**0.01**	**0.07**	**0.06**	**0.00**		**0.00**	**0.01**		**0.00**	**0.01**	**0.00**	**71.87**	**71.87**	**0.00**	**0.00**	**72.31**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Hotel	1.10509e+006	0.01	0.05	0.05	0.00		0.00	0.00		0.00	0.00	0.00	58.97	58.97	0.00	0.00	59.33
Total		**0.01**	**0.05**	**0.05**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**58.97**	**58.97**	**0.00**	**0.00**	**59.33**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Hotel	245098					71.30	0.00	0.00	71.75
Total						**71.30**	**0.00**	**0.00**	**71.75**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Hotel	230578					67.08	0.00	0.00	67.50
Total						**67.08**	**0.00**	**0.00**	**67.50**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.15	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	0.15	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.03					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.11					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.14**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.03					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.11					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.14**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					0.70	0.01	0.00	1.06
Unmitigated					0.86	0.02	0.00	1.31
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Hotel	0.507335 / 0.0563706					0.86	0.02	0.00	1.31
Total						**0.86**	**0.02**	**0.00**	**1.31**

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Hotel	0.405868 / 0.052932					0.70	0.01	0.00	1.06
Total						**0.70**	**0.01**	**0.00**	**1.06**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					1.11	0.07	0.00	2.49
Unmitigated					2.22	0.13	0.00	4.98
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Hotel	10.95					2.22	0.13	0.00	4.98
Total						**2.22**	**0.13**	**0.00**	**4.98**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Hotel	5.475					1.11	0.07	0.00	2.49
Total						**1.11**	**0.07**	**0.00**	**2.49**

9.0 Vegetation

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons				MT			
Unmitigated					0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

9.1 Vegetation Land Change

Vegetation Type

	Initial/Final	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	Acres	tons				MT			
Trees	10.09 / 10.09					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

Pebble Beach - Equestrian/Special Events

Monterey County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Arena	22.85	Acre

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.8	**Utility Company**	Pacific Gas & Electric Company
Climate Zone	4	**Precipitation Freq (Days)**	51		

1.3 User Entered Comments

Project Characteristics -

Land Use - -

Construction Phase - Changed const. phases/dates

Off-road Equipment - +

Trips and VMT -

Grading - -

Vehicle Trips - +

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Dust emission reductions based on Table 8-2 in MBUAPCD CEQA Air Quality Guidelines

Energy Mitigation -

Waste Mitigation -

Water Mitigation -

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2014	0.59	4.41	2.93	0.01	1.28	0.23	1.52	0.08	0.23	0.31	0.00	504.75	504.75	0.04	0.00	505.70
Total	**0.59**	**4.41**	**2.93**	**0.01**	**1.28**	**0.23**	**1.52**	**0.08**	**0.23**	**0.31**	**0.00**	**504.75**	**504.75**	**0.04**	**0.00**	**505.70**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2014	0.08	0.71	0.60	0.01	1.19	0.03	1.22	0.03	0.03	0.06	0.00	504.75	504.75	0.04	0.00	505.70
Total	**0.08**	**0.71**	**0.60**	**0.01**	**1.19**	**0.03**	**1.22**	**0.03**	**0.03**	**0.06**	**0.00**	**504.75**	**504.75**	**0.04**	**0.00**	**505.70**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	0.26	0.27	2.36	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	20.66	20.66	0.01	0.00	20.85
Waste						0.00	0.00		0.00	0.00	0.40	0.00	0.40	0.02	0.00	0.90
Water						0.00	0.00		0.00	0.00	0.00	50.76	50.76	0.94	0.02	78.02
Total	**0.26**	**0.27**	**2.36**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.40**	**71.42**	**71.82**	**0.97**	**0.02**	**99.77**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	0.26	0.27	2.36	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	20.66	20.66	0.01	0.00	20.85
Waste						0.00	0.00		0.00	0.00	0.20	0.00	0.20	0.01	0.00	0.45
Water						0.00	0.00		0.00	0.00	0.00	40.89	40.89	0.75	0.02	62.69
Total	**0.26**	**0.27**	**2.36**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.20**	**61.55**	**61.75**	**0.77**	**0.02**	**83.99**

2.3 Vegetation

Vegetation

	ROG	NOx	CO	SO2	CO2e
Category	tons				MT
Vegetation Land Change					0.00
Total					**0.00**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Oxidation Catalyst for Construction Equipment

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

3.2 Grading - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.14	0.00	0.14	0.07	0.00	0.07	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.24	1.95	1.09	0.00		0.09	0.09		0.09	0.09	0.00	211.70	211.70	0.02	0.00	212.11
Total	**0.24**	**1.95**	**1.09**	**0.00**	**0.14**	**0.09**	**0.23**	**0.07**	**0.09**	**0.16**	**0.00**	**211.70**	**211.70**	**0.02**	**0.00**	**212.11**

3.2 Grading - 2014

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.08	0.71	0.54	0.00	1.13	0.02	1.16	0.00	0.02	0.03	0.00	99.51	99.51	0.00	0.00	99.58
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.64	3.64	0.00	0.00	3.64
Total	**0.08**	**0.71**	**0.58**	**0.00**	**1.13**	**0.02**	**1.16**	**0.00**	**0.02**	**0.03**	**0.00**	**103.15**	**103.15**	**0.00**	**0.00**	**103.22**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.05	0.00	0.05	0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	211.70	211.70	0.02	0.00	212.11
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.05**	**0.00**	**0.05**	**0.03**	**0.00**	**0.03**	**0.00**	**211.70**	**211.70**	**0.02**	**0.00**	**212.11**

3.2 Grading - 2014

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.08	0.71	0.54	0.00	1.13	0.02	1.16	0.00	0.02	0.03	0.00	99.51	99.51	0.00	0.00	99.58
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.64	3.64	0.00	0.00	3.64
Total	**0.08**	**0.71**	**0.58**	**0.00**	**1.13**	**0.02**	**1.16**	**0.00**	**0.02**	**0.03**	**0.00**	**103.15**	**103.15**	**0.00**	**0.00**	**103.22**

3.3 Building Construction - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.21	1.39	1.01	0.00		0.09	0.09		0.09	0.09	0.00	159.41	159.41	0.02	0.00	159.76
Total	**0.21**	**1.39**	**1.01**	**0.00**		**0.09**	**0.09**		**0.09**	**0.09**	**0.00**	**159.41**	**159.41**	**0.02**	**0.00**	**159.76**

3.3 Building Construction - 2014

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	159.41	159.41	0.02	0.00	159.76
Total	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**159.41**	**159.41**	**0.02**	**0.00**	**159.76**

3.3 Building Construction - 2014

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.4 Paving - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.06	0.35	0.23	0.00		0.03	0.03		0.03	0.03	0.00	29.11	29.11	0.00	0.00	29.21
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.06**	**0.35**	**0.23**	**0.00**		**0.03**	**0.03**		**0.03**	**0.03**	**0.00**	**29.11**	**29.11**	**0.00**	**0.00**	**29.21**

3.4 Paving - 2014

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.40	1.40	0.00	0.00	1.40
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.40**	**1.40**	**0.00**	**0.00**	**1.40**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	29.11	29.11	0.00	0.00	29.21
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**29.11**	**29.11**	**0.00**	**0.00**	**29.21**

3.4 Paving - 2014

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.40	1.40	0.00	0.00	1.40
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.40**	**1.40**	**0.00**	**0.00**	**1.40**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.26	0.27	2.36	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	20.66	20.66	0.01	0.00	20.85
Unmitigated	0.26	0.27	2.36	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	20.66	20.66	0.01	0.00	20.85
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Arena	761.59	0.00	0.00		
Total	761.59	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Arena	9.50	7.30	7.30	0.00	81.00	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NaturalGas Mitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NaturalGas Unmitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Arena	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Arena	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Arena	0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Arena	0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					40.89	0.75	0.02	62.69
Unmitigated					50.76	0.94	0.02	78.02
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Arena	30.7597 / 1.96338					50.76	0.94	0.02	78.02
Total						**50.76**	**0.94**	**0.02**	**78.02**

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Arena	24.6077 / 1.84362					40.89	0.75	0.02	62.69
Total						**40.89**	**0.75**	**0.02**	**62.69**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					0.20	0.01	0.00	0.45
Unmitigated					0.40	0.02	0.00	0.90
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Arena	1.97					0.40	0.02	0.00	0.90
Total						**0.40**	**0.02**	**0.00**	**0.90**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Arena	0.985					0.20	0.01	0.00	0.45
Total						**0.20**	**0.01**	**0.00**	**0.45**

9.0 Vegetation

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons				MT			
Unmitigated					0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

9.1 Vegetation Land Change

Vegetation Type

	Initial/Final	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	Acres	tons				MT			
Trees	10.09 / 10.09					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

Pebble Beach - Fairway 1

Monterey County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Hotel	35	Room

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.8	**Utility Company**	Pacific Gas & Electric Company
Climate Zone	4	**Precipitation Freq (Days)**	51		

1.3 User Entered Comments

Project Characteristics -

Land Use - -

Construction Phase - Changed const. phases/dates

Off-road Equipment -

Off-road Equipment -

Off-road Equipment - +

Trips and VMT -

Grading - -

Vehicle Trips - +

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Dust emission reductions based on Table 8-2 in MBUAPCD CEQA Air Quality Guidelines

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2015	0.53	3.23	2.57	0.00	0.64	0.18	0.82	0.08	0.18	0.26	0.00	407.91	407.91	0.04	0.00	408.78
2016	0.74	0.91	0.75	0.00	0.01	0.07	0.07	0.00	0.07	0.07	0.00	106.55	106.55	0.01	0.00	106.81
Total	**1.27**	**4.14**	**3.32**	**0.00**	**0.65**	**0.25**	**0.89**	**0.08**	**0.25**	**0.33**	**0.00**	**514.46**	**514.46**	**0.05**	**0.00**	**515.59**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2015	0.06	0.38	0.47	0.00	0.55	0.01	0.57	0.03	0.01	0.05	0.00	407.91	407.91	0.04	0.00	408.78
2016	0.59	0.02	0.05	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	106.55	106.55	0.01	0.00	106.81
Total	**0.65**	**0.40**	**0.52**	**0.00**	**0.56**	**0.01**	**0.58**	**0.03**	**0.01**	**0.05**	**0.00**	**514.46**	**514.46**	**0.05**	**0.00**	**515.59**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.26	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.01	0.12	0.10	0.00		0.00	0.01		0.00	0.01	0.00	250.56	250.56	0.01	0.00	252.11
Mobile	0.24	0.54	2.62	0.00	0.19	0.02	0.20	0.01	0.02	0.02	0.00	188.77	188.77	0.02	0.00	189.13
Waste						0.00	0.00		0.00	0.00	3.89	0.00	3.89	0.23	0.00	8.72
Water						0.00	0.00		0.00	0.00	0.00	1.51	1.51	0.03	0.00	2.29
Total	**0.51**	**0.66**	**2.72**	**0.00**	**0.19**	**0.02**	**0.21**	**0.01**	**0.02**	**0.03**	**3.89**	**440.84**	**444.73**	**0.29**	**0.00**	**452.25**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.26	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.01	0.09	0.08	0.00		0.00	0.01		0.00	0.01	0.00	220.59	220.59	0.01	0.00	221.95
Mobile	0.24	0.54	2.62	0.00	0.19	0.02	0.20	0.01	0.02	0.02	0.00	188.77	188.77	0.02	0.00	189.13
Waste						0.00	0.00		0.00	0.00	1.94	0.00	1.94	0.11	0.00	4.36
Water						0.00	0.00		0.00	0.00	0.00	1.22	1.22	0.02	0.00	1.85
Total	**0.51**	**0.63**	**2.70**	**0.00**	**0.19**	**0.02**	**0.21**	**0.01**	**0.02**	**0.03**	**1.94**	**410.58**	**412.52**	**0.16**	**0.00**	**417.29**

2.3 Vegetation

Vegetation

	ROG	NOx	CO	SO2	CO2e
Category	tons				MT
Vegetation Land Change					0.00
Total					**0.00**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Oxidation Catalyst for Construction Equipment

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

3.2 Grading - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.13	0.00	0.13	0.07	0.00	0.07	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.09	0.71	0.45	0.00		0.04	0.04		0.04	0.04	0.00	76.37	76.37	0.01	0.00	76.53
Total	**0.09**	**0.71**	**0.45**	**0.00**	**0.13**	**0.04**	**0.17**	**0.07**	**0.04**	**0.11**	**0.00**	**76.37**	**76.37**	**0.01**	**0.00**	**76.53**

3.2 Grading - 2015

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.03	0.26	0.20	0.00	0.48	0.01	0.48	0.00	0.01	0.01	0.00	40.98	40.98	0.00	0.00	41.01
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.82	1.82	0.00	0.00	1.82
Total	**0.03**	**0.26**	**0.22**	**0.00**	**0.48**	**0.01**	**0.48**	**0.00**	**0.01**	**0.01**	**0.00**	**42.80**	**42.80**	**0.00**	**0.00**	**42.83**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.05	0.00	0.05	0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	76.37	76.37	0.01	0.00	76.53
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.05**	**0.00**	**0.05**	**0.03**	**0.00**	**0.03**	**0.00**	**76.37**	**76.37**	**0.01**	**0.00**	**76.53**

3.2 Grading - 2015

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.03	0.26	0.20	0.00	0.48	0.01	0.48	0.00	0.01	0.01	0.00	40.98	40.98	0.00	0.00	41.01
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.82	1.82	0.00	0.00	1.82
Total	**0.03**	**0.26**	**0.22**	**0.00**	**0.48**	**0.01**	**0.48**	**0.00**	**0.01**	**0.01**	**0.00**	**42.80**	**42.80**	**0.00**	**0.00**	**42.83**

3.3 Building Construction - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.38	2.14	1.64	0.00		0.13	0.13		0.13	0.13	0.00	256.57	256.57	0.03	0.00	257.22
Total	**0.38**	**2.14**	**1.64**	**0.00**		**0.13**	**0.13**		**0.13**	**0.13**	**0.00**	**256.57**	**256.57**	**0.03**	**0.00**	**257.22**

3.3 Building Construction - 2015

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.01	0.10	0.10	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	16.96	16.96	0.00	0.00	16.97
Worker	0.01	0.02	0.15	0.00	0.02	0.00	0.02	0.00	0.00	0.00	0.00	15.20	15.20	0.00	0.00	15.23
Total	**0.02**	**0.12**	**0.25**	**0.00**	**0.03**	**0.00**	**0.03**	**0.00**	**0.00**	**0.00**	**0.00**	**32.16**	**32.16**	**0.00**	**0.00**	**32.20**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	256.57	256.57	0.03	0.00	257.22
Total	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**256.57**	**256.57**	**0.03**	**0.00**	**257.22**

3.3 Building Construction - 2015

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.01	0.10	0.10	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	16.96	16.96	0.00	0.00	16.97
Worker	0.01	0.02	0.15	0.00	0.02	0.00	0.02	0.00	0.00	0.00	0.00	15.20	15.20	0.00	0.00	15.23
Total	**0.02**	**0.12**	**0.25**	**0.00**	**0.03**	**0.00**	**0.03**	**0.00**	**0.00**	**0.00**	**0.00**	**32.16**	**32.16**	**0.00**	**0.00**	**32.20**

3.3 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.06	0.32	0.26	0.00		0.02	0.02		0.02	0.02	0.00	41.05	41.05	0.00	0.00	41.15
Total	**0.06**	**0.32**	**0.26**	**0.00**		**0.02**	**0.02**		**0.02**	**0.02**	**0.00**	**41.05**	**41.05**	**0.00**	**0.00**	**41.15**

3.3 Building Construction - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.72	2.72	0.00	0.00	2.72
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.38	2.38	0.00	0.00	2.38
Total	**0.00**	**0.01**	**0.03**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**5.10**	**5.10**	**0.00**	**0.00**	**5.10**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	41.05	41.05	0.00	0.00	41.15
Total	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**41.05**	**41.05**	**0.00**	**0.00**	**41.15**

3.3 Building Construction - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.72	2.72	0.00	0.00	2.72
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.38	2.38	0.00	0.00	2.38
Total	**0.00**	**0.01**	**0.03**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**5.10**	**5.10**	**0.00**	**0.00**	**5.10**

3.4 Paving - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.08	0.52	0.40	0.00		0.04	0.04		0.04	0.04	0.00	53.37	53.37	0.01	0.00	53.51
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.08**	**0.52**	**0.40**	**0.00**		**0.04**	**0.04**		**0.04**	**0.04**	**0.00**	**53.37**	**53.37**	**0.01**	**0.00**	**53.51**

3.4 Paving - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.71	0.71	0.00	0.00	0.71
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.71**	**0.71**	**0.00**	**0.00**	**0.71**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	53.37	53.37	0.01	0.00	53.51
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**53.37**	**53.37**	**0.01**	**0.00**	**53.51**

3.4 Paving - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.71	0.71	0.00	0.00	0.71
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.71**	**0.71**	**0.00**	**0.00**	**0.71**

3.5 Architectural Coating - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.59					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.01	0.05	0.04	0.00		0.00	0.00		0.00	0.00	0.00	5.61	5.61	0.00	0.00	5.62
Total	**0.60**	**0.05**	**0.04**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**5.61**	**5.61**	**0.00**	**0.00**	**5.62**

3.5 Architectural Coating - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.71	0.71	0.00	0.00	0.71
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.71**	**0.71**	**0.00**	**0.00**	**0.71**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.59					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	5.61	5.61	0.00	0.00	5.62
Total	**0.59**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**5.61**	**5.61**	**0.00**	**0.00**	**5.62**

3.5 Architectural Coating - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.71	0.71	0.00	0.00	0.71
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.71**	**0.71**	**0.00**	**0.00**	**0.71**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.24	0.54	2.62	0.00	0.19	0.02	0.20	0.01	0.02	0.02	0.00	188.77	188.77	0.02	0.00	189.13
Unmitigated	0.24	0.54	2.62	0.00	0.19	0.02	0.20	0.01	0.02	0.02	0.00	188.77	188.77	0.02	0.00	189.13
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Hotel	171.50	286.65	208.25	367,067	367,067
Total	171.50	286.65	208.25	367,067	367,067

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Hotel	9.50	7.30	7.30	19.40	61.60	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	117.39	117.39	0.01	0.00	118.12
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	124.78	124.78	0.01	0.00	125.56
NaturalGas Mitigated	0.01	0.09	0.08	0.00		0.00	0.01		0.00	0.01	0.00	103.20	103.20	0.00	0.00	103.83
NaturalGas Unmitigated	0.01	0.12	0.10	0.00		0.00	0.01		0.00	0.01	0.00	125.78	125.78	0.00	0.00	126.55
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Hotel	2.35703e+006	0.01	0.12	0.10	0.00		0.00	0.01		0.00	0.01	0.00	125.78	125.78	0.00	0.00	126.55
Total		**0.01**	**0.12**	**0.10**	**0.00**		**0.00**	**0.01**		**0.00**	**0.01**	**0.00**	**125.78**	**125.78**	**0.00**	**0.00**	**126.55**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Hotel	1.9339e+006	0.01	0.09	0.08	0.00		0.00	0.01		0.00	0.01	0.00	103.20	103.20	0.00	0.00	103.83
Total		**0.01**	**0.09**	**0.08**	**0.00**		**0.00**	**0.01**		**0.00**	**0.01**	**0.00**	**103.20**	**103.20**	**0.00**	**0.00**	**103.83**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Hotel	428921					124.78	0.01	0.00	125.56
Total						**124.78**	**0.01**	**0.00**	**125.56**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Hotel	403511					117.39	0.01	0.00	118.12
Total						**117.39**	**0.01**	**0.00**	**118.12**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.26	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	0.26	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.06					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.20					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.26**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.06					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.20					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.26**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					1.22	0.02	0.00	1.85
Unmitigated					1.51	0.03	0.00	2.29
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Hotel	0.887837 / 0.0986486					1.51	0.03	0.00	2.29
Total						**1.51**	**0.03**	**0.00**	**2.29**

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Hotel	0.71027 / 0.092631					1.22	0.02	0.00	1.85
Total						**1.22**	**0.02**	**0.00**	**1.85**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					1.94	0.11	0.00	4.36
Unmitigated					3.89	0.23	0.00	8.72
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Hotel	19.16					3.89	0.23	0.00	8.72
Total						**3.89**	**0.23**	**0.00**	**8.72**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Hotel	9.58					1.94	0.11	0.00	4.36
Total						**1.94**	**0.11**	**0.00**	**4.36**

9.0 Vegetation

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons				MT			
Unmitigated					0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

9.1 Vegetation Land Change

Vegetation Type

	Initial/Final	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	Acres	tons				MT			
Trees	10.09 / 10.09					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

Pebble Beach - PBL Meeting Facility

Monterey County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Office Building	2.1	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.8	**Utility Company**	Pacific Gas & Electric Company
Climate Zone	4	**Precipitation Freq (Days)**	51		

1.3 User Entered Comments

Project Characteristics -

Land Use - -

Construction Phase - Changed const. phases/dates

Trips and VMT -

Grading - -

Vehicle Trips - +

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Dust emission reductions based on Table 8-2 in MBUAPCD CEQA Air Quality Guidelines

Energy Mitigation -

Waste Mitigation -

Water Mitigation -

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2011	0.16	0.98	0.57	0.00	0.00	0.07	0.07	0.00	0.07	0.07	0.00	90.73	90.73	0.01	0.00	90.96
Total	**0.16**	**0.98**	**0.57**	**0.00**	**0.00**	**0.07**	**0.07**	**0.00**	**0.07**	**0.07**	**0.00**	**90.73**	**90.73**	**0.01**	**0.00**	**90.96**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2011	0.02	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	90.73	90.73	0.01	0.00	90.96
Total	**0.02**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**90.73**	**90.73**	**0.01**	**0.00**	**90.96**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.01	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	13.97	13.97	0.00	0.00	14.06
Mobile	0.02	0.06	0.28	0.00	0.02	0.00	0.02	0.00	0.00	0.00	0.00	21.36	21.36	0.00	0.00	21.40
Waste						0.00	0.00		0.00	0.00	0.40	0.00	0.40	0.02	0.00	0.89
Water						0.00	0.00		0.00	0.00	0.00	0.82	0.82	0.01	0.00	1.16
Total	**0.03**	**0.06**	**0.28**	**0.00**	**0.02**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.40**	**36.15**	**36.55**	**0.03**	**0.00**	**37.51**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.01	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	12.67	12.67	0.00	0.00	12.75
Mobile	0.02	0.06	0.28	0.00	0.02	0.00	0.02	0.00	0.00	0.00	0.00	21.36	21.36	0.00	0.00	21.40
Waste						0.00	0.00		0.00	0.00	0.20	0.00	0.20	0.01	0.00	0.44
Water						0.00	0.00		0.00	0.00	0.00	0.69	0.69	0.01	0.00	0.96
Total	**0.03**	**0.06**	**0.28**	**0.00**	**0.02**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.20**	**34.72**	**34.92**	**0.02**	**0.00**	**35.55**

2.3 Vegetation

Vegetation

	ROG	NOx	CO	SO2	CO2e
Category	tons				MT
Vegetation Land Change					0.00
Total					**0.00**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Oxidation Catalyst for Construction Equipment

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

3.2 Grading - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.02	0.01	0.00		0.00	0.00		0.00	0.00	0.00	1.34	1.34	0.00	0.00	1.34
Total	**0.00**	**0.02**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.34**	**1.34**	**0.00**	**0.00**	**1.34**

3.2 Grading - 2011

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.09	0.09	0.00	0.00	0.09
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.09**	**0.09**	**0.00**	**0.00**	**0.09**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	1.34	1.34	0.00	0.00	1.34
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.34**	**1.34**	**0.00**	**0.00**	**1.34**

3.2 Grading - 2011

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.09	0.09	0.00	0.00	0.09
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.09**	**0.09**	**0.00**	**0.00**	**0.09**

3.3 Building Construction - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.13	0.96	0.55	0.00		0.07	0.07		0.07	0.07	0.00	88.22	88.22	0.01	0.00	88.44
Total	**0.13**	**0.96**	**0.55**	**0.00**		**0.07**	**0.07**		**0.07**	**0.07**	**0.00**	**88.22**	**88.22**	**0.01**	**0.00**	**88.44**

3.3 Building Construction - 2011

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.45	0.45	0.00	0.00	0.45
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.45**	**0.45**	**0.00**	**0.00**	**0.45**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	88.22	88.22	0.01	0.00	88.44
Total	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**88.22**	**88.22**	**0.01**	**0.00**	**88.44**

3.3 Building Construction - 2011

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.45	0.45	0.00	0.00	0.45
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.45**	**0.45**	**0.00**	**0.00**	**0.45**

3.4 Architectural Coatings - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.02					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.01	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.64	0.64	0.00	0.00	0.64
Total	**0.02**	**0.01**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.64**	**0.64**	**0.00**	**0.00**	**0.64**

3.4 Architectural Coatings - 2011

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.02					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.64	0.64	0.00	0.00	0.64
Total	**0.02**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.64**	**0.64**	**0.00**	**0.00**	**0.64**

3.4 Architectural Coatings - 2011

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.02	0.06	0.28	0.00	0.02	0.00	0.02	0.00	0.00	0.00	0.00	21.36	21.36	0.00	0.00	21.40
Unmitigated	0.02	0.06	0.28	0.00	0.02	0.00	0.02	0.00	0.00	0.00	0.00	21.36	21.36	0.00	0.00	21.40
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	23.12	4.98	2.06	41,868	41,868
Total	23.12	4.98	2.06	41,868	41,868

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	11.13	11.13	0.00	0.00	11.20
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	12.04	12.04	0.00	0.00	12.12
NaturalGas Mitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	1.55	1.55	0.00	0.00	1.55
NaturalGas Unmitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	1.93	1.93	0.00	0.00	1.94
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
General Office Building	36162	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	1.93	1.93	0.00	0.00	1.94
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**1.93**	**1.93**	**0.00**	**0.00**	**1.94**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
General Office Building	28954.8	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	1.55	1.55	0.00	0.00	1.55
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**1.55**	**1.55**	**0.00**	**0.00**	**1.55**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
General Office Building	41391					12.04	0.00	0.00	12.12
Total						**12.04**	**0.00**	**0.00**	**12.12**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
General Office Building	38257.8					11.13	0.00	0.00	11.20
Total						**11.13**	**0.00**	**0.00**	**11.20**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.01	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	0.01	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.01					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.01**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.01					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.01**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					0.69	0.01	0.00	0.96
Unmitigated					0.82	0.01	0.00	1.16
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
General Office Building	0.373241 / 0.228761					0.82	0.01	0.00	1.16
Total						**0.82**	**0.01**	**0.00**	**1.16**

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
General Office Building	0.298593 / 0.214806					0.69	0.01	0.00	0.96
Total						**0.69**	**0.01**	**0.00**	**0.96**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					0.20	0.01	0.00	0.44
Unmitigated					0.40	0.02	0.00	0.89
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
General Office Building	1.95					0.40	0.02	0.00	0.89
Total						**0.40**	**0.02**	**0.00**	**0.89**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
General Office Building	0.975					0.20	0.01	0.00	0.44
Total						**0.20**	**0.01**	**0.00**	**0.44**

9.0 Vegetation

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons				MT			
Unmitigated					0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

9.1 Vegetation Land Change

Vegetation Type

	Initial/Final	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	Acres	tons				MT			
Trees	10.09 / 10.09					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

Pebble Beach - PBL Parking and Circulation
Monterey County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Parking Lot	3.21	Acre

1.2 Other Project Characteristics

Urbanization Urban **Wind Speed (m/s)** 2.8 **Utility Company** Pacific Gas & Electric Company

Climate Zone 4 **Precipitation Freq (Days)** 51

1.3 User Entered Comments

Project Characteristics -

Land Use - -

Construction Phase - Changed const. phases/dates

Grading - -

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Dust emission reductions based on Table 8-2 in MBUAPCD CEQA Air Quality Guidelines

Energy Mitigation -

Waste Mitigation -

Water Mitigation -

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2012	0.32	2.31	1.57	0.00	0.90	0.14	1.04	0.07	0.14	0.21	0.00	221.95	221.95	0.02	0.00	222.44
Total	**0.32**	**2.31**	**1.57**	**0.00**	**0.90**	**0.14**	**1.04**	**0.07**	**0.14**	**0.21**	**0.00**	**221.95**	**221.95**	**0.02**	**0.00**	**222.44**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2012	0.07	0.60	0.52	0.00	0.82	0.02	0.84	0.03	0.02	0.05	0.00	221.95	221.95	0.02	0.00	222.44
Total	**0.07**	**0.60**	**0.52**	**0.00**	**0.82**	**0.02**	**0.84**	**0.03**	**0.02**	**0.05**	**0.00**	**221.95**	**221.95**	**0.02**	**0.00**	**222.44**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.71	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Waste						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.71**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.71	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Waste						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.71**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.3 Vegetation

Vegetation

	ROG	NOx	CO	SO2	CO2e
Category	tons				MT
Vegetation Land Change					0.00
Total					**0.00**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Oxidation Catalyst for Construction Equipment

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

3.2 Grading - 2012

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.13	0.00	0.13	0.07	0.00	0.07	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.15	1.12	0.69	0.00		0.06	0.06		0.06	0.06	0.00	102.18	102.18	0.01	0.00	102.42
Total	**0.15**	**1.12**	**0.69**	**0.00**	**0.13**	**0.06**	**0.19**	**0.07**	**0.06**	**0.13**	**0.00**	**102.18**	**102.18**	**0.01**	**0.00**	**102.42**

3.2 Grading - 2012

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.06	0.59	0.43	0.00	0.76	0.02	0.78	0.00	0.02	0.02	0.00	66.33	66.33	0.00	0.00	66.39
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.84	2.84	0.00	0.00	2.85
Total	**0.06**	**0.59**	**0.47**	**0.00**	**0.76**	**0.02**	**0.78**	**0.00**	**0.02**	**0.02**	**0.00**	**69.17**	**69.17**	**0.00**	**0.00**	**69.24**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.05	0.00	0.05	0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	102.18	102.18	0.01	0.00	102.42
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.05**	**0.00**	**0.05**	**0.03**	**0.00**	**0.03**	**0.00**	**102.18**	**102.18**	**0.01**	**0.00**	**102.42**

3.2 Grading - 2012

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.06	0.59	0.43	0.00	0.76	0.02	0.78	0.00	0.02	0.02	0.00	66.33	66.33	0.00	0.00	66.39
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.84	2.84	0.00	0.00	2.85
Total	**0.06**	**0.59**	**0.47**	**0.00**	**0.76**	**0.02**	**0.78**	**0.00**	**0.02**	**0.02**	**0.00**	**69.17**	**69.17**	**0.00**	**0.00**	**69.24**

3.3 Paving - 2012

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.10	0.60	0.37	0.00		0.05	0.05		0.05	0.05	0.00	46.81	46.81	0.01	0.00	46.98
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.10**	**0.60**	**0.37**	**0.00**		**0.05**	**0.05**		**0.05**	**0.05**	**0.00**	**46.81**	**46.81**	**0.01**	**0.00**	**46.98**

3.3 Paving - 2012

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.01	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.79	3.79	0.00	0.00	3.80
Total	**0.00**	**0.01**	**0.05**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**3.79**	**3.79**	**0.00**	**0.00**	**3.80**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	46.81	46.81	0.01	0.00	46.98
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**46.81**	**46.81**	**0.01**	**0.00**	**46.98**

3.3 Paving - 2012

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.01	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.79	3.79	0.00	0.00	3.80
Total	**0.00**	**0.01**	**0.05**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**3.79**	**3.79**	**0.00**	**0.00**	**3.80**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NaturalGas Mitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NaturalGas Unmitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Parking Lot	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Parking Lot	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Parking Lot	0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Parking Lot	0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.71	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	0.71	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.16					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.55					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.71**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.16					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.55					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.71**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					0.00	0.00	0.00	0.00
Unmitigated					0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Parking Lot	0 / 0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Parking Lot	0 / 0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					0.00	0.00	0.00	0.00
Unmitigated					0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Parking Lot	0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Parking Lot	0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

9.0 Vegetation

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons				MT			
Unmitigated					0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

9.1 Vegetation Land Change

Vegetation Type

	Initial/Final	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	Acres	tons				MT			
Trees	10.09 / 10.09					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

Pebble Beach - Residential (Corp Yard)

Monterey County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Single Family Housing	10	Dwelling Unit

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.8	**Utility Company**	Pacific Gas & Electric Company
Climate Zone	4	**Precipitation Freq (Days)**	51		

1.3 User Entered Comments

Project Characteristics -

Land Use -

Construction Phase - Changed const. phases/dates

Grading - -

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Dust emission reductions based on Table 8-2 in MBUAPCD CEQA Air Quality Guidelines

Energy Mitigation -

Waste Mitigation -

Water Mitigation -

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2014	0.82	6.63	4.95	0.01	10.71	0.30	11.01	0.13	0.30	0.43	0.00	844.61	844.61	0.05	0.00	845.64
Total	**0.82**	**6.63**	**4.95**	**0.01**	**10.71**	**0.30**	**11.01**	**0.13**	**0.30**	**0.43**	**0.00**	**844.61**	**844.61**	**0.05**	**0.00**	**845.64**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2014	0.50	4.34	3.43	0.01	10.58	0.15	10.73	0.07	0.15	0.22	0.00	844.61	844.61	0.05	0.00	845.64
Total	**0.50**	**4.34**	**3.43**	**0.01**	**10.58**	**0.15**	**10.73**	**0.07**	**0.15**	**0.22**	**0.00**	**844.61**	**844.61**	**0.05**	**0.00**	**845.64**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.73	0.01	0.85	0.00		0.00	0.11		0.00	0.11	10.33	13.12	23.45	0.01	0.00	23.96
Energy	0.00	0.02	0.01	0.00		0.00	0.00		0.00	0.00	0.00	39.63	39.63	0.00	0.00	39.87
Mobile	0.15	0.38	1.75	0.00	0.14	0.01	0.15	0.01	0.01	0.02	0.00	139.30	139.30	0.01	0.00	139.56
Waste						0.00	0.00		0.00	0.00	2.59	0.00	2.59	0.15	0.00	5.80
Water						0.00	0.00		0.00	0.00	0.00	1.45	1.45	0.02	0.00	2.03
Total	**0.88**	**0.41**	**2.61**	**0.00**	**0.14**	**0.01**	**0.26**	**0.01**	**0.01**	**0.13**	**12.92**	**193.50**	**206.42**	**0.19**	**0.00**	**211.22**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.73	0.01	0.85	0.00		0.00	0.11		0.00	0.11	10.33	13.12	23.45	0.01	0.00	23.96
Energy	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	35.80	35.80	0.00	0.00	36.02
Mobile	0.15	0.38	1.75	0.00	0.14	0.01	0.15	0.01	0.01	0.02	0.00	139.30	139.30	0.01	0.00	139.56
Waste						0.00	0.00		0.00	0.00	1.30	0.00	1.30	0.08	0.00	2.90
Water						0.00	0.00		0.00	0.00	0.00	1.22	1.22	0.02	0.00	1.68
Total	**0.88**	**0.40**	**2.61**	**0.00**	**0.14**	**0.01**	**0.26**	**0.01**	**0.01**	**0.13**	**11.63**	**189.44**	**201.07**	**0.12**	**0.00**	**204.12**

2.3 Vegetation

Vegetation

	ROG	NOx	CO	SO2	CO2e
Category	tons				MT
Vegetation Land Change					0.00
Total					**0.00**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Oxidation Catalyst for Construction Equipment

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

3.2 Grading - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.21	0.00	0.21	0.11	0.00	0.11	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.19	1.48	0.98	0.00		0.08	0.08		0.08	0.08	0.00	154.45	154.45	0.02	0.00	154.78
Total	**0.19**	**1.48**	**0.98**	**0.00**	**0.21**	**0.08**	**0.29**	**0.11**	**0.08**	**0.19**	**0.00**	**154.45**	**154.45**	**0.02**	**0.00**	**154.78**

3.2 Grading - 2014

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.49	4.33	3.33	0.01	10.49	0.15	10.64	0.02	0.15	0.18	0.00	609.77	609.77	0.02	0.00	610.23
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.04	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	4.12	4.12	0.00	0.00	4.13
Total	**0.49**	**4.33**	**3.37**	**0.01**	**10.50**	**0.15**	**10.65**	**0.02**	**0.15**	**0.18**	**0.00**	**613.89**	**613.89**	**0.02**	**0.00**	**614.36**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.08	0.00	0.08	0.04	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	154.45	154.45	0.02	0.00	154.78
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.08**	**0.00**	**0.08**	**0.04**	**0.00**	**0.04**	**0.00**	**154.45**	**154.45**	**0.02**	**0.00**	**154.78**

3.2 Grading - 2014

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.49	4.33	3.33	0.01	10.49	0.15	10.64	0.02	0.15	0.18	0.00	609.77	609.77	0.02	0.00	610.23
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.04	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	4.12	4.12	0.00	0.00	4.13
Total	**0.49**	**4.33**	**3.37**	**0.01**	**10.50**	**0.15**	**10.65**	**0.02**	**0.15**	**0.18**	**0.00**	**613.89**	**613.89**	**0.02**	**0.00**	**614.36**

3.3 Paving - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.13	0.81	0.55	0.00		0.07	0.07		0.07	0.07	0.00	70.76	70.76	0.01	0.00	70.98
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.13**	**0.81**	**0.55**	**0.00**		**0.07**	**0.07**		**0.07**	**0.07**	**0.00**	**70.76**	**70.76**	**0.01**	**0.00**	**70.98**

3.3 Paving - 2014

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.01	0.06	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	5.50	5.50	0.00	0.00	5.51
Total	**0.00**	**0.01**	**0.06**	**0.00**	**0.01**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**5.50**	**5.50**	**0.00**	**0.00**	**5.51**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	70.76	70.76	0.01	0.00	70.98
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**70.76**	**70.76**	**0.01**	**0.00**	**70.98**

3.3 Paving - 2014

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.01	0.06	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	5.50	5.50	0.00	0.00	5.51
Total	**0.00**	**0.01**	**0.06**	**0.00**	**0.01**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**5.50**	**5.50**	**0.00**	**0.00**	**5.51**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.15	0.38	1.75	0.00	0.14	0.01	0.15	0.01	0.01	0.02	0.00	139.30	139.30	0.01	0.00	139.56
Unmitigated	0.15	0.38	1.75	0.00	0.14	0.01	0.15	0.01	0.01	0.02	0.00	139.30	139.30	0.01	0.00	139.56
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Single Family Housing	95.70	100.80	87.70	274,508	274,508
Total	95.70	100.80	87.70	274,508	274,508

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Single Family Housing	10.80	7.30	7.50	44.00	18.80	37.20

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	18.70	18.70	0.00	0.00	18.81
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	19.04	19.04	0.00	0.00	19.16
NaturalGas Mitigated	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	17.11	17.11	0.00	0.00	17.21
NaturalGas Unmitigated	0.00	0.02	0.01	0.00		0.00	0.00		0.00	0.00	0.00	20.59	20.59	0.00	0.00	20.72
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Single Family Housing	385854	0.00	0.02	0.01	0.00		0.00	0.00		0.00	0.00	0.00	20.59	20.59	0.00	0.00	20.72
Total		**0.00**	**0.02**	**0.01**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**20.59**	**20.59**	**0.00**	**0.00**	**20.72**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Single Family Housing	320594	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	17.11	17.11	0.00	0.00	17.21
Total		**0.00**	**0.01**	**0.01**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**17.11**	**17.11**	**0.00**	**0.00**	**17.21**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Single Family Housing	65444					19.04	0.00	0.00	19.16
Total						**19.04**	**0.00**	**0.00**	**19.16**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Single Family Housing	64264.6					18.70	0.00	0.00	18.81
Total						**18.70**	**0.00**	**0.00**	**18.81**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.73	0.01	0.85	0.00		0.00	0.11		0.00	0.11	10.33	13.12	23.45	0.01	0.00	23.96
Unmitigated	0.73	0.01	0.85	0.00		0.00	0.11		0.00	0.11	10.33	13.12	23.45	0.01	0.00	23.96
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.03					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.07					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	0.63	0.01	0.77	0.00		0.00	0.11		0.00	0.11	10.33	13.00	23.33	0.01	0.00	23.83
Landscaping	0.00	0.00	0.08	0.00		0.00	0.00		0.00	0.00	0.00	0.12	0.12	0.00	0.00	0.13
Total	**0.73**	**0.01**	**0.85**	**0.00**		**0.00**	**0.11**		**0.00**	**0.11**	**10.33**	**13.12**	**23.45**	**0.01**	**0.00**	**23.96**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.03					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.07					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	0.63	0.01	0.77	0.00		0.00	0.11		0.00	0.11	10.33	13.00	23.33	0.01	0.00	23.83
Landscaping	0.00	0.00	0.08	0.00		0.00	0.00		0.00	0.00	0.00	0.12	0.12	0.00	0.00	0.13
Total	**0.73**	**0.01**	**0.85**	**0.00**		**0.00**	**0.11**		**0.00**	**0.11**	**10.33**	**13.12**	**23.45**	**0.01**	**0.00**	**23.96**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					1.22	0.02	0.00	1.68
Unmitigated					1.45	0.02	0.00	2.03
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Single Family Housing	0.65154 / 0.410754					1.45	0.02	0.00	2.03
Total						**1.45**	**0.02**	**0.00**	**2.03**

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Single Family Housing	0.521232 / 0.385698					1.22	0.02	0.00	1.68
Total						**1.22**	**0.02**	**0.00**	**1.68**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					1.30	0.08	0.00	2.90
Unmitigated					2.59	0.15	0.00	5.80
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Single Family Housing	12.76					2.59	0.15	0.00	5.80
Total						**2.59**	**0.15**	**0.00**	**5.80**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Single Family Housing	6.38					1.30	0.08	0.00	2.90
Total						**1.30**	**0.08**	**0.00**	**2.90**

9.0 Vegetation

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons				MT			
Unmitigated					0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

9.1 Vegetation Land Change

Vegetation Type

	Initial/Final	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	Acres	tons				MT			
Trees	9.81 / 9.81					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

Pebble Beach - Residential (No V/Corp Yard)

Monterey County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Single Family Housing	64	Dwelling Unit

1.2 Other Project Characteristics

Urbanization Urban **Wind Speed (m/s)** 2.8 **Utility Company** Pacific Gas & Electric Company

Climate Zone 4 **Precipitation Freq (Days)** 51

1.3 User Entered Comments

Project Characteristics -

Land Use -

Construction Phase - Changed const. phases/dates

Grading - d

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Dust emission reductions based on Table 8-2 in MBUAPCD CEQA Air Quality Guidelines

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2012	0.57	4.59	2.72	0.00	1.85	0.23	2.08	0.11	0.23	0.34	0.00	449.41	449.41	0.04	0.00	450.31
2013	0.07	0.41	0.27	0.00	0.00	0.04	0.04	0.00	0.04	0.04	0.00	33.31	33.31	0.01	0.00	33.42
Total	**0.64**	**5.00**	**2.99**	**0.00**	**1.85**	**0.27**	**2.12**	**0.11**	**0.27**	**0.38**	**0.00**	**482.72**	**482.72**	**0.05**	**0.00**	**483.73**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2012	0.10	0.84	0.71	0.00	1.72	0.03	1.75	0.05	0.03	0.08	0.00	449.41	449.41	0.04	0.00	450.31
2013	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	33.31	33.31	0.01	0.00	33.42
Total	**0.10**	**0.84**	**0.73**	**0.00**	**1.72**	**0.03**	**1.75**	**0.05**	**0.03**	**0.08**	**0.00**	**482.72**	**482.72**	**0.05**	**0.00**	**483.73**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	4.67	0.06	5.45	0.00		0.00	0.70		0.00	0.70	66.11	83.96	150.07	0.06	0.01	153.32
Energy	0.01	0.11	0.05	0.00		0.00	0.01		0.00	0.01	0.00	253.63	253.63	0.01	0.00	255.19
Mobile	0.98	2.42	11.18	0.01	0.89	0.08	0.97	0.04	0.08	0.12	0.00	891.51	891.51	0.08	0.00	893.15
Waste						0.00	0.00		0.00	0.00	16.34	0.00	16.34	0.97	0.00	36.63
Water						0.00	0.00		0.00	0.00	0.00	9.29	9.29	0.13	0.00	13.00
Total	**5.66**	**2.59**	**16.68**	**0.01**	**0.89**	**0.08**	**1.68**	**0.04**	**0.08**	**0.83**	**82.45**	**1,238.39**	**1,320.84**	**1.25**	**0.01**	**1,351.29**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	4.67	0.06	5.45	0.00		0.00	0.70		0.00	0.70	66.11	83.96	150.07	0.06	0.01	153.32
Energy	0.01	0.09	0.04	0.00		0.00	0.01		0.00	0.01	0.00	229.14	229.14	0.01	0.00	230.56
Mobile	0.98	2.42	11.18	0.01	0.89	0.08	0.97	0.04	0.08	0.12	0.00	891.51	891.51	0.08	0.00	893.15
Waste						0.00	0.00		0.00	0.00	8.17	0.00	8.17	0.48	0.00	18.31
Water						0.00	0.00		0.00	0.00	0.00	7.80	7.80	0.10	0.00	10.77
Total	**5.66**	**2.57**	**16.67**	**0.01**	**0.89**	**0.08**	**1.68**	**0.04**	**0.08**	**0.83**	**74.28**	**1,212.41**	**1,286.69**	**0.73**	**0.01**	**1,306.11**

2.3 Vegetation

Vegetation

	ROG	NOx	CO	SO2	CO2e
Category	tons				MT
Vegetation Land Change					0.00
Total					**0.00**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

3.2 Grading - 2012

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.20	0.00	0.20	0.11	0.00	0.11	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.41	3.38	1.79	0.00		0.16	0.16		0.16	0.16	0.00	320.00	320.00	0.03	0.00	320.70
Total	**0.41**	**3.38**	**1.79**	**0.00**	**0.20**	**0.16**	**0.36**	**0.11**	**0.16**	**0.27**	**0.00**	**320.00**	**320.00**	**0.03**	**0.00**	**320.70**

3.2 Grading - 2012

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.09	0.83	0.62	0.00	1.64	0.03	1.67	0.00	0.03	0.03	0.00	94.50	94.50	0.00	0.00	94.59
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.01	0.01	0.07	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	5.73	5.73	0.00	0.00	5.74
Total	**0.10**	**0.84**	**0.69**	**0.00**	**1.65**	**0.03**	**1.68**	**0.00**	**0.03**	**0.03**	**0.00**	**100.23**	**100.23**	**0.00**	**0.00**	**100.33**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.07	0.00	0.07	0.04	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	320.00	320.00	0.03	0.00	320.70
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.07**	**0.00**	**0.07**	**0.04**	**0.00**	**0.04**	**0.00**	**320.00**	**320.00**	**0.03**	**0.00**	**320.70**

3.2 Grading - 2012

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.09	0.83	0.62	0.00	1.64	0.03	1.67	0.00	0.03	0.03	0.00	94.50	94.50	0.00	0.00	94.59
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.01	0.01	0.07	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	5.73	5.73	0.00	0.00	5.74
Total	**0.10**	**0.84**	**0.69**	**0.00**	**1.65**	**0.03**	**1.68**	**0.00**	**0.03**	**0.03**	**0.00**	**100.23**	**100.23**	**0.00**	**0.00**	**100.33**

3.3 Paving - 2012

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.06	0.37	0.22	0.00		0.03	0.03		0.03	0.03	0.00	27.78	27.78	0.01	0.00	27.89
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.06**	**0.37**	**0.22**	**0.00**		**0.03**	**0.03**		**0.03**	**0.03**	**0.00**	**27.78**	**27.78**	**0.01**	**0.00**	**27.89**

3.3 Paving - 2012

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.39	1.39	0.00	0.00	1.39
Total	**0.00**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.39**	**1.39**	**0.00**	**0.00**	**1.39**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	27.78	27.78	0.01	0.00	27.89
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**27.78**	**27.78**	**0.01**	**0.00**	**27.89**

3.3 Paving - 2012

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.39	1.39	0.00	0.00	1.39
Total	**0.00**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.39**	**1.39**	**0.00**	**0.00**	**1.39**

3.3 Paving - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.07	0.41	0.25	0.00		0.04	0.04		0.04	0.04	0.00	31.75	31.75	0.01	0.00	31.87
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.07**	**0.41**	**0.25**	**0.00**		**0.04**	**0.04**		**0.04**	**0.04**	**0.00**	**31.75**	**31.75**	**0.01**	**0.00**	**31.87**

3.3 Paving - 2013

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.55	1.55	0.00	0.00	1.56
Total	**0.00**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.55**	**1.55**	**0.00**	**0.00**	**1.56**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	31.75	31.75	0.01	0.00	31.87
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**31.75**	**31.75**	**0.01**	**0.00**	**31.87**

3.3 Paving - 2013

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.55	1.55	0.00	0.00	1.56
Total	**0.00**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.55**	**1.55**	**0.00**	**0.00**	**1.56**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.98	2.42	11.18	0.01	0.89	0.08	0.97	0.04	0.08	0.12	0.00	891.51	891.51	0.08	0.00	893.15
Unmitigated	0.98	2.42	11.18	0.01	0.89	0.08	0.97	0.04	0.08	0.12	0.00	891.51	891.51	0.08	0.00	893.15
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Single Family Housing	612.48	645.12	561.28	1,756,848	1,756,848
Total	612.48	645.12	561.28	1,756,848	1,756,848

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Single Family Housing	10.80	7.30	7.50	44.00	18.80	37.20

5.0 Energy Detail

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	119.65	119.65	0.01	0.00	120.40
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	121.85	121.85	0.01	0.00	122.61
NaturalGas Mitigated	0.01	0.09	0.04	0.00		0.00	0.01		0.00	0.01	0.00	109.49	109.49	0.00	0.00	110.16
NaturalGas Unmitigated	0.01	0.11	0.05	0.00		0.00	0.01		0.00	0.01	0.00	131.78	131.78	0.00	0.00	132.58
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Single Family Housing	2.46946e+006	0.01	0.11	0.05	0.00		0.00	0.01		0.00	0.01	0.00	131.78	131.78	0.00	0.00	132.58
Total		**0.01**	**0.11**	**0.05**	**0.00**		**0.00**	**0.01**		**0.00**	**0.01**	**0.00**	**131.78**	**131.78**	**0.00**	**0.00**	**132.58**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Single Family Housing	2.0518e+006	0.01	0.09	0.04	0.00		0.00	0.01		0.00	0.01	0.00	109.49	109.49	0.00	0.00	110.16
Total		**0.01**	**0.09**	**0.04**	**0.00**		**0.00**	**0.01**		**0.00**	**0.01**	**0.00**	**109.49**	**109.49**	**0.00**	**0.00**	**110.16**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Single Family Housing	418842					121.85	0.01	0.00	122.61
Total						**121.85**	**0.01**	**0.00**	**122.61**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Single Family Housing	411294					119.65	0.01	0.00	120.40
Total						**119.65**	**0.01**	**0.00**	**120.40**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	4.67	0.06	5.45	0.00		0.00	0.70		0.00	0.70	66.11	83.96	150.07	0.06	0.01	153.32
Unmitigated	4.67	0.06	5.45	0.00		0.00	0.70		0.00	0.70	66.11	83.96	150.07	0.06	0.01	153.32
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.18					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.45					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	4.02	0.05	4.95	0.00		0.00	0.70		0.00	0.70	66.11	83.18	149.29	0.06	0.01	152.52
Landscaping	0.02	0.01	0.51	0.00		0.00	0.00		0.00	0.00	0.00	0.79	0.79	0.00	0.00	0.80
Total	**4.67**	**0.06**	**5.46**	**0.00**		**0.00**	**0.70**		**0.00**	**0.70**	**66.11**	**83.97**	**150.08**	**0.06**	**0.01**	**153.32**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.18					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.45					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	4.02	0.05	4.95	0.00		0.00	0.70		0.00	0.70	66.11	83.18	149.29	0.06	0.01	152.52
Landscaping	0.02	0.01	0.51	0.00		0.00	0.00		0.00	0.00	0.00	0.79	0.79	0.00	0.00	0.80
Total	**4.67**	**0.06**	**5.46**	**0.00**		**0.00**	**0.70**		**0.00**	**0.70**	**66.11**	**83.97**	**150.08**	**0.06**	**0.01**	**153.32**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					7.80	0.10	0.00	10.77
Unmitigated					9.29	0.13	0.00	13.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Single Family Housing	4.16986 / 2.62882					9.29	0.13	0.00	13.00
Total						**9.29**	**0.13**	**0.00**	**13.00**

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Single Family Housing	3.33589 / 2.46847					7.80	0.10	0.00	10.77
Total						**7.80**	**0.10**	**0.00**	**10.77**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					8.17	0.48	0.00	18.31
Unmitigated					16.34	0.97	0.00	36.63
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Single Family Housing	80.52					16.34	0.97	0.00	36.63
Total						**16.34**	**0.97**	**0.00**	**36.63**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Single Family Housing	40.26					8.17	0.48	0.00	18.31
Total						**8.17**	**0.48**	**0.00**	**18.31**

9.0 Vegetation

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons				MT			
Unmitigated					0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

9.1 Vegetation Land Change

Vegetation Type

	Initial/Final	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	Acres	tons				MT			
Trees	8.1 / 8.1					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

Pebble Beach - Residential (V)

Monterey County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Single Family Housing	14	Dwelling Unit

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.8	**Utility Company**	Pacific Gas & Electric Company
Climate Zone	4	**Precipitation Freq (Days)**	51		

1.3 User Entered Comments

Project Characteristics -

Land Use -

Construction Phase - Changed const. phases/dates

Grading - -

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Dust emission reductions based on Table 8-2 in MBUAPCD CEQA Air Quality Guidelines

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.23	1.58	1.54	0.00	1.57	0.08	1.65	0.11	0.08	0.19	0.00	291.15	291.15	0.02	0.00	291.51
Total	**0.23**	**1.58**	**1.54**	**0.00**	**1.57**	**0.08**	**1.65**	**0.11**	**0.08**	**0.19**	**0.00**	**291.15**	**291.15**	**0.02**	**0.00**	**291.51**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.04	0.33	0.31	0.00	1.45	0.01	1.46	0.04	0.01	0.05	0.00	291.15	291.15	0.02	0.00	291.51
Total	**0.04**	**0.33**	**0.31**	**0.00**	**1.45**	**0.01**	**1.46**	**0.04**	**0.01**	**0.05**	**0.00**	**291.15**	**291.15**	**0.02**	**0.00**	**291.51**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.02	0.01	1.19	0.00		0.00	0.15		0.00	0.15	14.46	18.37	32.83	0.01	0.00	33.54
Energy	0.00	0.02	0.01	0.00		0.00	0.00		0.00	0.00	0.00	55.48	55.48	0.00	0.00	55.82
Mobile	0.21	0.53	2.45	0.00	0.19	0.02	0.21	0.01	0.02	0.03	0.00	195.02	195.02	0.02	0.00	195.38
Waste						0.00	0.00		0.00	0.00	3.57	0.00	3.57	0.21	0.00	8.01
Water						0.00	0.00		0.00	0.00	0.00	2.03	2.03	0.03	0.00	2.84
Total	**1.23**	**0.56**	**3.65**	**0.00**	**0.19**	**0.02**	**0.36**	**0.01**	**0.02**	**0.18**	**18.03**	**270.90**	**288.93**	**0.27**	**0.00**	**295.59**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.02	0.01	1.19	0.00		0.00	0.15		0.00	0.15	14.46	18.37	32.83	0.01	0.00	33.54
Energy	0.00	0.02	0.01	0.00		0.00	0.00		0.00	0.00	0.00	50.12	50.12	0.00	0.00	50.43
Mobile	0.21	0.53	2.45	0.00	0.19	0.02	0.21	0.01	0.02	0.03	0.00	195.02	195.02	0.02	0.00	195.38
Waste						0.00	0.00		0.00	0.00	1.79	0.00	1.79	0.11	0.00	4.00
Water						0.00	0.00		0.00	0.00	0.00	1.71	1.71	0.02	0.00	2.36
Total	**1.23**	**0.56**	**3.65**	**0.00**	**0.19**	**0.02**	**0.36**	**0.01**	**0.02**	**0.18**	**16.25**	**265.22**	**281.47**	**0.16**	**0.00**	**285.71**

2.3 Vegetation

Vegetation

	ROG	NOx	CO	SO2	CO2e
Category	tons				MT
Vegetation Land Change					0.00
Total					**0.00**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Oxidation Catalyst for Construction Equipment

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

3.2 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.20	0.00	0.20	0.11	0.00	0.11	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.13	0.88	0.87	0.00		0.04	0.04		0.04	0.04	0.00	154.45	154.45	0.01	0.00	154.67
Total	**0.13**	**0.88**	**0.87**	**0.00**	**0.20**	**0.04**	**0.24**	**0.11**	**0.04**	**0.15**	**0.00**	**154.45**	**154.45**	**0.01**	**0.00**	**154.67**

3.2 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.04	0.32	0.26	0.00	1.36	0.01	1.37	0.00	0.01	0.01	0.00	80.72	80.72	0.00	0.00	80.75
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.03	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	3.63	3.63	0.00	0.00	3.64
Total	**0.04**	**0.32**	**0.29**	**0.00**	**1.37**	**0.01**	**1.38**	**0.00**	**0.01**	**0.01**	**0.00**	**84.35**	**84.35**	**0.00**	**0.00**	**84.39**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.07	0.00	0.07	0.04	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	154.45	154.45	0.01	0.00	154.67
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.07**	**0.00**	**0.07**	**0.04**	**0.00**	**0.04**	**0.00**	**154.45**	**154.45**	**0.01**	**0.00**	**154.67**

3.2 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.04	0.32	0.26	0.00	1.36	0.01	1.37	0.00	0.01	0.01	0.00	80.72	80.72	0.00	0.00	80.75
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.03	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	3.63	3.63	0.00	0.00	3.64
Total	**0.04**	**0.32**	**0.29**	**0.00**	**1.37**	**0.01**	**1.38**	**0.00**	**0.01**	**0.01**	**0.00**	**84.35**	**84.35**	**0.00**	**0.00**	**84.39**

3.3 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.06	0.37	0.36	0.00		0.03	0.03		0.03	0.03	0.00	48.99	48.99	0.00	0.00	49.09
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.06**	**0.37**	**0.36**	**0.00**		**0.03**	**0.03**		**0.03**	**0.03**	**0.00**	**48.99**	**48.99**	**0.00**	**0.00**	**49.09**

3.3 Paving - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	3.35	3.35	0.00	0.00	3.36
Total	**0.00**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**3.35**	**3.35**	**0.00**	**0.00**	**3.36**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	48.99	48.99	0.00	0.00	49.09
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**48.99**	**48.99**	**0.00**	**0.00**	**49.09**

3.3 Paving - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	3.35	3.35	0.00	0.00	3.36
Total	**0.00**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**3.35**	**3.35**	**0.00**	**0.00**	**3.36**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.21	0.53	2.45	0.00	0.19	0.02	0.21	0.01	0.02	0.03	0.00	195.02	195.02	0.02	0.00	195.38
Unmitigated	0.21	0.53	2.45	0.00	0.19	0.02	0.21	0.01	0.02	0.03	0.00	195.02	195.02	0.02	0.00	195.38
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Single Family Housing	133.98	141.12	122.78	384,311	384,311
Total	133.98	141.12	122.78	384,311	384,311

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Single Family Housing	10.80	7.30	7.50	44.00	18.80	37.20

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	26.17	26.17	0.00	0.00	26.34
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	26.65	26.65	0.00	0.00	26.82
NaturalGas Mitigated	0.00	0.02	0.01	0.00		0.00	0.00		0.00	0.00	0.00	23.95	23.95	0.00	0.00	24.10
NaturalGas Unmitigated	0.00	0.02	0.01	0.00		0.00	0.00		0.00	0.00	0.00	28.83	28.83	0.00	0.00	29.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Single Family Housing	540195	0.00	0.02	0.01	0.00		0.00	0.00		0.00	0.00	0.00	28.83	28.83	0.00	0.00	29.00
Total		**0.00**	**0.02**	**0.01**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**28.83**	**28.83**	**0.00**	**0.00**	**29.00**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Single Family Housing	448831	0.00	0.02	0.01	0.00		0.00	0.00		0.00	0.00	0.00	23.95	23.95	0.00	0.00	24.10
Total		**0.00**	**0.02**	**0.01**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**23.95**	**23.95**	**0.00**	**0.00**	**24.10**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Single Family Housing	91621.6					26.65	0.00	0.00	26.82
Total						**26.65**	**0.00**	**0.00**	**26.82**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Single Family Housing	89970.5					26.17	0.00	0.00	26.34
Total						**26.17**	**0.00**	**0.00**	**26.34**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.02	0.01	1.19	0.00		0.00	0.15		0.00	0.15	14.46	18.37	32.83	0.01	0.00	33.54
Unmitigated	1.02	0.01	1.19	0.00		0.00	0.15		0.00	0.15	14.46	18.37	32.83	0.01	0.00	33.54
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.04					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.10					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	0.88	0.01	1.08	0.00		0.00	0.15		0.00	0.15	14.46	18.19	32.66	0.01	0.00	33.36
Landscaping	0.00	0.00	0.11	0.00		0.00	0.00		0.00	0.00	0.00	0.17	0.17	0.00	0.00	0.18
Total	**1.02**	**0.01**	**1.19**	**0.00**		**0.00**	**0.15**		**0.00**	**0.15**	**14.46**	**18.36**	**32.83**	**0.01**	**0.00**	**33.54**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.04					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.10					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	0.88	0.01	1.08	0.00		0.00	0.15		0.00	0.15	14.46	18.19	32.66	0.01	0.00	33.36
Landscaping	0.00	0.00	0.11	0.00		0.00	0.00		0.00	0.00	0.00	0.17	0.17	0.00	0.00	0.18
Total	**1.02**	**0.01**	**1.19**	**0.00**		**0.00**	**0.15**		**0.00**	**0.15**	**14.46**	**18.36**	**32.83**	**0.01**	**0.00**	**33.54**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					1.71	0.02	0.00	2.36
Unmitigated					2.03	0.03	0.00	2.84
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Single Family Housing	0.912156 / 0.575055					2.03	0.03	0.00	2.84
Total						**2.03**	**0.03**	**0.00**	**2.84**

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Single Family Housing	0.729725 / 0.539977					1.71	0.02	0.00	2.36
Total						**1.71**	**0.02**	**0.00**	**2.36**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					1.79	0.11	0.00	4.00
Unmitigated					3.57	0.21	0.00	8.01
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Single Family Housing	17.6					3.57	0.21	0.00	8.01
Total						**3.57**	**0.21**	**0.00**	**8.01**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Single Family Housing	8.8					1.79	0.11	0.00	4.00
Total						**1.79**	**0.11**	**0.00**	**4.00**

9.0 Vegetation

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons				MT			
Unmitigated					0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

9.1 Vegetation Land Change

Vegetation Type

	Initial/Final	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	Acres	tons				MT			
Trees	9.81 / 9.81					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

Pebble Beach - SBI Conference Center Ballroom

Monterey County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Office Building	3.96	1000sqft

1.2 Other Project Characteristics

Urbanization Urban **Wind Speed (m/s)** 2.8 **Utility Company** Pacific Gas & Electric Company

Climate Zone 4 **Precipitation Freq (Days)** 51

1.3 User Entered Comments

Project Characteristics -

Land Use - -

Construction Phase - Changed const. phases/dates

Off-road Equipment - +

Trips and VMT -

Grading - -

Vehicle Trips - +

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Dust emission reductions based on Table 8-2 in MBUAPCD CEQA Air Quality Guidelines

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2014	0.36	2.36	1.75	0.00	0.57	0.13	0.70	0.01	0.13	0.14	0.00	290.16	290.16	0.02	0.00	290.63
Total	**0.36**	**2.36**	**1.75**	**0.00**	**0.57**	**0.13**	**0.70**	**0.01**	**0.13**	**0.14**	**0.00**	**290.16**	**290.16**	**0.02**	**0.00**	**290.63**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2014	0.13	0.72	0.59	0.00	0.56	0.03	0.59	0.01	0.03	0.03	0.00	290.16	290.16	0.02	0.00	290.63
Total	**0.13**	**0.72**	**0.59**	**0.00**	**0.56**	**0.03**	**0.59**	**0.01**	**0.03**	**0.03**	**0.00**	**290.16**	**290.16**	**0.02**	**0.00**	**290.63**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.02	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	26.35	26.35	0.00	0.00	26.51
Mobile	0.02	0.04	0.21	0.00	0.02	0.00	0.02	0.00	0.00	0.00	0.00	15.97	15.97	0.00	0.00	16.00
Waste						0.00	0.00		0.00	0.00	0.75	0.00	0.75	0.04	0.00	1.67
Water						0.00	0.00		0.00	0.00	0.00	1.56	1.56	0.02	0.00	2.18
Total	**0.04**	**0.04**	**0.21**	**0.00**	**0.02**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.75**	**43.88**	**44.63**	**0.06**	**0.00**	**46.36**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.02	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	23.90	23.90	0.00	0.00	24.05
Mobile	0.02	0.04	0.21	0.00	0.02	0.00	0.02	0.00	0.00	0.00	0.00	15.97	15.97	0.00	0.00	16.00
Waste						0.00	0.00		0.00	0.00	0.37	0.00	0.37	0.02	0.00	0.84
Water						0.00	0.00		0.00	0.00	0.00	1.31	1.31	0.02	0.00	1.81
Total	**0.04**	**0.04**	**0.21**	**0.00**	**0.02**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.37**	**41.18**	**41.55**	**0.04**	**0.00**	**42.70**

2.3 Vegetation

Vegetation

	ROG	NOx	CO	SO2	CO2e
Category	tons				MT
Vegetation Land Change					0.00
Total					**0.00**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Oxidation Catalyst for Construction Equipment

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

3.2 Grading - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.02	0.14	0.10	0.00		0.01	0.01		0.01	0.01	0.00	14.06	14.06	0.00	0.00	14.09
Total	**0.02**	**0.14**	**0.10**	**0.00**	**0.01**	**0.01**	**0.02**	**0.00**	**0.01**	**0.01**	**0.00**	**14.06**	**14.06**	**0.00**	**0.00**	**14.09**

3.2 Grading - 2014

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.08	0.71	0.54	0.00	0.56	0.02	0.58	0.00	0.02	0.03	0.00	99.51	99.51	0.00	0.00	99.58
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.89	0.89	0.00	0.00	0.89
Total	**0.08**	**0.71**	**0.55**	**0.00**	**0.56**	**0.02**	**0.58**	**0.00**	**0.02**	**0.03**	**0.00**	**100.40**	**100.40**	**0.00**	**0.00**	**100.47**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	14.06	14.06	0.00	0.00	14.09
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**14.06**	**14.06**	**0.00**	**0.00**	**14.09**

3.2 Grading - 2014

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.08	0.71	0.54	0.00	0.56	0.02	0.58	0.00	0.02	0.03	0.00	99.51	99.51	0.00	0.00	99.58
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.89	0.89	0.00	0.00	0.89
Total	**0.08**	**0.71**	**0.55**	**0.00**	**0.56**	**0.02**	**0.58**	**0.00**	**0.02**	**0.03**	**0.00**	**100.40**	**100.40**	**0.00**	**0.00**	**100.47**

3.3 Building Construction - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.18	1.31	0.93	0.00		0.08	0.08		0.08	0.08	0.00	153.50	153.50	0.01	0.00	153.80
Total	**0.18**	**1.31**	**0.93**	**0.00**		**0.08**	**0.08**		**0.08**	**0.08**	**0.00**	**153.50**	**153.50**	**0.01**	**0.00**	**153.80**

3.3 Building Construction - 2014

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.10	2.10	0.00	0.00	2.10
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.74	0.74	0.00	0.00	0.74
Total	**0.00**	**0.01**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.84**	**2.84**	**0.00**	**0.00**	**2.84**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	153.50	153.50	0.01	0.00	153.80
Total	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**153.50**	**153.50**	**0.01**	**0.00**	**153.80**

3.3 Building Construction - 2014

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.10	2.10	0.00	0.00	2.10
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.74	0.74	0.00	0.00	0.74
Total	**0.00**	**0.01**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.84**	**2.84**	**0.00**	**0.00**	**2.84**

3.4 Architechtural Coating - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.05					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.03	0.19	0.13	0.00		0.02	0.02		0.02	0.02	0.00	17.62	17.62	0.00	0.00	17.67
Total	**0.08**	**0.19**	**0.13**	**0.00**		**0.02**	**0.02**		**0.02**	**0.02**	**0.00**	**17.62**	**17.62**	**0.00**	**0.00**	**17.67**

3.4 Architechtural Coating - 2014

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.75	1.75	0.00	0.00	1.75
Total	**0.00**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.75**	**1.75**	**0.00**	**0.00**	**1.75**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.05					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	17.62	17.62	0.00	0.00	17.67
Total	**0.05**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**17.62**	**17.62**	**0.00**	**0.00**	**17.67**

3.4 Architechtural Coating - 2014

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.75	1.75	0.00	0.00	1.75
Total	**0.00**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.75**	**1.75**	**0.00**	**0.00**	**1.75**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.02	0.04	0.21	0.00	0.02	0.00	0.02	0.00	0.00	0.00	0.00	15.97	15.97	0.00	0.00	16.00
Unmitigated	0.02	0.04	0.21	0.00	0.02	0.00	0.02	0.00	0.00	0.00	0.00	15.97	15.97	0.00	0.00	16.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	15.68	9.39	3.88	31,297	31,297
Total	15.68	9.39	3.88	31,297	31,297

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	20.99	20.99	0.00	0.00	21.12
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	22.71	22.71	0.00	0.00	22.85
NaturalGas Mitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	2.91	2.91	0.00	0.00	2.93
NaturalGas Unmitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	3.64	3.64	0.00	0.00	3.66
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
General Office Building	68191.2	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	3.64	3.64	0.00	0.00	3.66
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**3.64**	**3.64**	**0.00**	**0.00**	**3.66**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
General Office Building	54600.5	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	2.91	2.91	0.00	0.00	2.93
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**2.91**	**2.91**	**0.00**	**0.00**	**2.93**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
General Office Building	78051.6					22.71	0.00	0.00	22.85
Total						**22.71**	**0.00**	**0.00**	**22.85**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
General Office Building	72143.3					20.99	0.00	0.00	21.12
Total						**20.99**	**0.00**	**0.00**	**21.12**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.02	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	0.02	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.02					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.02**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.02					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.02**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					1.31	0.02	0.00	1.81
Unmitigated					1.56	0.02	0.00	2.18
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
General Office Building	0.703826 / 0.431377					1.56	0.02	0.00	2.18
Total						**1.56**	**0.02**	**0.00**	**2.18**

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
General Office Building	0.563061 / 0.405063					1.31	0.02	0.00	1.81
Total						**1.31**	**0.02**	**0.00**	**1.81**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					0.37	0.02	0.00	0.84
Unmitigated					0.75	0.04	0.00	1.67
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
General Office Building	3.68					0.75	0.04	0.00	1.67
Total						**0.75**	**0.04**	**0.00**	**1.67**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
General Office Building	1.84					0.37	0.02	0.00	0.84
Total						**0.37**	**0.02**	**0.00**	**0.84**

9.0 Vegetation

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons				MT			
Unmitigated					0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

9.1 Vegetation Land Change

Vegetation Type

	Initial/Final	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	Acres	tons				MT			
Trees	10.09 / 10.09					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

Pebble Beach - SBI Conference Center Meeting

Monterey County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Office Building	3.96	1000sqft

1.2 Other Project Characteristics

Urbanization Urban **Wind Speed (m/s)** 2.8 **Utility Company** Pacific Gas & Electric Company

Climate Zone 4 **Precipitation Freq (Days)** 51

1.3 User Entered Comments

Project Characteristics -

Land Use - -

Construction Phase - Changed const. phases/dates

Off-road Equipment - +

Trips and VMT -

Grading - -

Vehicle Trips - +

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Dust emission reductions based on Table 8-2 in MBUAPCD CEQA Air Quality Guidelines

Energy Mitigation -

Waste Mitigation -

Water Mitigation -

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2014	0.36	2.36	1.75	0.00	0.57	0.13	0.70	0.01	0.13	0.14	0.00	290.16	290.16	0.02	0.00	290.63
Total	**0.36**	**2.36**	**1.75**	**0.00**	**0.57**	**0.13**	**0.70**	**0.01**	**0.13**	**0.14**	**0.00**	**290.16**	**290.16**	**0.02**	**0.00**	**290.63**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2014	0.13	0.72	0.59	0.00	0.56	0.03	0.59	0.01	0.03	0.03	0.00	290.16	290.16	0.02	0.00	290.63
Total	**0.13**	**0.72**	**0.59**	**0.00**	**0.56**	**0.03**	**0.59**	**0.01**	**0.03**	**0.03**	**0.00**	**290.16**	**290.16**	**0.02**	**0.00**	**290.63**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.02	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	26.35	26.35	0.00	0.00	26.51
Mobile	0.02	0.04	0.21	0.00	0.02	0.00	0.02	0.00	0.00	0.00	0.00	15.97	15.97	0.00	0.00	16.00
Waste						0.00	0.00		0.00	0.00	0.75	0.00	0.75	0.04	0.00	1.67
Water						0.00	0.00		0.00	0.00	0.00	1.56	1.56	0.02	0.00	2.18
Total	**0.04**	**0.04**	**0.21**	**0.00**	**0.02**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.75**	**43.88**	**44.63**	**0.06**	**0.00**	**46.36**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.02	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	23.90	23.90	0.00	0.00	24.05
Mobile	0.02	0.04	0.21	0.00	0.02	0.00	0.02	0.00	0.00	0.00	0.00	15.97	15.97	0.00	0.00	16.00
Waste						0.00	0.00		0.00	0.00	0.37	0.00	0.37	0.02	0.00	0.84
Water						0.00	0.00		0.00	0.00	0.00	1.31	1.31	0.02	0.00	1.81
Total	**0.04**	**0.04**	**0.21**	**0.00**	**0.02**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.37**	**41.18**	**41.55**	**0.04**	**0.00**	**42.70**

2.3 Vegetation

Vegetation

	ROG	NOx	CO	SO2	CO2e
Category	tons				MT
Vegetation Land Change					0.00
Total					**0.00**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Oxidation Catalyst for Construction Equipment

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

3.2 Grading - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.02	0.14	0.10	0.00		0.01	0.01		0.01	0.01	0.00	14.06	14.06	0.00	0.00	14.09
Total	**0.02**	**0.14**	**0.10**	**0.00**	**0.01**	**0.01**	**0.02**	**0.00**	**0.01**	**0.01**	**0.00**	**14.06**	**14.06**	**0.00**	**0.00**	**14.09**

3.2 Grading - 2014

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.08	0.71	0.54	0.00	0.56	0.02	0.58	0.00	0.02	0.03	0.00	99.51	99.51	0.00	0.00	99.58
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.89	0.89	0.00	0.00	0.89
Total	**0.08**	**0.71**	**0.55**	**0.00**	**0.56**	**0.02**	**0.58**	**0.00**	**0.02**	**0.03**	**0.00**	**100.40**	**100.40**	**0.00**	**0.00**	**100.47**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	14.06	14.06	0.00	0.00	14.09
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**14.06**	**14.06**	**0.00**	**0.00**	**14.09**

3.2 Grading - 2014

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.08	0.71	0.54	0.00	0.56	0.02	0.58	0.00	0.02	0.03	0.00	99.51	99.51	0.00	0.00	99.58
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.89	0.89	0.00	0.00	0.89
Total	**0.08**	**0.71**	**0.55**	**0.00**	**0.56**	**0.02**	**0.58**	**0.00**	**0.02**	**0.03**	**0.00**	**100.40**	**100.40**	**0.00**	**0.00**	**100.47**

3.3 Building Construction - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.18	1.31	0.93	0.00		0.08	0.08		0.08	0.08	0.00	153.50	153.50	0.01	0.00	153.80
Total	**0.18**	**1.31**	**0.93**	**0.00**		**0.08**	**0.08**		**0.08**	**0.08**	**0.00**	**153.50**	**153.50**	**0.01**	**0.00**	**153.80**

3.3 Building Construction - 2014

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.10	2.10	0.00	0.00	2.10
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.74	0.74	0.00	0.00	0.74
Total	**0.00**	**0.01**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.84**	**2.84**	**0.00**	**0.00**	**2.84**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	153.50	153.50	0.01	0.00	153.80
Total	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**153.50**	**153.50**	**0.01**	**0.00**	**153.80**

3.3 Building Construction - 2014

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.10	2.10	0.00	0.00	2.10
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.74	0.74	0.00	0.00	0.74
Total	**0.00**	**0.01**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.84**	**2.84**	**0.00**	**0.00**	**2.84**

3.4 Architechtural Coating - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.05					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.03	0.19	0.13	0.00		0.02	0.02		0.02	0.02	0.00	17.62	17.62	0.00	0.00	17.67
Total	**0.08**	**0.19**	**0.13**	**0.00**		**0.02**	**0.02**		**0.02**	**0.02**	**0.00**	**17.62**	**17.62**	**0.00**	**0.00**	**17.67**

3.4 Architechtural Coating - 2014

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.75	1.75	0.00	0.00	1.75
Total	**0.00**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.75**	**1.75**	**0.00**	**0.00**	**1.75**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.05					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	17.62	17.62	0.00	0.00	17.67
Total	**0.05**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**17.62**	**17.62**	**0.00**	**0.00**	**17.67**

3.4 Architechtural Coating - 2014

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.75	1.75	0.00	0.00	1.75
Total	**0.00**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.75**	**1.75**	**0.00**	**0.00**	**1.75**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.02	0.04	0.21	0.00	0.02	0.00	0.02	0.00	0.00	0.00	0.00	15.97	15.97	0.00	0.00	16.00
Unmitigated	0.02	0.04	0.21	0.00	0.02	0.00	0.02	0.00	0.00	0.00	0.00	15.97	15.97	0.00	0.00	16.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	15.68	9.39	3.88	31,297	31,297
Total	15.68	9.39	3.88	31,297	31,297

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	20.99	20.99	0.00	0.00	21.12
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	22.71	22.71	0.00	0.00	22.85
NaturalGas Mitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	2.91	2.91	0.00	0.00	2.93
NaturalGas Unmitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	3.64	3.64	0.00	0.00	3.66
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
General Office Building	68191.2	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	3.64	3.64	0.00	0.00	3.66
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**3.64**	**3.64**	**0.00**	**0.00**	**3.66**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
General Office Building	54600.5	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	2.91	2.91	0.00	0.00	2.93
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**2.91**	**2.91**	**0.00**	**0.00**	**2.93**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
General Office Building	78051.6					22.71	0.00	0.00	22.85
Total						**22.71**	**0.00**	**0.00**	**22.85**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
General Office Building	72143.3					20.99	0.00	0.00	21.12
Total						**20.99**	**0.00**	**0.00**	**21.12**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.02	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	0.02	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.02					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.02**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.02					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.02**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					1.31	0.02	0.00	1.81
Unmitigated					1.56	0.02	0.00	2.18
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
General Office Building	0.703826 / 0.431377					1.56	0.02	0.00	2.18
Total						**1.56**	**0.02**	**0.00**	**2.18**

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
General Office Building	0.563061 / 0.405063					1.31	0.02	0.00	1.81
Total						**1.31**	**0.02**	**0.00**	**1.81**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					0.37	0.02	0.00	0.84
Unmitigated					0.75	0.04	0.00	1.67
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
General Office Building	3.68					0.75	0.04	0.00	1.67
Total						**0.75**	**0.04**	**0.00**	**1.67**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
General Office Building	1.84					0.37	0.02	0.00	0.84
Total						**0.37**	**0.02**	**0.00**	**0.84**

9.0 Vegetation

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons				MT			
Unmitigated					0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

9.1 Vegetation Land Change

Vegetation Type

	Initial/Final	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	Acres	tons				MT			
Trees	10.09 / 10.09					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

Pebble Beach - SBI Guest Cottages
Monterey County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Hotel	40	Room

1.2 Other Project Characteristics

Urbanization Urban **Wind Speed (m/s)** 2.8 **Utility Company** Pacific Gas & Electric Company

Climate Zone 4 **Precipitation Freq (Days)** 51

1.3 User Entered Comments

Project Characteristics -

Land Use - -

Construction Phase - Changed const. phases/dates

Off-road Equipment -

Off-road Equipment -

Off-road Equipment - +

Trips and VMT -

Grading - -

Vehicle Trips - +

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Dust emission reductions based on Table 8-2 in MBUAPCD CEQA Air Quality Guidelines

Energy Mitigation -

Waste Mitigation -

Water Mitigation -

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.71	4.60	4.21	0.01	0.47	0.29	0.76	0.07	0.29	0.37	0.00	642.77	642.77	0.06	0.00	643.98
2018	0.97	1.86	1.88	0.00	0.05	0.12	0.17	0.00	0.12	0.12	0.00	282.81	282.81	0.02	0.00	283.31
Total	**1.68**	**6.46**	**6.09**	**0.01**	**0.52**	**0.41**	**0.93**	**0.07**	**0.41**	**0.49**	**0.00**	**925.58**	**925.58**	**0.08**	**0.00**	**927.29**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.05	0.24	0.45	0.01	0.39	0.01	0.40	0.03	0.01	0.04	0.00	642.77	642.77	0.06	0.00	643.98
2018	0.69	0.06	0.17	0.00	0.05	0.00	0.05	0.00	0.00	0.00	0.00	282.81	282.81	0.02	0.00	283.31
Total	**0.74**	**0.30**	**0.62**	**0.01**	**0.44**	**0.01**	**0.45**	**0.03**	**0.01**	**0.04**	**0.00**	**925.58**	**925.58**	**0.08**	**0.00**	**927.29**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.29	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.01	0.13	0.11	0.00		0.00	0.01		0.00	0.01	0.00	286.35	286.35	0.01	0.01	288.12
Mobile	0.27	0.62	3.00	0.00	0.21	0.02	0.23	0.01	0.02	0.03	0.00	215.73	215.73	0.02	0.00	216.15
Waste						0.00	0.00		0.00	0.00	4.45	0.00	4.45	0.26	0.00	9.96
Water						0.00	0.00		0.00	0.00	0.00	1.72	1.72	0.03	0.00	2.62
Total	**0.57**	**0.75**	**3.11**	**0.00**	**0.21**	**0.02**	**0.24**	**0.01**	**0.02**	**0.04**	**4.45**	**503.80**	**508.25**	**0.32**	**0.01**	**516.85**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.29	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.01	0.11	0.09	0.00		0.00	0.01		0.00	0.01	0.00	252.10	252.10	0.01	0.00	253.66
Mobile	0.27	0.62	3.00	0.00	0.21	0.02	0.23	0.01	0.02	0.03	0.00	215.73	215.73	0.02	0.00	216.15
Waste						0.00	0.00		0.00	0.00	2.22	0.00	2.22	0.13	0.00	4.98
Water						0.00	0.00		0.00	0.00	0.00	1.39	1.39	0.02	0.00	2.11
Total	**0.57**	**0.73**	**3.09**	**0.00**	**0.21**	**0.02**	**0.24**	**0.01**	**0.02**	**0.04**	**2.22**	**469.22**	**471.44**	**0.18**	**0.00**	**476.90**

2.3 Vegetation

Vegetation

	ROG	NOx	CO	SO2	CO2e
Category	tons				MT
Vegetation Land Change					0.00
Total					**0.00**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Oxidation Catalyst for Construction Equipment

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

3.2 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.13	0.00	0.13	0.07	0.00	0.07	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.10	0.76	0.60	0.00		0.04	0.04		0.04	0.04	0.00	102.18	102.18	0.01	0.00	102.36
Total	**0.10**	**0.76**	**0.60**	**0.00**	**0.13**	**0.04**	**0.17**	**0.07**	**0.04**	**0.11**	**0.00**	**102.18**	**102.18**	**0.01**	**0.00**	**102.36**

3.2 Grading - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.01	0.12	0.09	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.00	22.25	22.25	0.00	0.00	22.26
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.55	2.55	0.00	0.00	2.55
Total	**0.01**	**0.12**	**0.11**	**0.00**	**0.25**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**24.80**	**24.80**	**0.00**	**0.00**	**24.81**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.05	0.00	0.05	0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	102.18	102.18	0.01	0.00	102.36
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.05**	**0.00**	**0.05**	**0.03**	**0.00**	**0.03**	**0.00**	**102.18**	**102.18**	**0.01**	**0.00**	**102.36**

3.2 Grading - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.01	0.12	0.09	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.00	22.25	22.25	0.00	0.00	22.26
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.55	2.55	0.00	0.00	2.55
Total	**0.01**	**0.12**	**0.11**	**0.00**	**0.25**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**24.80**	**24.80**	**0.00**	**0.00**	**24.81**

3.3 Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.04	0.23	0.19	0.00		0.02	0.02		0.02	0.02	0.00	25.04	25.04	0.00	0.00	25.10
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.04**	**0.23**	**0.19**	**0.00**		**0.02**	**0.02**		**0.02**	**0.02**	**0.00**	**25.04**	**25.04**	**0.00**	**0.00**	**25.10**

3.3 Paving - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.82	1.82	0.00	0.00	1.82
Total	**0.00**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.82**	**1.82**	**0.00**	**0.00**	**1.82**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	25.04	25.04	0.00	0.00	25.10
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**25.04**	**25.04**	**0.00**	**0.00**	**25.10**

3.3 Paving - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.82	1.82	0.00	0.00	1.82
Total	**0.00**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.82**	**1.82**	**0.00**	**0.00**	**1.82**

3.4 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.52	3.37	2.97	0.01		0.23	0.23		0.23	0.23	0.00	443.98	443.98	0.04	0.00	444.88
Total	**0.52**	**3.37**	**2.97**	**0.01**		**0.23**	**0.23**		**0.23**	**0.23**	**0.00**	**443.98**	**443.98**	**0.04**	**0.00**	**444.88**

3.4 Building Construction - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.01	0.09	0.09	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	18.51	18.51	0.00	0.00	18.52
Worker	0.02	0.03	0.23	0.00	0.07	0.00	0.07	0.00	0.00	0.00	0.00	26.45	26.45	0.00	0.00	26.49
Total	**0.03**	**0.12**	**0.32**	**0.00**	**0.08**	**0.00**	**0.08**	**0.00**	**0.00**	**0.00**	**0.00**	**44.96**	**44.96**	**0.00**	**0.00**	**45.01**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.00	0.00	0.00	0.01		0.00	0.00		0.00	0.00	0.00	443.98	443.98	0.04	0.00	444.88
Total	**0.00**	**0.00**	**0.00**	**0.01**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**443.98**	**443.98**	**0.04**	**0.00**	**444.88**

3.4 Building Construction - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.01	0.09	0.09	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	18.51	18.51	0.00	0.00	18.52
Worker	0.02	0.03	0.23	0.00	0.07	0.00	0.07	0.00	0.00	0.00	0.00	26.45	26.45	0.00	0.00	26.49
Total	**0.03**	**0.12**	**0.32**	**0.00**	**0.08**	**0.00**	**0.08**	**0.00**	**0.00**	**0.00**	**0.00**	**44.96**	**44.96**	**0.00**	**0.00**	**45.01**

3.4 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.27	1.75	1.67	0.00		0.11	0.11		0.11	0.11	0.00	251.20	251.20	0.02	0.00	251.67
Total	**0.27**	**1.75**	**1.67**	**0.00**		**0.11**	**0.11**		**0.11**	**0.11**	**0.00**	**251.20**	**251.20**	**0.02**	**0.00**	**251.67**

3.4 Building Construction - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.01	0.05	0.05	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	10.49	10.49	0.00	0.00	10.50
Worker	0.01	0.01	0.12	0.00	0.04	0.00	0.04	0.00	0.00	0.00	0.00	14.65	14.65	0.00	0.00	14.68
Total	**0.02**	**0.06**	**0.17**	**0.00**	**0.05**	**0.00**	**0.05**	**0.00**	**0.00**	**0.00**	**0.00**	**25.14**	**25.14**	**0.00**	**0.00**	**25.18**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	251.20	251.20	0.02	0.00	251.67
Total	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**251.20**	**251.20**	**0.02**	**0.00**	**251.67**

3.4 Building Construction - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.01	0.05	0.05	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	10.49	10.49	0.00	0.00	10.50
Worker	0.01	0.01	0.12	0.00	0.04	0.00	0.04	0.00	0.00	0.00	0.00	14.65	14.65	0.00	0.00	14.68
Total	**0.02**	**0.06**	**0.17**	**0.00**	**0.05**	**0.00**	**0.05**	**0.00**	**0.00**	**0.00**	**0.00**	**25.14**	**25.14**	**0.00**	**0.00**	**25.18**

3.5 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.67					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.01	0.04	0.04	0.00		0.00	0.00		0.00	0.00	0.00	5.61	5.61	0.00	0.00	5.62
Total	**0.68**	**0.04**	**0.04**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**5.61**	**5.61**	**0.00**	**0.00**	**5.62**

3.5 Architectural Coating - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.85	0.85	0.00	0.00	0.85
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.85**	**0.85**	**0.00**	**0.00**	**0.85**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.67					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	5.61	5.61	0.00	0.00	5.62
Total	**0.67**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**5.61**	**5.61**	**0.00**	**0.00**	**5.62**

3.5 Architectural Coating - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.85	0.85	0.00	0.00	0.85
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.85**	**0.85**	**0.00**	**0.00**	**0.85**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.27	0.62	3.00	0.00	0.21	0.02	0.23	0.01	0.02	0.03	0.00	215.73	215.73	0.02	0.00	216.15
Unmitigated	0.27	0.62	3.00	0.00	0.21	0.02	0.23	0.01	0.02	0.03	0.00	215.73	215.73	0.02	0.00	216.15
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Hotel	196.00	327.60	238.00	419,505	419,505
Total	196.00	327.60	238.00	419,505	419,505

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Hotel	9.50	7.30	7.30	19.40	61.60	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	134.16	134.16	0.01	0.00	135.00
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	142.60	142.60	0.01	0.00	143.50
NaturalGas Mitigated	0.01	0.11	0.09	0.00		0.00	0.01		0.00	0.01	0.00	117.94	117.94	0.00	0.00	118.66
NaturalGas Unmitigated	0.01	0.13	0.11	0.00		0.00	0.01		0.00	0.01	0.00	143.75	143.75	0.00	0.00	144.62
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Hotel	2.69375e+006	0.01	0.13	0.11	0.00		0.00	0.01		0.00	0.01	0.00	143.75	143.75	0.00	0.00	144.62
Total		**0.01**	**0.13**	**0.11**	**0.00**		**0.00**	**0.01**		**0.00**	**0.01**	**0.00**	**143.75**	**143.75**	**0.00**	**0.00**	**144.62**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Hotel	2.21018e+006	0.01	0.11	0.09	0.00		0.00	0.01		0.00	0.01	0.00	117.94	117.94	0.00	0.00	118.66
Total		**0.01**	**0.11**	**0.09**	**0.00**		**0.00**	**0.01**		**0.00**	**0.01**	**0.00**	**117.94**	**117.94**	**0.00**	**0.00**	**118.66**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Hotel	490195					142.60	0.01	0.00	143.50
Total						**142.60**	**0.01**	**0.00**	**143.50**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Hotel	461155					134.16	0.01	0.00	135.00
Total						**134.16**	**0.01**	**0.00**	**135.00**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.29	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	0.29	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.07					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.23					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.30**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.07					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.23					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.30**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					1.39	0.02	0.00	2.11
Unmitigated					1.72	0.03	0.00	2.62
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Hotel	1.01467 / 0.112741					1.72	0.03	0.00	2.62
Total						**1.72**	**0.03**	**0.00**	**2.62**

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Hotel	0.811737 / 0.105864					1.39	0.02	0.00	2.11
Total						**1.39**	**0.02**	**0.00**	**2.11**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					2.22	0.13	0.00	4.98
Unmitigated					4.45	0.26	0.00	9.96
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Hotel	21.9					4.45	0.26	0.00	9.96
Total						**4.45**	**0.26**	**0.00**	**9.96**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Hotel	10.95					2.22	0.13	0.00	4.98
Total						**2.22**	**0.13**	**0.00**	**4.98**

9.0 Vegetation

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons				MT			
Unmitigated					0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

9.1 Vegetation Land Change

Vegetation Type

	Initial/Final	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	Acres	tons				MT			
Trees	10.09 / 10.09					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

Pebble Beach - SBI New Employee Parking Lot
Monterey County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Parking Lot	3.21	Acre

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.8	**Utility Company**	Pacific Gas & Electric Company
Climate Zone	4	**Precipitation Freq (Days)**	51		

1.3 User Entered Comments

Project Characteristics -

Land Use - -

Construction Phase - Changed const. phases/dates

Grading - -

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Dust emission reductions based on Table 8-2 in MBUAPCD CEQA Air Quality Guidelines

Energy Mitigation -

Waste Mitigation -

Water Mitigation -

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2012	0.32	2.31	1.57	0.00	0.90	0.14	1.04	0.07	0.14	0.21	0.00	221.95	221.95	0.02	0.00	222.44
Total	**0.32**	**2.31**	**1.57**	**0.00**	**0.90**	**0.14**	**1.04**	**0.07**	**0.14**	**0.21**	**0.00**	**221.95**	**221.95**	**0.02**	**0.00**	**222.44**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2012	0.07	0.60	0.52	0.00	0.82	0.02	0.84	0.03	0.02	0.05	0.00	221.95	221.95	0.02	0.00	222.44
Total	**0.07**	**0.60**	**0.52**	**0.00**	**0.82**	**0.02**	**0.84**	**0.03**	**0.02**	**0.05**	**0.00**	**221.95**	**221.95**	**0.02**	**0.00**	**222.44**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.71	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Waste						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.71**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.71	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Waste						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.71**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.3 Vegetation

Vegetation

	ROG	NOx	CO	SO2	CO2e
Category	tons				MT
Vegetation Land Change					0.00
Total					**0.00**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Oxidation Catalyst for Construction Equipment

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

3.2 Grading - 2012

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.13	0.00	0.13	0.07	0.00	0.07	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.15	1.12	0.69	0.00		0.06	0.06		0.06	0.06	0.00	102.18	102.18	0.01	0.00	102.42
Total	**0.15**	**1.12**	**0.69**	**0.00**	**0.13**	**0.06**	**0.19**	**0.07**	**0.06**	**0.13**	**0.00**	**102.18**	**102.18**	**0.01**	**0.00**	**102.42**

3.2 Grading - 2012

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.06	0.59	0.43	0.00	0.76	0.02	0.78	0.00	0.02	0.02	0.00	66.33	66.33	0.00	0.00	66.39
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.84	2.84	0.00	0.00	2.85
Total	**0.06**	**0.59**	**0.47**	**0.00**	**0.76**	**0.02**	**0.78**	**0.00**	**0.02**	**0.02**	**0.00**	**69.17**	**69.17**	**0.00**	**0.00**	**69.24**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.05	0.00	0.05	0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	102.18	102.18	0.01	0.00	102.42
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.05**	**0.00**	**0.05**	**0.03**	**0.00**	**0.03**	**0.00**	**102.18**	**102.18**	**0.01**	**0.00**	**102.42**

3.2 Grading - 2012

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.06	0.59	0.43	0.00	0.76	0.02	0.78	0.00	0.02	0.02	0.00	66.33	66.33	0.00	0.00	66.39
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.84	2.84	0.00	0.00	2.85
Total	**0.06**	**0.59**	**0.47**	**0.00**	**0.76**	**0.02**	**0.78**	**0.00**	**0.02**	**0.02**	**0.00**	**69.17**	**69.17**	**0.00**	**0.00**	**69.24**

3.3 Paving - 2012

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.10	0.60	0.37	0.00		0.05	0.05		0.05	0.05	0.00	46.81	46.81	0.01	0.00	46.98
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.10**	**0.60**	**0.37**	**0.00**		**0.05**	**0.05**		**0.05**	**0.05**	**0.00**	**46.81**	**46.81**	**0.01**	**0.00**	**46.98**

3.3 Paving - 2012

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.01	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.79	3.79	0.00	0.00	3.80
Total	**0.00**	**0.01**	**0.05**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**3.79**	**3.79**	**0.00**	**0.00**	**3.80**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	46.81	46.81	0.01	0.00	46.98
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**46.81**	**46.81**	**0.01**	**0.00**	**46.98**

3.3 Paving - 2012

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.01	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.79	3.79	0.00	0.00	3.80
Total	**0.00**	**0.01**	**0.05**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**3.79**	**3.79**	**0.00**	**0.00**	**3.80**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NaturalGas Mitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NaturalGas Unmitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Parking Lot	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Parking Lot	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Parking Lot	0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Parking Lot	0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.71	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	0.71	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.16					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.55					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.71**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.16					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.55					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.71**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Shower

Use Water Efficient Irrigation System

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					0.00	0.00	0.00	0.00
Unmitigated					0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Parking Lot	0 / 0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Parking Lot	0 / 0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					0.00	0.00	0.00	0.00
Unmitigated					0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Parking Lot	0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Parking Lot	0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

9.0 Vegetation

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons				MT			
Unmitigated					0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

9.1 Vegetation Land Change

Vegetation Type

	Initial/Final	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	Acres	tons				MT			
Trees	10.09 / 10.09					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

3. Alternative 1 Criteria and Greenhouse Gas Emissions Model Runs

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Pebble Beach - Residential (Corp Yard)

Monterey County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Single Family Housing	28	Dwelling Unit

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.8	**Utility Company**	Pacific Gas & Electric Company
Climate Zone	4	**Precipitation Freq (Days)**	51		

1.3 User Entered Comments

Project Characteristics -

Land Use - Held acreage constant at 10 units.

Construction Phase - Changed const. phases/dates

Grading - -

Vechicle Emission Factors - CO2 run and st adjusted to reflect no LCFS and Pavley for LDA, LDT1, LDT2, and MDV.

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Dust emission reductions based on Table 8-2 in MBUAPCD CEQA Air Quality Guidelines

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Solid Waste -

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2014	1.05	6.63	4.95	0.01	10.71	0.30	11.01	0.13	0.30	0.43	0.00	844.61	844.61	0.05	0.00	845.64
Total	**1.05**	**6.63**	**4.95**	**0.01**	**10.71**	**0.30**	**11.01**	**0.13**	**0.30**	**0.43**	**0.00**	**844.61**	**844.61**	**0.05**	**0.00**	**845.64**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2014	0.73	4.34	3.43	0.01	10.58	0.15	10.73	0.07	0.15	0.22	0.00	844.61	844.61	0.05	0.00	845.64
Total	**0.73**	**4.34**	**3.43**	**0.01**	**10.58**	**0.15**	**10.73**	**0.07**	**0.15**	**0.22**	**0.00**	**844.61**	**844.61**	**0.05**	**0.00**	**845.64**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.86	0.03	2.37	0.00		0.00	0.31		0.00	0.31	28.92	36.73	65.66	0.03	0.00	67.08
Energy	0.01	0.05	0.02	0.00		0.00	0.00		0.00	0.00	0.00	110.96	110.96	0.00	0.00	111.65
Mobile	0.43	1.06	4.89	0.00	0.39	0.03	0.42	0.02	0.03	0.05	0.00	390.04	390.04	0.03	0.00	390.75
Waste						0.00	0.00		0.00	0.00	7.15	0.00	7.15	0.42	0.00	16.01
Water						0.00	0.00		0.00	0.00	0.00	4.06	4.06	0.06	0.00	5.69
Total	**2.30**	**1.14**	**7.28**	**0.00**	**0.39**	**0.03**	**0.73**	**0.02**	**0.03**	**0.36**	**36.07**	**541.79**	**577.87**	**0.54**	**0.00**	**591.18**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.86	0.03	2.37	0.00		0.00	0.31		0.00	0.31	28.92	36.73	65.66	0.03	0.00	67.08
Energy	0.00	0.04	0.02	0.00		0.00	0.00		0.00	0.00	0.00	100.25	100.25	0.00	0.00	100.87
Mobile	0.43	1.06	4.89	0.00	0.39	0.03	0.42	0.02	0.03	0.05	0.00	390.04	390.04	0.03	0.00	390.75
Waste						0.00	0.00		0.00	0.00	3.57	0.00	3.57	0.21	0.00	8.01
Water						0.00	0.00		0.00	0.00	0.00	3.41	3.41	0.04	0.00	4.71
Total	**2.29**	**1.13**	**7.28**	**0.00**	**0.39**	**0.03**	**0.73**	**0.02**	**0.03**	**0.36**	**32.49**	**530.43**	**562.93**	**0.31**	**0.00**	**571.42**

2.3 Vegetation

Vegetation

	ROG	NOx	CO	SO2	CO2e
Category	tons				MT
Vegetation Land Change					0.00
Total					**0.00**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Oxidation Catalyst for Construction Equipment

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

3.2 Grading - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.21	0.00	0.21	0.11	0.00	0.11	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.19	1.48	0.98	0.00		0.08	0.08		0.08	0.08	0.00	154.45	154.45	0.02	0.00	154.78
Total	**0.19**	**1.48**	**0.98**	**0.00**	**0.21**	**0.08**	**0.29**	**0.11**	**0.08**	**0.19**	**0.00**	**154.45**	**154.45**	**0.02**	**0.00**	**154.78**

3.2 Grading - 2014

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.70	4.33	3.33	0.01	10.49	0.15	10.64	0.02	0.15	0.18	0.00	609.77	609.77	0.02	0.00	610.23
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.01	0.00	0.04	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	4.12	4.12	0.00	0.00	4.13
Total	**0.71**	**4.33**	**3.37**	**0.01**	**10.50**	**0.15**	**10.65**	**0.02**	**0.15**	**0.18**	**0.00**	**613.89**	**613.89**	**0.02**	**0.00**	**614.36**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.08	0.00	0.08	0.04	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	154.45	154.45	0.02	0.00	154.78
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.08**	**0.00**	**0.08**	**0.04**	**0.00**	**0.04**	**0.00**	**154.45**	**154.45**	**0.02**	**0.00**	**154.78**

3.2 Grading - 2014

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.70	4.33	3.33	0.01	10.49	0.15	10.64	0.02	0.15	0.18	0.00	609.77	609.77	0.02	0.00	610.23
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.01	0.00	0.04	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	4.12	4.12	0.00	0.00	4.13
Total	**0.71**	**4.33**	**3.37**	**0.01**	**10.50**	**0.15**	**10.65**	**0.02**	**0.15**	**0.18**	**0.00**	**613.89**	**613.89**	**0.02**	**0.00**	**614.36**

3.3 Paving - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.13	0.81	0.55	0.00		0.07	0.07		0.07	0.07	0.00	70.76	70.76	0.01	0.00	70.98
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.13**	**0.81**	**0.55**	**0.00**		**0.07**	**0.07**		**0.07**	**0.07**	**0.00**	**70.76**	**70.76**	**0.01**	**0.00**	**70.98**

3.3 Paving - 2014

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.01	0.01	0.06	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	5.50	5.50	0.00	0.00	5.51
Total	**0.01**	**0.01**	**0.06**	**0.00**	**0.01**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**5.50**	**5.50**	**0.00**	**0.00**	**5.51**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	70.76	70.76	0.01	0.00	70.98
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**70.76**	**70.76**	**0.01**	**0.00**	**70.98**

3.3 Paving - 2014

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.01	0.01	0.06	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	5.50	5.50	0.00	0.00	5.51
Total	**0.01**	**0.01**	**0.06**	**0.00**	**0.01**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**5.50**	**5.50**	**0.00**	**0.00**	**5.51**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.43	1.06	4.89	0.00	0.39	0.03	0.42	0.02	0.03	0.05	0.00	390.04	390.04	0.03	0.00	390.75
Unmitigated	0.43	1.06	4.89	0.00	0.39	0.03	0.42	0.02	0.03	0.05	0.00	390.04	390.04	0.03	0.00	390.75
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Single Family Housing	267.96	282.24	245.56	768,621	768,621
Total	267.96	282.24	245.56	768,621	768,621

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Single Family Housing	10.80	7.30	7.50	44.00	18.80	37.20

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	52.35	52.35	0.00	0.00	52.67
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	53.31	53.31	0.00	0.00	53.64
NaturalGas Mitigated	0.00	0.04	0.02	0.00		0.00	0.00		0.00	0.00	0.00	47.90	47.90	0.00	0.00	48.19
NaturalGas Unmitigated	0.01	0.05	0.02	0.00		0.00	0.00		0.00	0.00	0.00	57.65	57.65	0.00	0.00	58.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Single Family Housing	1.08039e+006	0.01	0.05	0.02	0.00		0.00	0.00		0.00	0.00	0.00	57.65	57.65	0.00	0.00	58.00
Total		**0.01**	**0.05**	**0.02**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**57.65**	**57.65**	**0.00**	**0.00**	**58.00**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Single Family Housing	897663	0.00	0.04	0.02	0.00		0.00	0.00		0.00	0.00	0.00	47.90	47.90	0.00	0.00	48.19
Total		**0.00**	**0.04**	**0.02**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**47.90**	**47.90**	**0.00**	**0.00**	**48.19**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Single Family Housing	183243					53.31	0.00	0.00	53.64
Total						**53.31**	**0.00**	**0.00**	**53.64**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Single Family Housing	179941					52.35	0.00	0.00	52.67
Total						**52.35**	**0.00**	**0.00**	**52.67**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.86	0.03	2.37	0.00		0.00	0.31		0.00	0.31	28.92	36.73	65.66	0.03	0.00	67.08
Unmitigated	1.86	0.03	2.37	0.00		0.00	0.31		0.00	0.31	28.92	36.73	65.66	0.03	0.00	67.08
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.03					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.07					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	1.76	0.02	2.16	0.00		0.00	0.31		0.00	0.31	28.92	36.39	65.31	0.03	0.00	66.73
Landscaping	0.01	0.00	0.21	0.00		0.00	0.00		0.00	0.00	0.00	0.34	0.34	0.00	0.00	0.35
Total	**1.87**	**0.02**	**2.37**	**0.00**		**0.00**	**0.31**		**0.00**	**0.31**	**28.92**	**36.73**	**65.65**	**0.03**	**0.00**	**67.08**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.03					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.07					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	1.76	0.02	2.16	0.00		0.00	0.31		0.00	0.31	28.92	36.39	65.31	0.03	0.00	66.73
Landscaping	0.01	0.00	0.21	0.00		0.00	0.00		0.00	0.00	0.00	0.34	0.34	0.00	0.00	0.35
Total	**1.87**	**0.02**	**2.37**	**0.00**		**0.00**	**0.31**		**0.00**	**0.31**	**28.92**	**36.73**	**65.65**	**0.03**	**0.00**	**67.08**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					3.41	0.04	0.00	4.71
Unmitigated					4.06	0.06	0.00	5.69
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Single Family Housing	1.82431 / 1.15011					4.06	0.06	0.00	5.69
Total						**4.06**	**0.06**	**0.00**	**5.69**

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Single Family Housing	1.45945 / 1.07995					3.41	0.04	0.00	4.71
Total						**3.41**	**0.04**	**0.00**	**4.71**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					3.57	0.21	0.00	8.01
Unmitigated					7.15	0.42	0.00	16.01
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Single Family Housing	35.2					7.15	0.42	0.00	16.01
Total						**7.15**	**0.42**	**0.00**	**16.01**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Single Family Housing	17.6					3.57	0.21	0.00	8.01
Total						**3.57**	**0.21**	**0.00**	**8.01**

9.0 Vegetation

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons				MT			
Unmitigated					0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

9.1 Vegetation Land Change

Vegetation Type

	Initial/Final	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	Acres	tons				MT			
Trees	9.81 / 9.81					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

Pebble Beach - Residential (Corp Yard)

Monterey County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Single Family Housing	28	Dwelling Unit

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.8	**Utility Company**	Pacific Gas & Electric Company
Climate Zone	4	**Precipitation Freq (Days)**	51		

1.3 User Entered Comments

Project Characteristics -

Land Use - Held acreage constant at 10 units.

Construction Phase - Changed const. phases/dates

Grading - -

Vechicle Emission Factors - CO2 run and st adjusted to reflect no LCFS and Pavley for LDA, LDT1, LDT2, and MDV.

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Dust emission reductions based on Table 8-2 in MBUAPCD CEQA Air Quality Guidelines

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Solid Waste -

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2014	27.53	179.50	124.65	0.25	394.23	7.15	401.38	0.72	7.15	7.87	0.00	26,129.14	0.00	1.26	0.00	26,155.53
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2014	21.55	133.84	94.46	0.25	390.14	4.68	394.82	0.72	4.68	5.40	0.00	26,129.14	0.00	1.26	0.00	26,155.53
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	15.38	0.29	24.14	0.02		0.00	3.19		0.00	3.19	360.65	330.33		0.72	0.02	713.69
Energy	0.03	0.27	0.12	0.00		0.00	0.02		0.00	0.02		348.23		0.01	0.01	350.35
Mobile	2.51	5.98	28.31	0.03	2.69	0.20	2.89	0.09	0.20	0.29		2,699.02		0.21		2,703.42
Total	**17.92**	**6.54**	**52.57**	**0.05**	**2.69**	**0.20**	**6.10**	**0.09**	**0.20**	**3.50**	**360.65**	**3,377.58**		**0.94**	**0.03**	**3,767.46**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	15.38	0.29	24.14	0.02		0.00	3.19		0.00	3.19	360.65	330.33		0.72	0.02	713.69
Energy	0.03	0.23	0.10	0.00		0.00	0.02		0.00	0.02		289.34		0.01	0.01	291.10
Mobile	2.51	5.98	28.31	0.03	2.69	0.20	2.89	0.09	0.20	0.29		2,699.02		0.21		2,703.42
Total	**17.92**	**6.50**	**52.55**	**0.05**	**2.69**	**0.20**	**6.10**	**0.09**	**0.20**	**3.50**	**360.65**	**3,318.69**		**0.94**	**0.03**	**3,708.21**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Oxidation Catalyst for Construction Equipment

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

3.2 Grading - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.50	0.00	6.50	0.00	0.00	0.00						0.00
Off-Road	5.98	45.66	30.18	0.05		2.47	2.47		2.47	2.47		5,240.06		0.53		5,251.29
Total	**5.98**	**45.66**	**30.18**	**0.05**	**6.50**	**2.47**	**8.97**	**0.00**	**2.47**	**2.47**		**5,240.06**		**0.53**		**5,251.29**

3.2 Grading - 2014

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	21.24	133.70	93.04	0.20	387.53	4.67	392.20	0.71	4.67	5.38		20,734.85		0.71		20,749.75
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.31	0.14	1.42	0.00	0.20	0.01	0.20	0.01	0.01	0.02		154.22		0.01		154.49
Total	**21.55**	**133.84**	**94.46**	**0.20**	**387.73**	**4.68**	**392.40**	**0.72**	**4.68**	**5.40**		**20,889.07**		**0.72**		**20,904.24**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.41	0.00	2.41	0.00	0.00	0.00						0.00
Off-Road	0.00	0.00	0.00	0.05		0.00	0.00		0.00	0.00	0.00	5,240.06		0.53		5,251.29
Total	**0.00**	**0.00**	**0.00**	**0.05**	**2.41**	**0.00**	**2.41**	**0.00**	**0.00**	**0.00**	**0.00**	**5,240.06**		**0.53**		**5,251.29**

3.2 Grading - 2014

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	21.24	133.70	93.04	0.20	387.53	4.67	392.20	0.71	4.67	5.38		20,734.85		0.71		20,749.75
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.31	0.14	1.42	0.00	0.20	0.01	0.20	0.01	0.01	0.02		154.22		0.01		154.49
Total	**21.55**	**133.84**	**94.46**	**0.20**	**387.73**	**4.68**	**392.40**	**0.72**	**4.68**	**5.40**		**20,889.07**		**0.72**		**20,904.24**

3.3 Paving - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.97	24.85	16.79	0.03		2.07	2.07		2.07	2.07		2,400.73		0.36		2,408.23
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	**3.97**	**24.85**	**16.79**	**0.03**		**2.07**	**2.07**		**2.07**	**2.07**		**2,400.73**		**0.36**		**2,408.23**

3.3 Paving - 2014

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.42	0.19	1.90	0.00	0.26	0.01	0.27	0.01	0.01	0.02		205.63		0.02		205.98
Total	**0.42**	**0.19**	**1.90**	**0.00**	**0.26**	**0.01**	**0.27**	**0.01**	**0.01**	**0.02**		**205.63**		**0.02**		**205.98**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.00	0.00	0.00	0.03		0.00	0.00		0.00	0.00	0.00	2,400.73		0.36		2,408.23
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	**0.00**	**0.00**	**0.00**	**0.03**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**2,400.73**		**0.36**		**2,408.23**

3.3 Paving - 2014

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.42	0.19	1.90	0.00	0.26	0.01	0.27	0.01	0.01	0.02		205.63		0.02		205.98
Total	**0.42**	**0.19**	**1.90**	**0.00**	**0.26**	**0.01**	**0.27**	**0.01**	**0.01**	**0.02**		**205.63**		**0.02**		**205.98**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.51	5.98	28.31	0.03	2.69	0.20	2.89	0.09	0.20	0.29		2,699.02		0.21		2,703.42
Unmitigated	2.51	5.98	28.31	0.03	2.69	0.20	2.89	0.09	0.20	0.29		2,699.02		0.21		2,703.42
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Single Family Housing	267.96	282.24	245.56	768,621	768,621
Total	267.96	282.24	245.56	768,621	768,621

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Single Family Housing	10.80	7.30	7.50	44.00	18.80	37.20

5.0 Energy Detail

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.03	0.23	0.10	0.00		0.00	0.02		0.00	0.02		289.34		0.01	0.01	291.10
NaturalGas Unmitigated	0.03	0.27	0.12	0.00		0.00	0.02		0.00	0.02		348.23		0.01	0.01	350.35
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Single Family Housing	2959.97	0.03	0.27	0.12	0.00		0.00	0.02		0.00	0.02		348.23		0.01	0.01	350.35
Total		**0.03**	**0.27**	**0.12**	**0.00**		**0.00**	**0.02**		**0.00**	**0.02**		**348.23**		**0.01**	**0.01**	**350.35**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Single Family Housing	2.45935	0.03	0.23	0.10	0.00		0.00	0.02		0.00	0.02		289.34		0.01	0.01	291.10
Total		**0.03**	**0.23**	**0.10**	**0.00**		**0.00**	**0.02**		**0.00**	**0.02**		**289.34**		**0.01**	**0.01**	**291.10**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	15.38	0.29	24.14	0.02		0.00	3.19		0.00	3.19	360.65	330.33		0.72	0.02	713.69
Unmitigated	15.38	0.29	24.14	0.02		0.00	3.19		0.00	3.19	360.65	330.33		0.72	0.02	713.69
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.15					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.39					0.00	0.00		0.00	0.00						0.00
Hearth	14.77	0.26	21.81	0.02		0.00	3.17		0.00	3.17	360.65	326.12		0.72	0.02	709.39
Landscaping	0.07	0.03	2.33	0.00		0.00	0.01		0.00	0.01		4.21		0.00		4.29
Total	**15.38**	**0.29**	**24.14**	**0.02**		**0.00**	**3.18**		**0.00**	**3.18**	**360.65**	**330.33**		**0.72**	**0.02**	**713.68**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.15					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.39					0.00	0.00		0.00	0.00						0.00
Hearth	14.77	0.26	21.81	0.02		0.00	3.17		0.00	3.17	360.65	326.12		0.72	0.02	709.39
Landscaping	0.07	0.03	2.33	0.00		0.00	0.01		0.00	0.01		4.21		0.00		4.29
Total	**15.38**	**0.29**	**24.14**	**0.02**		**0.00**	**3.18**		**0.00**	**3.18**	**360.65**	**330.33**		**0.72**	**0.02**	**713.68**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet
Install Low Flow Kitchen Faucet
Install Low Flow Toilet
Install Low Flow Shower
Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Vegetation

E.4.3 Caline4 Model Output Files

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

              JOB: Pebble Beach Existing 2011
              RUN: CALINE4 RUN      (WORST CASE ANGLE)
       POLLUTANT: Carbon Monoxide


  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=    36. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES      TEMP= 20.0 DEGREE (C)


  II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *             EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
 ---------------*-------------------------*----------------------------
-
 A. Link A       * -3000  6000 -3150  6000 *  AG      0  10.4     .0
13.2
 B. Link B       * -2850  6000 -3000  6000 *  AG    348  10.4     .0
13.2
 C. Link C       * -3000  6150 -3000  6000 *  AG   1961  10.4     .0
13.2
 D. Link D       * -3000  5850 -3000  6000 *  AG   1837  10.4     .0
13.2
 E. Link E       *  5850  6000  6000  6000 *  AG      0  10.4     .0
13.2
 F. Link F       *  6150  6000  6000  6000 *  AG    109  10.4     .0
13.2
 G. Link G       *  6000  6150  6000  6000 *  AG   2032  10.4     .0
13.2
 H. Link H       *  6000  5850  6000  6000 *  AG   2085  10.4     .0
13.2
 I. Link I       *  5850 -3000  6000 -3000 *  AG    657  10.4     .0
13.2
 J. Link J       *  6150 -3000  6000 -3000 *  AG   1528  10.4     .0
13.2
 K. Link K       *  6000 -2850  6000 -3000 *  AG   2085  10.4     .0
13.2
 L. Link L       *  6000 -3150  6000 -3000 *  AG   1180  10.4     .0
13.2
 M. Link Q       * -3150 -3000 -3000 -3000 *  AG   1452  10.4     .0
13.2
 N. Link R       * -2850 -3000 -3000 -3000 *  AG    166  10.4     .0
13.2
 O. Link S       * -3000 -2850 -3000 -3000 *  AG   4682  10.4     .0
13.2
 P. Link T       * -3000 -3150 -3000 -3000 *  AG   3302  10.4     .0
13.2
 Q. Link U       *  1350  1500  1500  1500 *  AG    144  10.4     .0
13.2
 R. Link V       *  1650  1500  1500  1500 *  AG    274  10.4     .0
13.2
 S. Link W       *  1500  1650  1500  1500 *  AG    158  10.4     .0
13.2
 T. Link X       *  1500  1350  1500  1500 *  AG      0  10.4     .0
13.2
```

JOB: Pebble Beach Existing 2011
RUN: CALINE4 RUN (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. R1	-3008	6008	1.8
2. R2	-2993	6008	1.8
3. R3	-2993	5993	1.8
4. R4	-3008	5993	1.8
5. R5	5993	6008	1.8
6. R6	6008	6008	1.8
7. R7	6008	5993	1.8
8. R8	5993	5993	1.8
9. R9	5993	-2993	1.8
10. R10	6008	-2993	1.8
11. R11	6008	-3008	1.8
12. R12	5993	-3008	1.8
13. R13	-3008	-2993	1.8
14. R14	-2993	-2993	1.8
15. R15	-2993	-3008	1.8
16. R16	-3008	-3008	1.8
17. R17	1493	1508	1.8
18. R18	1508	1508	1.8
19. R19	1508	1493	1.8
20. R20	1493	1493	1.8

JOB: Pebble Beach Existing 2011
RUN: CALINE4 RUN (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. R1	7.	3.3	.0	.0	3.3	.0	.0	.0	.0	.0
2. R2	187.	3.3	.0	.2	.1	2.9	.0	.0	.0	.0
3. R3	353.	3.4	.0	.2	3.0	.1	.0	.0	.0	.0
4. R4	173.	3.1	.0	.0	.0	3.1	.0	.0	.0	.0
5. R5	173.	3.3	.0	.0	.0	.0	.0	.0	.1	3.2
6. R6	187.	3.4	.0	.0	.0	.0	.0	.0	.1	3.2
7. R7	187.	3.4	.0	.0	.0	.0	.0	.0	.0	3.4
8. R8	173.	3.4	.0	.0	.0	.0	.0	.0	.0	3.4
9. R9	97.	3.9	.0	.0	.0	.0	.0	.0	.0	.0
10. R10	352.	3.4	.0	.0	.0	.0	.0	.0	.0	.0
11. R11	353.	4.3	.0	.0	.0	.0	.0	.0	.0	.0
12. R12	7.	3.7	.0	.0	.0	.0	.0	.0	.0	.0
13. R13	8.	7.1	.0	.0	.0	.0	.0	.0	.0	.0
14. R14	352.	7.1	.0	.0	.0	.0	.0	.0	.0	.0
15. R15	353.	6.8	.0	.0	.0	.0	.0	.0	.0	.0
16. R16	7.	7.7	.0	.0	.0	.0	.0	.0	.0	.0
17. R17	96.	.6	.0	.0	.0	.0	.0	.0	.0	.0
18. R18	97.	.6	.0	.0	.0	.0	.0	.0	.0	.0
19. R19	83.	.6	.0	.0	.0	.0	.0	.0	.0	.0
20. R20	84.	.5	.0	.0	.0	.0	.0	.0	.0	.0

JOB: Pebble Beach Existing 2011
RUN: CALINE4 RUN (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

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

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. R1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. R2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. R3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. R4	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. R5	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. R6	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. R7	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. R8	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. R9	.0	2.5	1.4	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. R10	.0	.0	3.4	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. R11	.0	1.0	3.2	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. R12	.4	.0	3.2	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. R13	.0	.0	.0	.0	.0	.0	7.1	.0	.0	.0	.0	.0
14. R14	.0	.0	.0	.0	.0	.0	7.1	.0	.0	.0	.0	.0
15. R15	.0	.0	.0	.0	.0	.1	6.5	.2	.0	.0	.0	.0
16. R16	.0	.0	.0	.0	.0	1.0	.0	6.5	.2	.0	.0	.0
17. R17	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.5	.1
18. R18	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.6	.0
19. R19	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.6	.0
20. R20	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.5	.0

EXIT

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

JOB: Pebble Beach Existing 2011 Alt 1
RUN: CALINE4 RUN (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 36. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= .0 PPM
SIGTH= 5. DEGREES TEMP= 20.0 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (M) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Link A	*	-3000	6000	-3150	6000	* AG	0	10.4	.0	13.2
B. Link B	*	-2850	6000	-3000	6000	* AG	350	10.4	.0	13.2
C. Link C	*	-3000	6150	-3000	6000	* AG	2012	10.4	.0	13.2
D. Link D	*	-3000	5850	-3000	6000	* AG	1886	10.4	.0	13.2
E. Link E	*	5850	6000	6000	6000	* AG	0	10.4	.0	13.2
F. Link F	*	6150	6000	6000	6000	* AG	109	10.4	.0	13.2
G. Link G	*	6000	6150	6000	6000	* AG	2081	10.4	.0	13.2
H. Link H	*	6000	5850	6000	6000	* AG	2134	10.4	.0	13.2
I. Link I	*	5850	-3000	6000	-3000	* AG	754	10.4	.0	13.2
J. Link J	*	6150	-3000	6000	-3000	* AG	961	10.4	.0	13.2
K. Link K	*	6000	-2850	6000	-3000	* AG	2133	10.4	.0	13.2
L. Link L	*	6000	-3150	6000	-3000	* AG	1846	10.4	.0	13.2

M. Link Q	*	-3150	-3000	-3000	-3000	*	AG	1454	10.4	.0	13.2
N. Link R	*	-2850	-3000	-3000	-3000	*	AG	166	10.4	.0	13.2
O. Link S	*	-3000	-2850	-3000	-3000	*	AG	4711	10.4	.0	13.2
P. Link T	*	-3000	-3150	-3000	-3000	*	AG	3329	10.4	.0	13.2
Q. Link U	*	1350	1500	1500	1500	*	AG	162	10.4	.0	13.2
R. Link V	*	1650	1500	1500	1500	*	AG	291	10.4	.0	13.2
S. Link W	*	1500	1650	1500	1500	*	AG	173	10.4	.0	13.2
T. Link X	*	1500	1350	1500	1500	*	AG	0	10.4	.0	13.2

JOB: Pebble Beach Existing 2011 Alt 1
RUN: CALINE4 RUN (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z
1. R1	*	-3008	6008	1.8
2. R2	*	-2993	6008	1.8
3. R3	*	-2993	5993	1.8
4. R4	*	-3008	5993	1.8
5. R5	*	5993	6008	1.8
6. R6	*	6008	6008	1.8
7. R7	*	6008	5993	1.8
8. R8	*	5993	5993	1.8
9. R9	*	5993	-2993	1.8
10. R10	*	6008	-2993	1.8
11. R11	*	6008	-3008	1.8
12. R12	*	5993	-3008	1.8
13. R13	*	-3008	-2993	1.8
14. R14	*	-2993	-2993	1.8
15. R15	*	-2993	-3008	1.8
16. R16	*	-3008	-3008	1.8
17. R17	*	1493	1508	1.8
18. R18	*	1508	1508	1.8
19. R19	*	1508	1493	1.8
20. R20	*	1493	1493	1.8

JOB: Pebble Beach Existing 2011 Alt 1
RUN: CALINE4 RUN (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. R1	8.	3.3	.0	.0	3.3	.0	.0	.0	.0	.0
2. R2	187.	3.3	.0	.2	.1	2.9	.0	.0	.0	.0
3. R3	353.	3.5	.0	.2	3.1	.1	.0	.0	.0	.0
4. R4	173.	3.2	.0	.0	.0	3.2	.0	.0	.0	.0
5. R5	173.	3.4	.0	.0	.0	.0	.0	.0	.1	3.3
6. R6	187.	3.5	.0	.0	.0	.0	.0	.0	.1	3.3
7. R7	188.	3.5	.0	.0	.0	.0	.0	.0	.0	3.5
8. R8	172.	3.5	.0	.0	.0	.0	.0	.0	.0	3.5
9. R9	173.	3.6	.0	.0	.0	.0	.0	.0	.0	.0
10. R10	187.	3.7	.0	.0	.0	.0	.0	.0	.0	.0
11. R11	353.	4.0	.0	.0	.0	.0	.0	.0	.0	.0
12. R12	7.	3.9	.0	.0	.0	.0	.0	.0	.0	.0
13. R13	8.	7.1	.0	.0	.0	.0	.0	.0	.0	.0
14. R14	352.	7.1	.0	.0	.0	.0	.0	.0	.0	.0
15. R15	353.	6.8	.0	.0	.0	.0	.0	.0	.0	.0
16. R16	7.	7.7	.0	.0	.0	.0	.0	.0	.0	.0
17. R17	96.	.7	.0	.0	.0	.0	.0	.0	.0	.0
18. R18	97.	.6	.0	.0	.0	.0	.0	.0	.0	.0
19. R19	83.	.6	.0	.0	.0	.0	.0	.0	.0	.0
20. R20	84.	.6	.0	.0	.0	.0	.0	.0	.0	.0

JOB: Pebble Beach Existing 2011 Alt 1
RUN: CALINE4 RUN (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

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

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. R1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. R2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. R3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. R4	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. R5	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. R6	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. R7	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. R8	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. R9	.5	.0	.1	2.9	.0	.0	.0	.0	.0	.0	.0	.0
10. R10	.0	.7	.1	2.9	.0	.0	.0	.0	.0	.0	.0	.0
11. R11	.0	.7	3.3	.1	.0	.0	.0	.0	.0	.0	.0	.0
12. R12	.5	.0	3.3	.1	.0	.0	.0	.0	.0	.0	.0	.0
13. R13	.0	.0	.0	.0	.0	.0	7.1	.0	.0	.0	.0	.0
14. R14	.0	.0	.0	.0	.0	.0	7.1	.0	.0	.0	.0	.0
15. R15	.0	.0	.0	.0	.0	.1	6.5	.2	.0	.0	.0	.0

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16. R16      *   .0   .0   .0   .0  1.0   .0  6.5   .2   .0   .0   .0
.0
17. R17      *   .0   .0   .0   .0   .0   .0   .0   .0   .0   .6   .1
.0
18. R18      *   .0   .0   .0   .0   .0   .0   .0   .0   .0   .6   .0
.0
19. R19      *   .0   .0   .0   .0   .0   .0   .0   .0   .0   .6   .0
.0
20. R20      *   .0   .0   .0   .0   .0   .0   .0   .0   .0   .6   .0
.0
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EXIT

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

              JOB: Pebble Beach Existing 2011 Alt 2
              RUN: CALINE4 RUN      (WORST CASE ANGLE)
       POLLUTANT: Carbon Monoxide


  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=    36. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES      TEMP= 20.0 DEGREE (C)


  II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *             EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
 ---------------*-------------------------*-----------------------------
-
 A. Link A       * -3000  6000 -3150  6000 *  AG      0  10.4     .0
13.2
 B. Link B       * -2850  6000 -3000  6000 *  AG    349  10.4     .0
13.2
 C. Link C       * -3000  6150 -3000  6000 *  AG   2011  10.4     .0
13.2
 D. Link D       * -3000  5850 -3000  6000 *  AG   1886  10.4     .0
13.2
 E. Link E       *  5850  6000  6000  6000 *  AG      0  10.4     .0
13.2
 F. Link F       *  6150  6000  6000  6000 *  AG    109  10.4     .0
13.2
 G. Link G       *  6000  6150  6000  6000 *  AG   2081  10.4     .0
13.2
 H. Link H       *  6000  5850  6000  6000 *  AG   2134  10.4     .0
13.2
 I. Link I       *  5850 -3000  6000 -3000 *  AG    725  10.4     .0
13.2
 J. Link J       *  6150 -3000  6000 -3000 *  AG    947  10.4     .0
13.2
 K. Link K       *  6000 -2850  6000 -3000 *  AG   2133  10.4     .0
13.2
 L. Link L       *  6000 -3150  6000 -3000 *  AG   1829  10.4     .0
13.2
 M. Link Q       * -3150 -3000 -3000 -3000 *  AG   1454  10.4     .0
13.2
 N. Link R       * -2850 -3000 -3000 -3000 *  AG    166  10.4     .0
13.2
 O. Link S       * -3000 -2850 -3000 -3000 *  AG   3704  10.4     .0
13.2
 P. Link T       * -3000 -3150 -3000 -3000 *  AG   2322  10.4     .0
13.2
 Q. Link U       *  1350  1500  1500  1500 *  AG    162  10.4     .0
13.2
 R. Link V       *  1650  1500  1500  1500 *  AG    291  10.4     .0
13.2
 S. Link W       *  1500  1650  1500  1500 *  AG    173  10.4     .0
13.2
 T. Link X       *  1500  1350  1500  1500 *  AG      0  10.4     .0
13.2
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CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION

JOB: Pebble Beach Existing 2011 Alt 2
RUN: CALINE4 RUN (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. R1	-3008	6008	1.8
2. R2	-2993	6008	1.8
3. R3	-2993	5993	1.8
4. R4	-3008	5993	1.8
5. R5	5993	6008	1.8
6. R6	6008	6008	1.8
7. R7	6008	5993	1.8
8. R8	5993	5993	1.8
9. R9	5993	-2993	1.8
10. R10	6008	-2993	1.8
11. R11	6008	-3008	1.8
12. R12	5993	-3008	1.8
13. R13	-3008	-2993	1.8
14. R14	-2993	-2993	1.8
15. R15	-2993	-3008	1.8
16. R16	-3008	-3008	1.8
17. R17	1493	1508	1.8
18. R18	1508	1508	1.8
19. R19	1508	1493	1.8
20. R20	1493	1493	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION

JOB: Pebble Beach Existing 2011 Alt 2
RUN: CALINE4 RUN (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. R1	8.	3.3	.0	.0	3.3	.0	.0	.0	.0	.0
2. R2	187.	3.3	.0	.2	.1	2.9	.0	.0	.0	.0
3. R3	353.	3.5	.0	.2	3.1	.1	.0	.0	.0	.0
4. R4	173.	3.2	.0	.0	.0	3.2	.0	.0	.0	.0
5. R5	173.	3.4	.0	.0	.0	.0	.0	.0	.1	3.3
6. R6	187.	3.5	.0	.0	.0	.0	.0	.0	.1	3.3
7. R7	188.	3.5	.0	.0	.0	.0	.0	.0	.0	3.5
8. R8	172.	3.5	.0	.0	.0	.0	.0	.0	.0	3.5
9. R9	173.	3.5	.0	.0	.0	.0	.0	.0	.0	.0
10. R10	187.	3.7	.0	.0	.0	.0	.0	.0	.0	.0
11. R11	353.	4.0	.0	.0	.0	.0	.0	.0	.0	.0
12. R12	7.	3.9	.0	.0	.0	.0	.0	.0	.0	.0
13. R13	8.	5.6	.0	.0	.0	.0	.0	.0	.0	.0
14. R14	352.	5.6	.0	.0	.0	.0	.0	.0	.0	.0
15. R15	353.	5.4	.0	.0	.0	.0	.0	.0	.0	.0
16. R16	7.	6.3	.0	.0	.0	.0	.0	.0	.0	.0
17. R17	96.	.7	.0	.0	.0	.0	.0	.0	.0	.0
18. R18	97.	.6	.0	.0	.0	.0	.0	.0	.0	.0
19. R19	83.	.6	.0	.0	.0	.0	.0	.0	.0	.0
20. R20	84.	.6	.0	.0	.0	.0	.0	.0	.0	.0

JOB: Pebble Beach Existing 2011 Alt 2
RUN: CALINE4 RUN (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

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

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. R1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. R2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. R3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. R4	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. R5	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. R6	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. R7	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. R8	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. R9	.5	.0	.1	2.9	.0	.0	.0	.0	.0	.0	.0	.0
10. R10	.0	.6	.1	2.9	.0	.0	.0	.0	.0	.0	.0	.0
11. R11	.0	.6	3.3	.1	.0	.0	.0	.0	.0	.0	.0	.0
12. R12	.5	.0	3.3	.1	.0	.0	.0	.0	.0	.0	.0	.0
13. R13	.0	.0	.0	.0	.0	.0	5.6	.0	.0	.0	.0	.0
14. R14	.0	.0	.0	.0	.0	.0	5.6	.0	.0	.0	.0	.0
15. R15	.0	.0	.0	.0	.0	.1	5.1	.2	.0	.0	.0	.0
16. R16	.0	.0	.0	.0	1.0	.0	5.1	.2	.0	.0	.0	.0
17. R17	.0	.0	.0	.0	.0	.0	.0	.0	.0	.6	.1	.0
18. R18	.0	.0	.0	.0	.0	.0	.0	.0	.0	.6	.0	.0
19. R19	.0	.0	.0	.0	.0	.0	.0	.0	.0	.6	.0	.0
20. R20	.0	.0	.0	.0	.0	.0	.0	.0	.0	.6	.0	.0

EXIT

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

JOB: Pebble Beach Baseline 2030 No Project
RUN: CALINE4 RUN (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 36. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= .0 PPM
SIGTH= 5. DEGREES TEMP= 20.0 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (M) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Link A	*	-3000	6000	-3150	6000	* AG	750	2.4	.0	13.2
B. Link B	*	-2850	6000	-3000	6000	* AG	240	2.4	.0	13.2
C. Link C	*	-3000	6150	-3000	6000	* AG	2030	2.4	.0	13.2
D. Link D	*	-3000	5850	-3000	6000	* AG	1280	2.4	.0	13.2
E. Link E	*	5850	6000	6000	6000	* AG	0	2.4	.0	13.2
F. Link F	*	6150	6000	6000	6000	* AG	130	2.4	.0	13.2
G. Link G	*	6000	6150	6000	6000	* AG	2110	2.4	.0	13.2
H. Link H	*	6000	5850	6000	6000	* AG	2160	2.4	.0	13.2
I. Link I	*	5850	-3000	6000	-3000	* AG	1080	2.4	.0	13.2
J. Link J	*	6150	-3000	6000	-3000	* AG	950	2.4	.0	13.2
K. Link K	*	6000	-2850	6000	-3000	* AG	2160	2.4	.0	13.2
L. Link L	*	6000	-3150	6000	-3000	* AG	1470	2.4	.0	13.2

M. Link Q	* -3150	-3000	-3000	-3000 *	AG	1500	2.4	.0	13.2
N. Link R	* -2850	-3000	-3000	-3000 *	AG	190	2.4	.0	13.2
O. Link S	* -3000	-2850	-3000	-3000 *	AG	4800	2.4	.0	13.2
P. Link T	* -3000	-3150	-3000	-3000 *	AG	3390	2.4	.0	13.2
Q. Link U	* 1350	1500	1500	1500 *	AG	160	2.4	.0	13.2
R. Link V	* 1650	1500	1500	1500 *	AG	300	2.4	.0	13.2
S. Link W	* 1500	1650	1500	1500 *	AG	180	2.4	.0	13.2
T. Link X	* 1500	1350	1500	1500 *	AG	0	2.4	.0	13.2

JOB: Pebble Beach Baseline 2030 No Project
RUN: CALINE4 RUN (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z
1. R1	*	-3008	6008	1.8
2. R2	*	-2993	6008	1.8
3. R3	*	-2993	5993	1.8
4. R4	*	-3008	5993	1.8
5. R5	*	5993	6008	1.8
6. R6	*	6008	6008	1.8
7. R7	*	6008	5993	1.8
8. R8	*	5993	5993	1.8
9. R9	*	5993	-2993	1.8
10. R10	*	6008	-2993	1.8
11. R11	*	6008	-3008	1.8
12. R12	*	5993	-3008	1.8
13. R13	*	-3008	-2993	1.8
14. R14	*	-2993	-2993	1.8
15. R15	*	-2993	-3008	1.8
16. R16	*	-3008	-3008	1.8
17. R17	*	1493	1508	1.8
18. R18	*	1508	1508	1.8
19. R19	*	1508	1493	1.8
20. R20	*	1493	1493	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: Pebble Beach Baseline 2030 No Project
RUN: CALINE4 RUN (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. R1	8.	.8	.0	.0	.8	.0	.0	.0	.0	.0
2. R2	352.	.8	.0	.0	.8	.0	.0	.0	.0	.0
3. R3	353.	.8	.0	.0	.7	.0	.0	.0	.0	.0
4. R4	7.	.9	.1	.0	.7	.0	.0	.0	.0	.0
5. R5	173.	.8	.0	.0	.0	.0	.0	.0	.0	.8
6. R6	187.	.8	.0	.0	.0	.0	.0	.0	.0	.8
7. R7	188.	.8	.0	.0	.0	.0	.0	.0	.0	.8
8. R8	172.	.8	.0	.0	.0	.0	.0	.0	.0	.8
9. R9	8.	.8	.0	.0	.0	.0	.0	.0	.0	.0
10. R10	352.	.8	.0	.0	.0	.0	.0	.0	.0	.0
11. R11	353.	.9	.0	.0	.0	.0	.0	.0	.0	.0
12. R12	7.	1.0	.0	.0	.0	.0	.0	.0	.0	.0
13. R13	8.	1.7	.0	.0	.0	.0	.0	.0	.0	.0
14. R14	352.	1.7	.0	.0	.0	.0	.0	.0	.0	.0
15. R15	353.	1.6	.0	.0	.0	.0	.0	.0	.0	.0
16. R16	7.	1.8	.0	.0	.0	.0	.0	.0	.0	.0
17. R17	96.	.2	.0	.0	.0	.0	.0	.0	.0	.0
18. R18	97.	.1	.0	.0	.0	.0	.0	.0	.0	.0
19. R19	83.	.1	.0	.0	.0	.0	.0	.0	.0	.0
20. R20	84.	.1	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: Pebble Beach Baseline 2030 No Project
RUN: CALINE4 RUN (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

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

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. R1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. R2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. R3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. R4	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. R5	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. R6	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. R7	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. R8	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. R9	.0	.0	.8	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. R10	.0	.0	.8	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. R11	.0	.2	.8	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. R12	.2	.0	.8	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. R13	.0	.0	.0	.0	.0	.0	1.7	.0	.0	.0	.0	.0
14. R14	.0	.0	.0	.0	.0	.0	1.7	.0	.0	.0	.0	.0
15. R15	.0	.0	.0	.0	.0	.0	1.6	.0	.0	.0	.0	.0

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16. R16      *   .0   .0   .0   .0   .2   .0  1.6   .0   .0   .0   .0
.0
17. R17      *   .0   .0   .0   .0   .0   .0   .0   .0   .0   .1   .0
.0
18. R18      *   .0   .0   .0   .0   .0   .0   .0   .0   .0   .1   .0
.0
19. R19      *   .0   .0   .0   .0   .0   .0   .0   .0   .0   .1   .0
.0
20. R20      *   .0   .0   .0   .0   .0   .0   .0   .0   .0   .1   .0
.0
```

EXIT

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

JOB: Pebble Beach Baseline 2015 Alt 1
RUN: CALINE4 RUN (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 36. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= .0 PPM
SIGTH= 5. DEGREES TEMP= 20.0 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (M) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Link A	*	-3000	6000	-3150	6000	* AG	0	6.9	.0	13.2
B. Link B	*	-2850	6000	-3000	6000	* AG	372	6.9	.0	13.2
C. Link C	*	-3000	6150	-3000	6000	* AG	2081	6.9	.0	13.2
D. Link D	*	-3000	5850	-3000	6000	* AG	1949	6.9	.0	13.2
E. Link E	*	5850	6000	6000	6000	* AG	0	6.9	.0	13.2
F. Link F	*	6150	6000	6000	6000	* AG	130	6.9	.0	13.2
G. Link G	*	6000	6150	6000	6000	* AG	2159	6.9	.0	13.2
H. Link H	*	6000	5850	6000	6000	* AG	2209	6.9	.0	13.2
I. Link I	*	5850	-3000	6000	-3000	* AG	786	6.9	.0	13.2
J. Link J	*	6150	-3000	6000	-3000	* AG	994	6.9	.0	13.2
K. Link K	*	6000	-2850	6000	-3000	* AG	2208	6.9	.0	13.2
L. Link L	*	6000	-3150	6000	-3000	* AG	1916	6.9	.0	13.2
M. Link Q	*	-3150	-3000	-3000	-3000	* AG	1502	6.9	.0	13.2
N. Link R	*	-2850	-3000	-3000	-3000	* AG	190	6.9	.0	13.2
O. Link S	*	-3000	-2850	-3000	-3000	* AG	4829	6.9	.0	13.2
P. Link T	*	-3000	-3150	-3000	-3000	* AG	3417	6.9	.0	13.2
Q. Link U	*	1350	1500	1500	1500	* AG	178	6.9	.0	13.2
R. Link V	*	1650	1500	1500	1500	* AG	317	6.9	.0	13.2
S. Link W	*	1500	1650	1500	1500	* AG	195	6.9	.0	13.2
T. Link X	*	1500	1350	1500	1500	* AG	0	6.9	.0	13.2

JOB: Pebble Beach Baseline 2015 Alt 1
RUN: CALINE4 RUN (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. R1	-3008	6008	1.8
2. R2	-2993	6008	1.8
3. R3	-2993	5993	1.8
4. R4	-3008	5993	1.8
5. R5	5993	6008	1.8
6. R6	6008	6008	1.8
7. R7	6008	5993	1.8
8. R8	5993	5993	1.8
9. R9	5993	-2993	1.8
10. R10	6008	-2993	1.8
11. R11	6008	-3008	1.8
12. R12	5993	-3008	1.8
13. R13	-3008	-2993	1.8
14. R14	-2993	-2993	1.8
15. R15	-2993	-3008	1.8
16. R16	-3008	-3008	1.8
17. R17	1493	1508	1.8
18. R18	1508	1508	1.8
19. R19	1508	1493	1.8
20. R20	1493	1493	1.8

JOB: Pebble Beach Baseline 2015 Alt 1
RUN: CALINE4 RUN (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. R1	8.	2.3	.0	.0	2.3	.0	.0	.0	.0	.0
2. R2	187.	2.3	.0	.2	.0	2.0	.0	.0	.0	.0
3. R3	353.	2.4	.0	.2	2.1	.0	.0	.0	.0	.0
4. R4	173.	2.2	.0	.0	.0	2.2	.0	.0	.0	.0
5. R5	173.	2.3	.0	.0	.0	.0	.0	.0	.0	2.2
6. R6	187.	2.4	.0	.0	.0	.0	.0	.0	.0	2.2
7. R7	188.	2.4	.0	.0	.0	.0	.0	.0	.0	2.4
8. R8	172.	2.4	.0	.0	.0	.0	.0	.0	.0	2.4
9. R9	173.	2.4	.0	.0	.0	.0	.0	.0	.0	.0
10. R10	187.	2.5	.0	.0	.0	.0	.0	.0	.0	.0
11. R11	353.	2.8	.0	.0	.0	.0	.0	.0	.0	.0
12. R12	7.	2.7	.0	.0	.0	.0	.0	.0	.0	.0
13. R13	8.	4.9	.0	.0	.0	.0	.0	.0	.0	.0
14. R14	352.	4.9	.0	.0	.0	.0	.0	.0	.0	.0
15. R15	353.	4.7	.0	.0	.0	.0	.0	.0	.0	.0
16. R16	7.	5.3	.0	.0	.0	.0	.0	.0	.0	.0
17. R17	96.	.5	.0	.0	.0	.0	.0	.0	.0	.0
18. R18	97.	.4	.0	.0	.0	.0	.0	.0	.0	.0
19. R19	83.	.4	.0	.0	.0	.0	.0	.0	.0	.0
20. R20	84.	.4	.0	.0	.0	.0	.0	.0	.0	.0

JOB: Pebble Beach Baseline 2015 Alt 1
RUN: CALINE4 RUN (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

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

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. R1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. R2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. R3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. R4	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. R5	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. R6	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. R7	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. R8	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. R9	.4	.0	.0	2.0	.0	.0	.0	.0	.0	.0	.0	.0
10. R10	.0	.4	.0	2.0	.0	.0	.0	.0	.0	.0	.0	.0
11. R11	.0	.4	2.2	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. R12	.4	.0	2.2	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. R13	.0	.0	.0	.0	.0	.0	4.9	.0	.0	.0	.0	.0
14. R14	.0	.0	.0	.0	.0	.0	4.9	.0	.0	.0	.0	.0
15. R15	.0	.0	.0	.0	.0	.0	4.4	.2	.0	.0	.0	.0
16. R16	.0	.0	.0	.0	.0	.7	.0	4.4	.2	.0	.0	.0
17. R17	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.4	.0
18. R18	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.4	.0
19. R19	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.4	.0
20. R20	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.4	.0

EXIT

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

JOB: Pebble Beach Baseline 2015 Alt 2
RUN: CALINE4 RUN (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 36. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= .0 PPM
SIGTH= 5. DEGREES TEMP= 20.0 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (M) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Link A	*	-3000	6000	-3150	6000	* AG	0	6.9	.0	13.2
B. Link B	*	-2850	6000	-3000	6000	* AG	371	6.9	.0	13.2
C. Link C	*	-3000	6150	-3000	6000	* AG	2080	6.9	.0	13.2
D. Link D	*	-3000	5850	-3000	6000	* AG	1949	6.9	.0	13.2
E. Link E	*	5850	6000	6000	6000	* AG	0	6.9	.0	13.2
F. Link F	*	6150	6000	6000	6000	* AG	130	6.9	.0	13.2
G. Link G	*	6000	6150	6000	6000	* AG	2159	6.9	.0	13.2
H. Link H	*	6000	5850	6000	6000	* AG	2209	6.9	.0	13.2
I. Link I	*	5850	-3000	6000	-3000	* AG	755	6.9	.0	13.2
J. Link J	*	6150	-3000	6000	-3000	* AG	980	6.9	.0	13.2
K. Link K	*	6000	-2850	6000	-3000	* AG	2208	6.9	.0	13.2
L. Link L	*	6000	-3150	6000	-3000	* AG	1901	6.9	.0	13.2

M. Link Q	*	-3150	-3000	-3000	-3000	*	AG	1502	6.9	.0	13.2
N. Link R	*	-2850	-3000	-3000	-3000	*	AG	190	6.9	.0	13.2
O. Link S	*	-3000	-2850	-3000	-3000	*	AG	4822	6.9	.0	13.2
P. Link T	*	-3000	-3150	-3000	-3000	*	AG	3410	6.9	.0	13.2
Q. Link U	*	1350	1500	1500	1500	*	AG	178	6.9	.0	13.2
R. Link V	*	1650	1500	1500	1500	*	AG	317	6.9	.0	13.2
S. Link W	*	1500	1650	1500	1500	*	AG	195	6.9	.0	13.2
T. Link X	*	1500	1350	1500	1500	*	AG	0	6.9	.0	13.2

JOB: Pebble Beach Baseline 2015 Alt 2
RUN: CALINE4 RUN (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z
1. R1	*	-3008	6008	1.8
2. R2	*	-2993	6008	1.8
3. R3	*	-2993	5993	1.8
4. R4	*	-3008	5993	1.8
5. R5	*	5993	6008	1.8
6. R6	*	6008	6008	1.8
7. R7	*	6008	5993	1.8
8. R8	*	5993	5993	1.8
9. R9	*	5993	-2993	1.8
10. R10	*	6008	-2993	1.8
11. R11	*	6008	-3008	1.8
12. R12	*	5993	-3008	1.8
13. R13	*	-3008	-2993	1.8
14. R14	*	-2993	-2993	1.8
15. R15	*	-2993	-3008	1.8
16. R16	*	-3008	-3008	1.8
17. R17	*	1493	1508	1.8
18. R18	*	1508	1508	1.8
19. R19	*	1508	1493	1.8
20. R20	*	1493	1493	1.8

JOB: Pebble Beach Baseline 2015 Alt 2
RUN: CALINE4 RUN (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. R1	8.	2.3	.0	.0	2.3	.0	.0	.0	.0	.0
2. R2	187.	2.3	.0	.2	.0	2.0	.0	.0	.0	.0
3. R3	353.	2.4	.0	.2	2.1	.0	.0	.0	.0	.0
4. R4	173.	2.2	.0	.0	.0	2.2	.0	.0	.0	.0
5. R5	173.	2.3	.0	.0	.0	.0	.0	.0	.0	2.2
6. R6	187.	2.4	.0	.0	.0	.0	.0	.0	.0	2.2
7. R7	188.	2.4	.0	.0	.0	.0	.0	.0	.0	2.4
8. R8	172.	2.4	.0	.0	.0	.0	.0	.0	.0	2.4
9. R9	173.	2.4	.0	.0	.0	.0	.0	.0	.0	.0
10. R10	187.	2.5	.0	.0	.0	.0	.0	.0	.0	.0
11. R11	353.	2.8	.0	.0	.0	.0	.0	.0	.0	.0
12. R12	7.	2.7	.0	.0	.0	.0	.0	.0	.0	.0
13. R13	8.	4.8	.0	.0	.0	.0	.0	.0	.0	.0
14. R14	352.	4.8	.0	.0	.0	.0	.0	.0	.0	.0
15. R15	353.	4.7	.0	.0	.0	.0	.0	.0	.0	.0
16. R16	7.	5.3	.0	.0	.0	.0	.0	.0	.0	.0
17. R17	96.	.5	.0	.0	.0	.0	.0	.0	.0	.0
18. R18	97.	.4	.0	.0	.0	.0	.0	.0	.0	.0
19. R19	83.	.4	.0	.0	.0	.0	.0	.0	.0	.0
20. R20	84.	.4	.0	.0	.0	.0	.0	.0	.0	.0

JOB: Pebble Beach Baseline 2015 Alt 2
RUN: CALINE4 RUN (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

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

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. R1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. R2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. R3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. R4	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. R5	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. R6	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. R7	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. R8	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. R9	.3	.0	.0	2.0	.0	.0	.0	.0	.0	.0	.0	.0
10. R10	.0	.4	.0	2.0	.0	.0	.0	.0	.0	.0	.0	.0
11. R11	.0	.4	2.2	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. R12	.3	.0	2.2	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. R13	.0	.0	.0	.0	.0	.0	4.8	.0	.0	.0	.0	.0
14. R14	.0	.0	.0	.0	.0	.0	4.8	.0	.0	.0	.0	.0
15. R15	.0	.0	.0	.0	.0	.0	4.4	.2	.0	.0	.0	.0

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16. R16      *   .0   .0   .0   .0   .7   .0  4.4   .2   .0   .0   .0
.0
17. R17      *   .0   .0   .0   .0   .0   .0   .0   .0   .0   .4   .0
.0
18. R18      *   .0   .0   .0   .0   .0   .0   .0   .0   .0   .4   .0
.0
19. R19      *   .0   .0   .0   .0   .0   .0   .0   .0   .0   .4   .0
.0
20. R20      *   .0   .0   .0   .0   .0   .0   .0   .0   .0   .4   .0
.0
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EXIT

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

JOB: Pebble Beach Cumulative 2030 No Proj
RUN: CALINE4 RUN (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 36. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= .0 PPM
SIGTH= 5. DEGREES TEMP= 20.0 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (M) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Link A	*	-3000	6000	-3150	6000	* AG	0	2.4	.0	13.2
B. Link B	*	-2850	6000	-3000	6000	* AG	420	2.4	.0	13.2
C. Link C	*	-3000	6150	-3000	6000	* AG	3000	2.4	.0	13.2
D. Link D	*	-3000	5850	-3000	6000	* AG	2840	2.4	.0	13.2
E. Link E	*	5850	6000	6000	6000	* AG	0	2.4	.0	13.2
F. Link F	*	6150	6000	6000	6000	* AG	140	2.4	.0	13.2
G. Link G	*	6000	6150	6000	6000	* AG	3060	2.4	.0	13.2
H. Link H	*	6000	5850	6000	6000	* AG	3120	2.4	.0	13.2
I. Link I	*	5850	-3000	6000	-3000	* AG	1290	2.4	.0	13.2
J. Link J	*	6150	-3000	6000	-3000	* AG	1160	2.4	.0	13.2
K. Link K	*	6000	-2850	6000	-3000	* AG	3120	2.4	.0	13.2
L. Link L	*	6000	-3150	6000	-3000	* AG	2170	2.4	.0	13.2
M. Link Q	*	-3150	-3000	-3000	-3000	* AG	1630	2.4	.0	13.2
N. Link R	*	-2850	-3000	-3000	-3000	* AG	190	2.4	.0	13.2
O. Link S	*	-3000	-2850	-3000	-3000	* AG	5210	2.4	.0	13.2
P. Link T	*	-3000	-3150	-3000	-3000	* AG	3690	2.4	.0	13.2
Q. Link U	*	1350	1500	1500	1500	* AG	180	2.4	.0	13.2
R. Link V	*	1650	1500	1500	1500	* AG	330	2.4	.0	13.2
S. Link W	*	1500	1650	1500	1500	* AG	190	2.4	.0	13.2
T. Link X	*	1500	1350	1500	1500	* AG	0	2.4	.0	13.2

JOB: Pebble Beach Cumulative 2030 No Proj
RUN: CALINE4 RUN (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. R1	-3008	6008	1.8
2. R2	-2993	6008	1.8
3. R3	-2993	5993	1.8
4. R4	-3008	5993	1.8
5. R5	5993	6008	1.8
6. R6	6008	6008	1.8
7. R7	6008	5993	1.8
8. R8	5993	5993	1.8
9. R9	5993	-2993	1.8
10. R10	6008	-2993	1.8
11. R11	6008	-3008	1.8
12. R12	5993	-3008	1.8
13. R13	-3008	-2993	1.8
14. R14	-2993	-2993	1.8
15. R15	-2993	-3008	1.8
16. R16	-3008	-3008	1.8
17. R17	1493	1508	1.8
18. R18	1508	1508	1.8
19. R19	1508	1493	1.8
20. R20	1493	1493	1.8

JOB: Pebble Beach Cumulative 2030 No Proj
RUN: CALINE4 RUN (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. R1	8.	1.1	.0	.0	1.1	.0	.0	.0	.0	.0
2. R2	187.	1.1	.0	.0	.0	1.0	.0	.0	.0	.0
3. R3	353.	1.1	.0	.0	1.0	.0	.0	.0	.0	.0
4. R4	172.	1.0	.0	.0	.0	1.0	.0	.0	.0	.0
5. R5	173.	1.1	.0	.0	.0	.0	.0	.0	.0	1.0
6. R6	187.	1.1	.0	.0	.0	.0	.0	.0	.0	1.0
7. R7	188.	1.1	.0	.0	.0	.0	.0	.0	.0	1.1
8. R8	172.	1.1	.0	.0	.0	.0	.0	.0	.0	1.1
9. R9	8.	1.1	.0	.0	.0	.0	.0	.0	.0	.0
10. R10	352.	1.1	.0	.0	.0	.0	.0	.0	.0	.0
11. R11	353.	1.3	.0	.0	.0	.0	.0	.0	.0	.0
12. R12	7.	1.3	.0	.0	.0	.0	.0	.0	.0	.0
13. R13	8.	1.8	.0	.0	.0	.0	.0	.0	.0	.0
14. R14	352.	1.8	.0	.0	.0	.0	.0	.0	.0	.0
15. R15	353.	1.8	.0	.0	.0	.0	.0	.0	.0	.0
16. R16	7.	2.0	.0	.0	.0	.0	.0	.0	.0	.0
17. R17	96.	.2	.0	.0	.0	.0	.0	.0	.0	.0
18. R18	97.	.2	.0	.0	.0	.0	.0	.0	.0	.0
19. R19	83.	.2	.0	.0	.0	.0	.0	.0	.0	.0
20. R20	84.	.2	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: Pebble Beach Cumulative 2030 No Proj
RUN: CALINE4 RUN (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

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

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. R1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. R2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. R3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. R4	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. R5	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. R6	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. R7	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. R8	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. R9	.0	.0	1.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. R10	.0	.0	1.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. R11	.0	.2	1.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. R12	.2	.0	1.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. R13	.0	.0	.0	.0	.0	.0	1.8	.0	.0	.0	.0	.0
14. R14	.0	.0	.0	.0	.0	.0	1.8	.0	.0	.0	.0	.0
15. R15	.0	.0	.0	.0	.0	.0	1.7	.0	.0	.0	.0	.0
16. R16	.0	.0	.0	.0	.3	.0	1.7	.0	.0	.0	.0	.0
17. R17	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0
18. R18	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0
19. R19	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0
20. R20	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0

EXIT

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

JOB: Pebble Beach Cumulative 2030 Alt 1
RUN: CALINE4 RUN (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 36. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= .0 PPM
SIGTH= 5. DEGREES TEMP= 20.0 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (M) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Link A	*	-3000	6000	-3150	6000	* AG	0	2.4	.0	13.2
B. Link B	*	-2850	6000	-3000	6000	* AG	422	2.4	.0	13.2
C. Link C	*	-3000	6150	-3000	6000	* AG	3051	2.4	.0	13.2
D. Link D	*	-3000	5850	-3000	6000	* AG	2889	2.4	.0	13.2
E. Link E	*	5850	6000	6000	6000	* AG	0	2.4	.0	13.2
F. Link F	*	6150	6000	6000	6000	* AG	140	2.4	.0	13.2
G. Link G	*	6000	6150	6000	6000	* AG	3109	2.4	.0	13.2
H. Link H	*	6000	5850	6000	6000	* AG	3169	2.4	.0	13.2
I. Link I	*	5850	-3000	6000	-3000	* AG	856	2.4	.0	13.2
J. Link J	*	6150	-3000	6000	-3000	* AG	1294	2.4	.0	13.2
K. Link K	*	6000	-2850	6000	-3000	* AG	3168	2.4	.0	13.2
L. Link L	*	6000	-3150	6000	-3000	* AG	2746	2.4	.0	13.2

M. Link Q	* -3150	-3000	-3000	-3000 *	AG	1632	2.4	.0	13.2
N. Link R	* -2850	-3000	-3000	-3000 *	AG	190	2.4	.0	13.2
O. Link S	* -3000	-2850	-3000	-3000 *	AG	5239	2.4	.0	13.2
P. Link T	* -3000	-3150	-3000	-3000 *	AG	3717	2.4	.0	13.2
Q. Link U	* 1350	1500	1500	1500 *	AG	198	2.4	.0	13.2
R. Link V	* 1650	1500	1500	1500 *	AG	347	2.4	.0	13.2
S. Link W	* 1500	1650	1500	1500 *	AG	205	2.4	.0	13.2
T. Link X	* 1500	1350	1500	1500 *	AG	0	2.4	.0	13.2

JOB: Pebble Beach Cumulative 2030 Alt 1
RUN: CALINE4 RUN (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z
1. R1	*	-3008	6008	1.8
2. R2	*	-2993	6008	1.8
3. R3	*	-2993	5993	1.8
4. R4	*	-3008	5993	1.8
5. R5	*	5993	6008	1.8
6. R6	*	6008	6008	1.8
7. R7	*	6008	5993	1.8
8. R8	*	5993	5993	1.8
9. R9	*	5993	-2993	1.8
10. R10	*	6008	-2993	1.8
11. R11	*	6008	-3008	1.8
12. R12	*	5993	-3008	1.8
13. R13	*	-3008	-2993	1.8
14. R14	*	-2993	-2993	1.8
15. R15	*	-2993	-3008	1.8
16. R16	*	-3008	-3008	1.8
17. R17	*	1493	1508	1.8
18. R18	*	1508	1508	1.8
19. R19	*	1508	1493	1.8
20. R20	*	1493	1493	1.8

JOB: Pebble Beach Cumulative 2030 Alt 1
RUN: CALINE4 RUN (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. R1	8.	1.1	.0	.0	1.1	.0	.0	.0	.0	.0
2. R2	187.	1.1	.0	.0	.0	1.0	.0	.0	.0	.0
3. R3	353.	1.1	.0	.0	1.0	.0	.0	.0	.0	.0
4. R4	172.	1.1	.0	.0	.0	1.1	.0	.0	.0	.0
5. R5	173.	1.1	.0	.0	.0	.0	.0	.0	.0	1.0
6. R6	187.	1.1	.0	.0	.0	.0	.0	.0	.0	1.0
7. R7	188.	1.1	.0	.0	.0	.0	.0	.0	.0	1.1
8. R8	172.	1.1	.0	.0	.0	.0	.0	.0	.0	1.1
9. R9	173.	1.1	.0	.0	.0	.0	.0	.0	.0	.0
10. R10	187.	1.2	.0	.0	.0	.0	.0	.0	.0	.0
11. R11	353.	1.3	.0	.0	.0	.0	.0	.0	.0	.0
12. R12	7.	1.2	.0	.0	.0	.0	.0	.0	.0	.0
13. R13	8.	1.8	.0	.0	.0	.0	.0	.0	.0	.0
14. R14	352.	1.8	.0	.0	.0	.0	.0	.0	.0	.0
15. R15	353.	1.8	.0	.0	.0	.0	.0	.0	.0	.0
16. R16	7.	2.0	.0	.0	.0	.0	.0	.0	.0	.0
17. R17	96.	.2	.0	.0	.0	.0	.0	.0	.0	.0
18. R18	97.	.2	.0	.0	.0	.0	.0	.0	.0	.0
19. R19	83.	.2	.0	.0	.0	.0	.0	.0	.0	.0
20. R20	84.	.2	.0	.0	.0	.0	.0	.0	.0	.0

JOB: Pebble Beach Cumulative 2030 Alt 1
RUN: CALINE4 RUN (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

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

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. R1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. R2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. R3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. R4	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. R5	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. R6	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. R7	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. R8	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. R9	.1	.0	.0	.9	.0	.0	.0	.0	.0	.0	.0	.0
10. R10	.0	.2	.0	.9	.0	.0	.0	.0	.0	.0	.0	.0
11. R11	.0	.2	1.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. R12	.1	.0	1.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. R13	.0	.0	.0	.0	.0	.0	1.8	.0	.0	.0	.0	.0
14. R14	.0	.0	.0	.0	.0	.0	1.8	.0	.0	.0	.0	.0
15. R15	.0	.0	.0	.0	.0	.0	1.7	.0	.0	.0	.0	.0

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16. R16      *   .0   .0   .0   .0   .3   .0  1.7   .0   .0   .0   .0
.0
17. R17      *   .0   .0   .0   .0   .0   .0   .0   .0   .0   .2   .0
.0
18. R18      *   .0   .0   .0   .0   .0   .0   .0   .0   .0   .2   .0
.0
19. R19      *   .0   .0   .0   .0   .0   .0   .0   .0   .0   .2   .0
.0
20. R20      *   .0   .0   .0   .0   .0   .0   .0   .0   .0   .2   .0
.0
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EXIT

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

JOB: Pebble Beach Cumulative 2030 Alt 2
RUN: CALINE4 RUN (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 36. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= .0 PPM
SIGTH= 5. DEGREES TEMP= 20.0 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (M) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Link A	*	-3000	6000	-3150	6000	* AG	0	2.4	.0	13.2
B. Link B	*	-2850	6000	-3000	6000	* AG	421	2.4	.0	13.2
C. Link C	*	-3000	6150	-3000	6000	* AG	3050	2.4	.0	13.2
D. Link D	*	-3000	5850	-3000	6000	* AG	2889	2.4	.0	13.2
E. Link E	*	5850	6000	6000	6000	* AG	0	2.4	.0	13.2
F. Link F	*	6150	6000	6000	6000	* AG	140	2.4	.0	13.2
G. Link G	*	6000	6150	6000	6000	* AG	3109	2.4	.0	13.2
H. Link H	*	6000	5850	6000	6000	* AG	3169	2.4	.0	13.2
I. Link I	*	5850	-3000	6000	-3000	* AG	826	2.4	.0	13.2
J. Link J	*	6150	-3000	6000	-3000	* AG	1190	2.4	.0	13.2
K. Link K	*	6000	-2850	6000	-3000	* AG	3168	2.4	.0	13.2
L. Link L	*	6000	-3150	6000	-3000	* AG	2740	2.4	.0	13.2
M. Link Q	*	-3150	-3000	-3000	-3000	* AG	1632	2.4	.0	13.2
N. Link R	*	-2850	-3000	-3000	-3000	* AG	190	2.4	.0	13.2
O. Link S	*	-3000	-2850	-3000	-3000	* AG	5232	2.4	.0	13.2
P. Link T	*	-3000	-3150	-3000	-3000	* AG	3710	2.4	.0	13.2
Q. Link U	*	1350	1500	1500	1500	* AG	198	2.4	.0	13.2
R. Link V	*	1650	1500	1500	1500	* AG	347	2.4	.0	13.2
S. Link W	*	1500	1650	1500	1500	* AG	205	2.4	.0	13.2
T. Link X	*	1500	1350	1500	1500	* AG	0	2.4	.0	13.2

JOB: Pebble Beach Cumulative 2030 Alt 2
RUN: CALINE4 RUN (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. R1	-3008	6008	1.8
2. R2	-2993	6008	1.8
3. R3	-2993	5993	1.8
4. R4	-3008	5993	1.8
5. R5	5993	6008	1.8
6. R6	6008	6008	1.8
7. R7	6008	5993	1.8
8. R8	5993	5993	1.8
9. R9	5993	-2993	1.8
10. R10	6008	-2993	1.8
11. R11	6008	-3008	1.8
12. R12	5993	-3008	1.8
13. R13	-3008	-2993	1.8
14. R14	-2993	-2993	1.8
15. R15	-2993	-3008	1.8
16. R16	-3008	-3008	1.8
17. R17	1493	1508	1.8
18. R18	1508	1508	1.8
19. R19	1508	1493	1.8
20. R20	1493	1493	1.8

JOB: Pebble Beach Cumulative 2030 Alt 2
RUN: CALINE4 RUN (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. R1	8.	1.1	.0	.0	1.1	.0	.0	.0	.0	.0
2. R2	187.	1.1	.0	.0	.0	1.0	.0	.0	.0	.0
3. R3	353.	1.1	.0	.0	1.0	.0	.0	.0	.0	.0
4. R4	172.	1.1	.0	.0	.0	1.1	.0	.0	.0	.0
5. R5	173.	1.1	.0	.0	.0	.0	.0	.0	.0	1.0
6. R6	187.	1.1	.0	.0	.0	.0	.0	.0	.0	1.0
7. R7	188.	1.1	.0	.0	.0	.0	.0	.0	.0	1.1
8. R8	172.	1.1	.0	.0	.0	.0	.0	.0	.0	1.1
9. R9	173.	1.1	.0	.0	.0	.0	.0	.0	.0	.0
10. R10	187.	1.2	.0	.0	.0	.0	.0	.0	.0	.0
11. R11	353.	1.3	.0	.0	.0	.0	.0	.0	.0	.0
12. R12	7.	1.2	.0	.0	.0	.0	.0	.0	.0	.0
13. R13	8.	1.8	.0	.0	.0	.0	.0	.0	.0	.0
14. R14	352.	1.8	.0	.0	.0	.0	.0	.0	.0	.0
15. R15	353.	1.8	.0	.0	.0	.0	.0	.0	.0	.0
16. R16	7.	2.0	.0	.0	.0	.0	.0	.0	.0	.0
17. R17	96.	.2	.0	.0	.0	.0	.0	.0	.0	.0
18. R18	97.	.2	.0	.0	.0	.0	.0	.0	.0	.0
19. R19	83.	.2	.0	.0	.0	.0	.0	.0	.0	.0
20. R20	84.	.2	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: Pebble Beach Cumulative 2030 Alt 2
RUN: CALINE4 RUN (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

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

RECEPTOR	*	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. R1	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. R2	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. R3	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. R4	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. R5	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. R6	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. R7	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. R8	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. R9	*	.1	.0	.0	.9	.0	.0	.0	.0	.0	.0	.0	.0
10. R10	*	.0	.2	.0	.9	.0	.0	.0	.0	.0	.0	.0	.0
11. R11	*	.0	.2	1.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. R12	*	.1	.0	1.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. R13	*	.0	.0	.0	.0	.0	.0	1.8	.0	.0	.0	.0	.0
14. R14	*	.0	.0	.0	.0	.0	.0	1.8	.0	.0	.0	.0	.0
15. R15	*	.0	.0	.0	.0	.0	.0	1.7	.0	.0	.0	.0	.0
16. R16	*	.0	.0	.0	.0	.3	.0	1.7	.0	.0	.0	.0	.0
17. R17	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0
18. R18	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0
19. R19	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0
20. R20	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0

EXIT

E.4.4 EMFAC 2007 Model Output Files

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Title : Pebble Beach Existing -2011
Version : Emfac2007 V2.3 Nov 1 2006
Run Date : ######## 10:26:37
Scen Year: 2011 -- All model years in the range 1967 to 2011 selected
Season : Winter
Area : Monterey
****

Year: 2011 -- Model Years 1967 to 2011 Inclusive -- Winter
Emfac2007 Emission Factors: V2.3 Nov 1 2006

County Average Monterey County Average

Table 1:00 Running Exhaust Emissions (grams/mile)

Pollutant Name: Carbon Monoxide Temperatu 43F Relative Humidity: 30%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
1	6.82	11.87	7.416	29.69	43.94	40.692	10.378
10	5.272	8.958	5.719	20.333	28.992	33.725	7.817

Title : Pebble Beach Baseline -2015
Version : Emfac2007 V2.3 Nov 1 2006
Run Date : ######## 10:28:47
Scen Year: 2015 -- All model years in the range 1971 to 2015 selected
Season : Winter
Area : Monterey

****

Year: 2015 -- Model Years 1971 to 2015 Inclusive -- Winter
Emfac2007 Emission Factors: V2.3 Nov 1 2006

County Average Monterey County Average

Table 1:00 Running Exhaust Emissions (grams/mile)

Pollutant Name: Carbon Monoxide Temperatu 43F Relative Humidity: 30%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
1	4.048	8.04	5.754	19.561	42.825	33.621	6.921
10	3.257	6.243	4.536	13.243	28.262	28.117	5.341

Title : Pebble Beach Cumulative -2030
Version : Emfac2007 V2.3 Nov 1 2006
Run Date : ######## 10:29:51
Scen Year: 2030 -- All model years in the range 1986 to 2030 selected
Season : Winter
Area : Monterey

****

Year: 2030 -- Model Years 1986 to 2030 Inclusive -- Winter
Emfac2007 Emission Factors: V2.3 Nov 1 2006

County Average Monterey County Average

Table 1:00 Running Exhaust Emissions (grams/mile)

Pollutant Name: Carbon Monoxide Temperatu 43F Relative Humidity: 30%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
1	1.185	2.31	2.593	7.321	41.633	27.763	2.431
10	1.023	1.969	2.18	4.836	27.579	23.485	1.985

E.4.5 Road Construction Emissions Model Output

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Road Construction Emissions Model

Version 6.3.2

Data Entry Worksheet

Note: Required data input sections have a yellow background.
Optional data input sections have a blue background. Only areas with a
yellow or blue background can be modified. Program defaults have a white background.
The user is required to enter information in cells C10 through C25.

SACRAMENTO METROPOLITAN AIR QUALITY MANAGEMENT DISTRICT

To begin a new project, click this button to clear data previously entered. This button will only work if you opted not to disable macros when loading this spreadsheet.

Input Type		
Project Name	Congress Rd-Lopez Rd	
Construction Start Year	2012	Enter a Year between 2005 and 2025 (inclusive)
Project Type	2	1 New Road Construction 2 Road Widening 3 Bridge/Overpass Construction
Project Construction Time	2.0	months
Predominant Soil/Site Type: Enter 1, 2, or 3	1	1. Sand Gravel 2. Weathered Rock-Earth 3. Blasted Rock
Project Length	0.5	miles
Total Project Area	0.7	acres
Maximum Area Disturbed/Day	0.5	acres
Water Trucks Used?	1	1. Yes 2. No
Soil Imported	820.0	yd^3/day
Soil Exported	70.0	yd^3/day
Average Truck Capacity	20.0	yd^3 (assume 20 if unknown)

Road Construction Emissions Model

Version 6.3.2

Data Entry Worksheet

Note: Required data input sections have a yellow background.
Optional data input sections have a blue background. Only areas with a
yellow or blue background can be modified. Program defaults have a white background.
The user is required to enter information in cells C10 through C25.

SACRAMENTO METROPOLITAN AIR QUALITY MANAGEMENT DISTRICT

To begin a new project, click this button to clear data previously entered. This button will only work if you opted not to disable macros when loading this spreadsheet.

Input Type		
Project Name	SR 1/SR 68/17-Mile Dr	
Construction Start Year	2012	Enter a Year between 2005 and 2025 (inclusive)
Project Type	2	1 New Road Construction 2 Road Widening 3 Bridge/Overpass Construction
Project Construction Time	9.0	months
Predominant Soil/Site Type: Enter 1, 2, or 3	1	1. Sand Gravel 2. Weathered Rock-Earth 3. Blasted Rock
Project Length	1	mile
Total Project Area	2.5	acres
Maximum Area Disturbed/Day	1.0	acres
Water Trucks Used?	1	1. Yes 2. No
Soil Imported	621.0	yd^3/day
Soil Exported	402.0	yd^3/day
Average Truck Capacity	20.0	yd^3 (assume 20 if unknown)

Road Construction Emissions Model

Version 6.3.2

Data Entry Worksheet

Note: Required data input sections have a yellow background.
Optional data input sections have a blue background. Only areas with a
yellow or blue background can be modified. Program defaults have a white background.
The user is required to enter information in cells C10 through C25.

SACRAMENTO METROPOLITAN AIR QUALITY MANAGEMENT DISTRICT

Input Type		
Project Name	Congress Rd-17-Mile Dr	
Construction Start Year	2012	Enter a Year between 2005 and 2025 (inclusive)
Project Type	2	1 New Road Construction 2 Road Widening 3 Bridge/Overpass Construction
Project Construction Time	2.0	months
Predominant Soil/Site Type: Enter 1, 2, or 3	1	1. Sand Gravel 2. Weathered Rock-Earth 3. Blasted Rock
Project Length	0.5	miles
Total Project Area	0.0	acres
Maximum Area Disturbed/Day	0.0	acres
Water Trucks Used?	1	1. Yes 2. No
Soil Imported	0.0	yd^3/day
Soil Exported	0.0	yd^3/day
Average Truck Capacity	20.0	yd^3 (assume 20 if unknown)

To begin a new project, click this button to clear data previously entered. This button will only work if you opted not to disable macros when loading this spreadsheet.

Road Construction Emissions Model

Version 6.3.2

Data Entry Worksheet

Note: Required data input sections have a yellow background.
Optional data input sections have a blue background. Only areas with a
yellow or blue background can be modified. Program defaults have a white background.
The user is required to enter information in cells C10 through C25.

SACRAMENTO METROPOLITAN AIR QUALITY MANAGEMENT DISTRICT

To begin a new project, click this button to clear data previously entered. This button will only work if you opted not to disable macros when loading this spreadsheet.

Input Type		
Project Name	Portola Rd- Stevenson Dr	
Construction Start Year	2014	Enter a Year between 2005 and 2025 (inclusive)
Project Type	2	1 New Road Construction 2 Road Widening 3 Bridge/Overpass Construction
Project Construction Time	2.0	months
Predominant Soil/Site Type: Enter 1, 2, or 3	1	1. Sand Gravel 2. Weathered Rock-Earth 3. Blasted Rock
Project Length	0.5	miles
Total Project Area	0.3	acres
Maximum Area Disturbed/Day	0.3	acres
Water Trucks Used?	1	1. Yes 2. No
Soil Imported	50.0	yd^3/day
Soil Exported	50.0	yd^3/day
Average Truck Capacity	20.0	yd^3 (assume 20 if unknown)

Road Construction Emissions Model

Version 6.3.2

Data Entry Worksheet

Note: Required data input sections have a yellow background.
Optional data input sections have a blue background. Only areas with a
yellow or blue background can be modified. Program defaults have a white background.
The user is required to enter information in cells C10 through C25.

SACRAMENTO METROPOLITAN AIR QUALITY MANAGEMENT DISTRICT

To begin a new project, click this button to clear data previously entered. This button will only work if you opted not to disable macros when loading this spreadsheet.

Input Type		
Project Name	Lopez Rd-Sunridge Rd	
Construction Start Year	2014	Enter a Year between 2005 and 2025 (inclusive)
Project Type	2	1 New Road Construction 2 Road Widening 3 Bridge/Overpass Construction
Project Construction Time	2.0	months
Predominant Soil/Site Type: Enter 1, 2, or 3	1	1. Sand Gravel 2. Weathered Rock-Earth 3. Blasted Rock
Project Length	0.5	miles
Total Project Area	0.0	acres
Maximum Area Disturbed/Day	0.0	acres
Water Trucks Used?	1	1. Yes 2. No
Soil Imported	40.0	yd^3/day
Soil Exported	10.0	yd^3/day
Average Truck Capacity	20.0	yd^3 (assume 20 if unknown)

Appendix F – Biological Resources Information for Analysis

No revisions made

Appendix G – Transportation and Circulation Information for Analysis

Appendix G fly page is revised as follows:

- G.1: Fehr & Peers Intersection Traffic Volumes (Appendix B in Fehr & Peers 2011)
- G.2: Fehr & Peers Alternative 2 Analysis (Appendix E in Fehr & Peers 2011)
- G.3: Fehr & Peers Circulation Improvements

Sources:

Fehr & Peers. 2011. Del Monte Forest Plan: Pebble Beach, CA. August. Prepared for Pebble Beach Company. Walnut Creek, CA.

Fehr & Peers. 2012. Technical Memoranda. Del Monte Forest Plan DEIR – Responses to Comments, Transportation Section. Roundabout Analysis, March 9. LCP Visitor Serving Units and Inclusionary Housing Units, March 16.

The following have been revised and are included as follows:

- G.1: Fehr & Peers Intersection Traffic Volumes (Appendix B in Fehr & Peers 2011)
- G.2: Fehr & Peers Alternative 2 Analysis (Appendix E in Fehr & Peers 2011)

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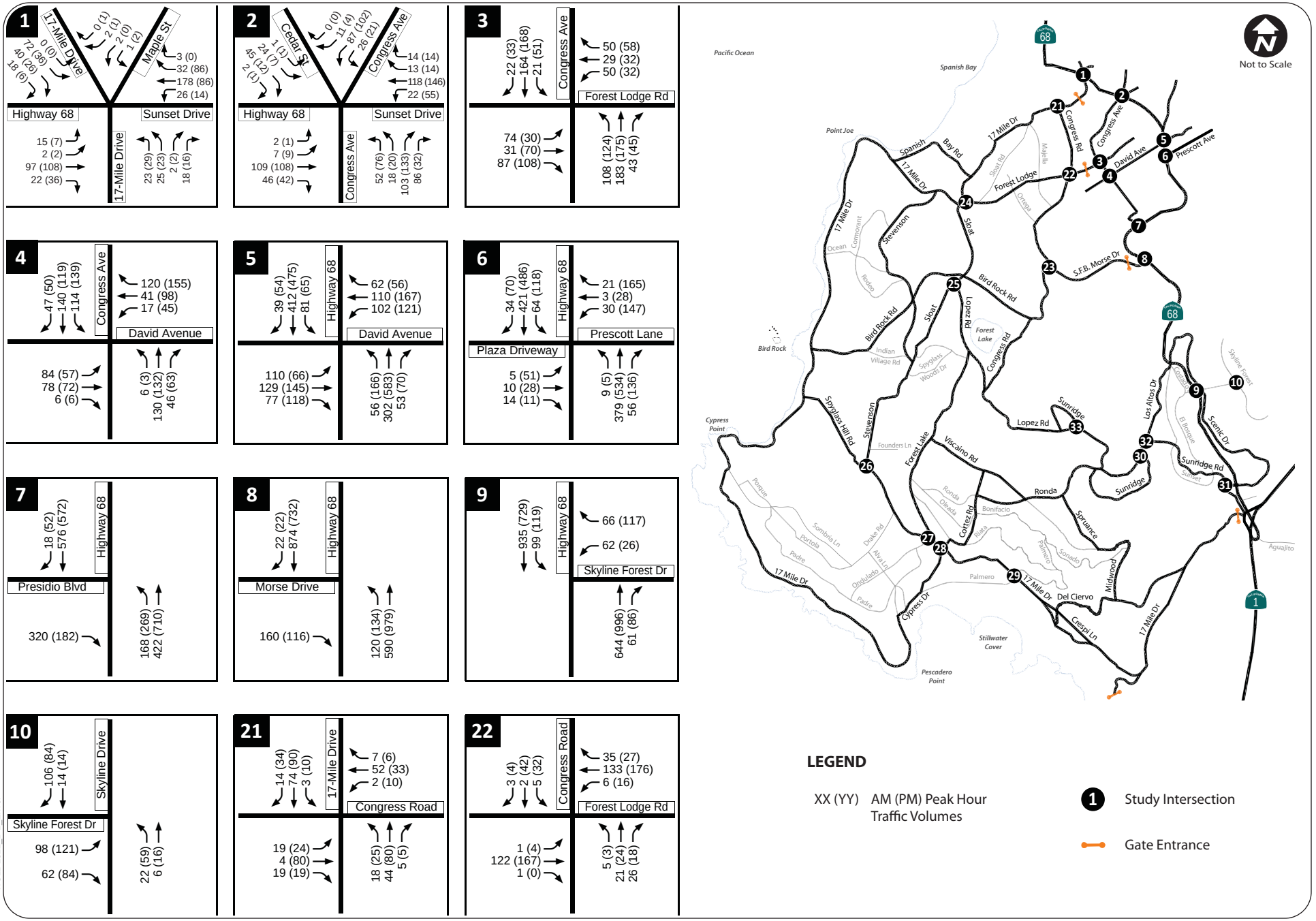
Appendix B
Intersection Traffic Volumes

FEHR PEERS

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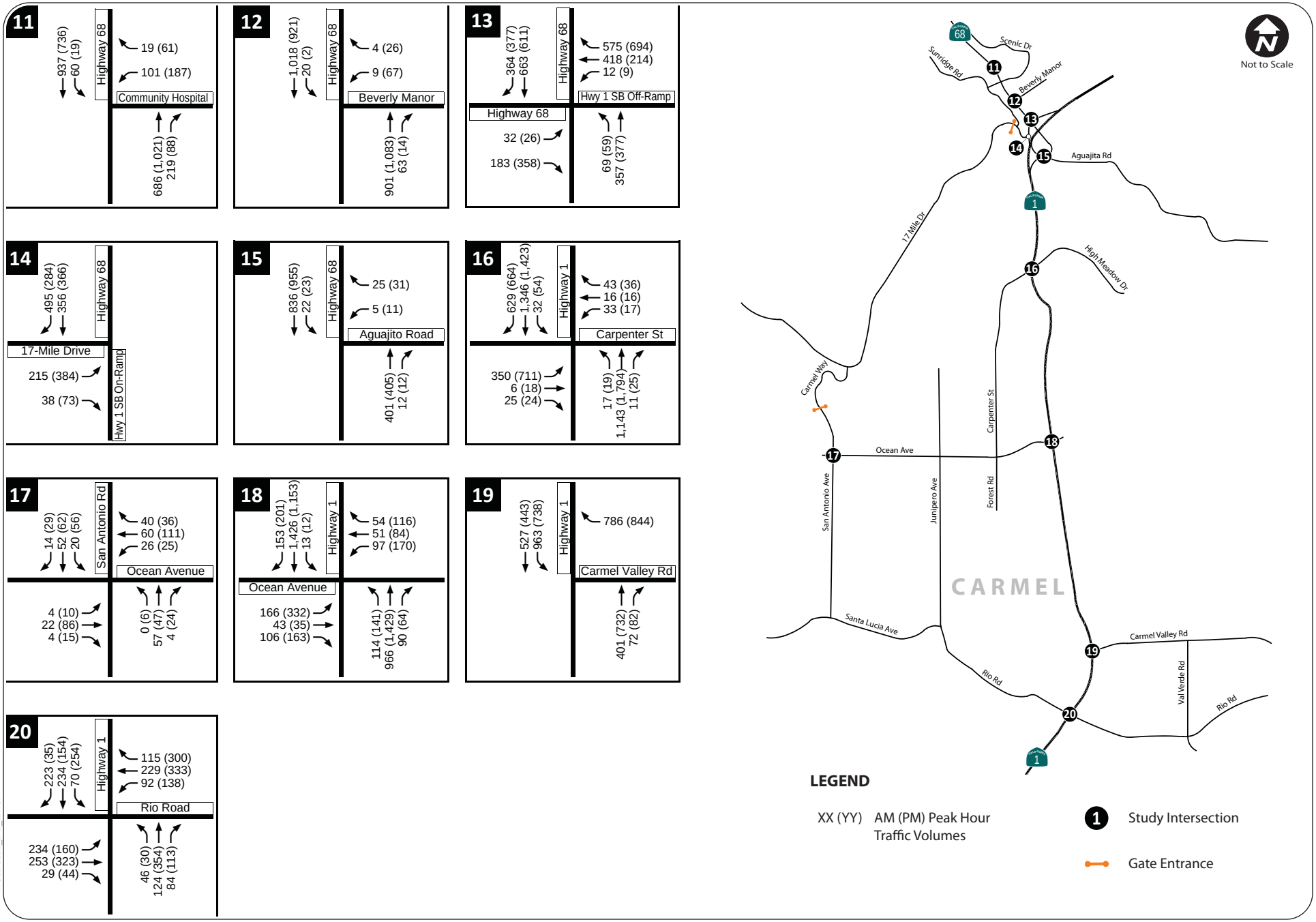
Existing Peak Hour Volumes B1
Existing Plus Alternative 1 Volumes B-4
Existing Plus Alternative 1 Volumes..... B-7
Near-Term Peak Hour Volumes B-10
Near-Term Plus Alternative 1 Volumes B-13
Near-Term Plus Alternative 1 Volumes B-16
Cumulative Peak Hour Volumes B-19
Cumulative Plus Alternative 1 Volumes G-10
Cumulative Plus Alternative 2 Volumes G-16

EXISTING PEAK HOUR VOLUMES

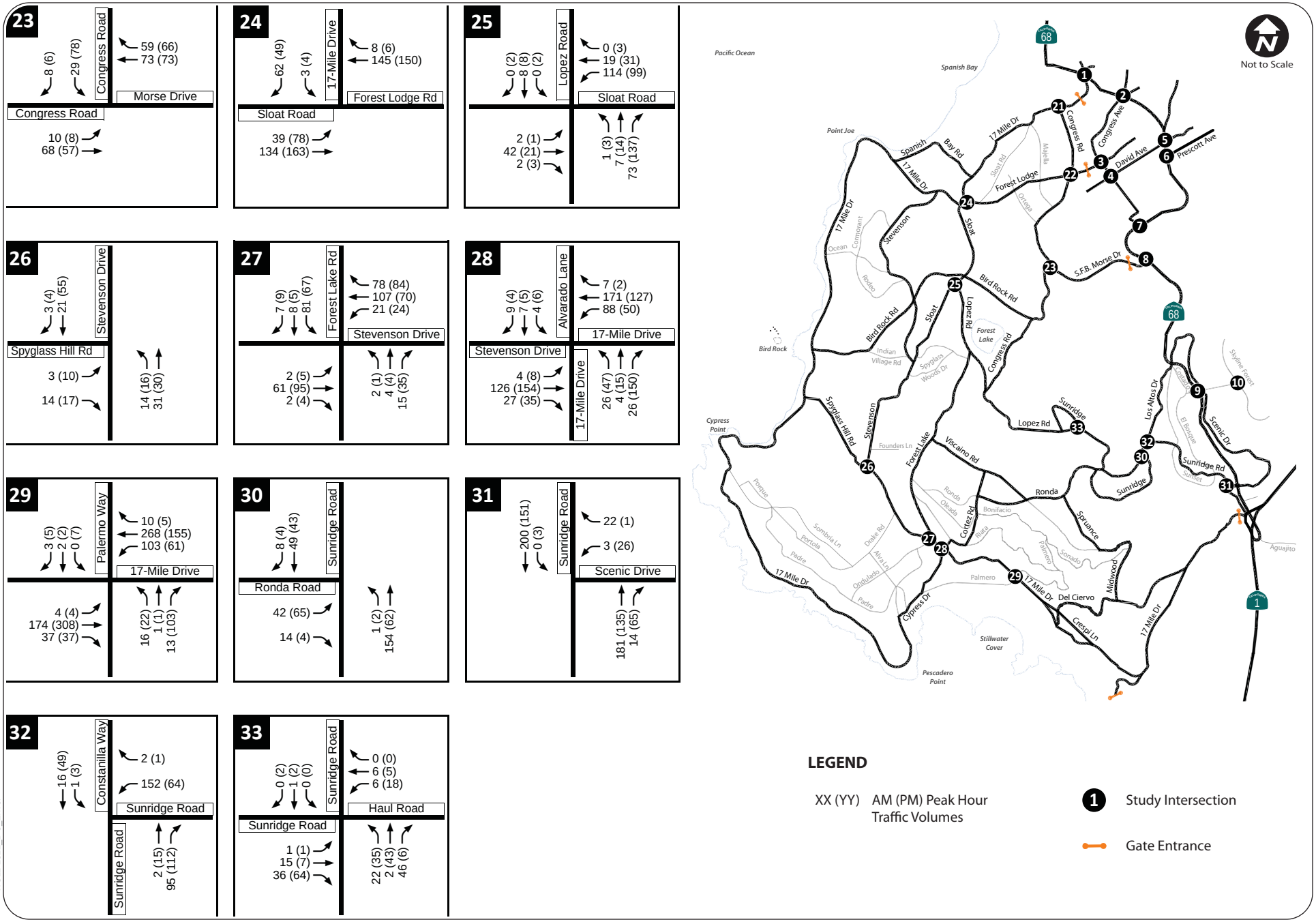


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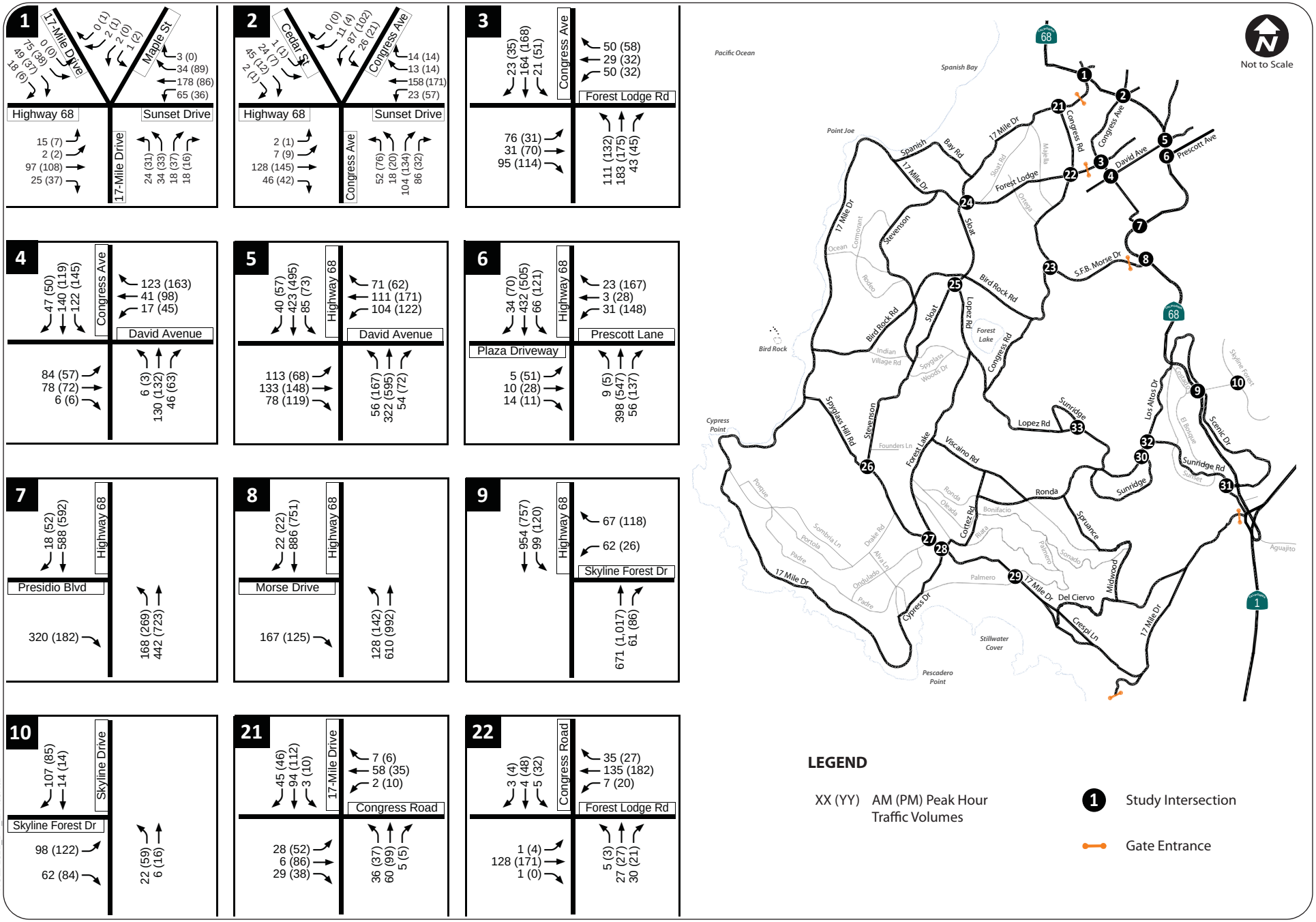


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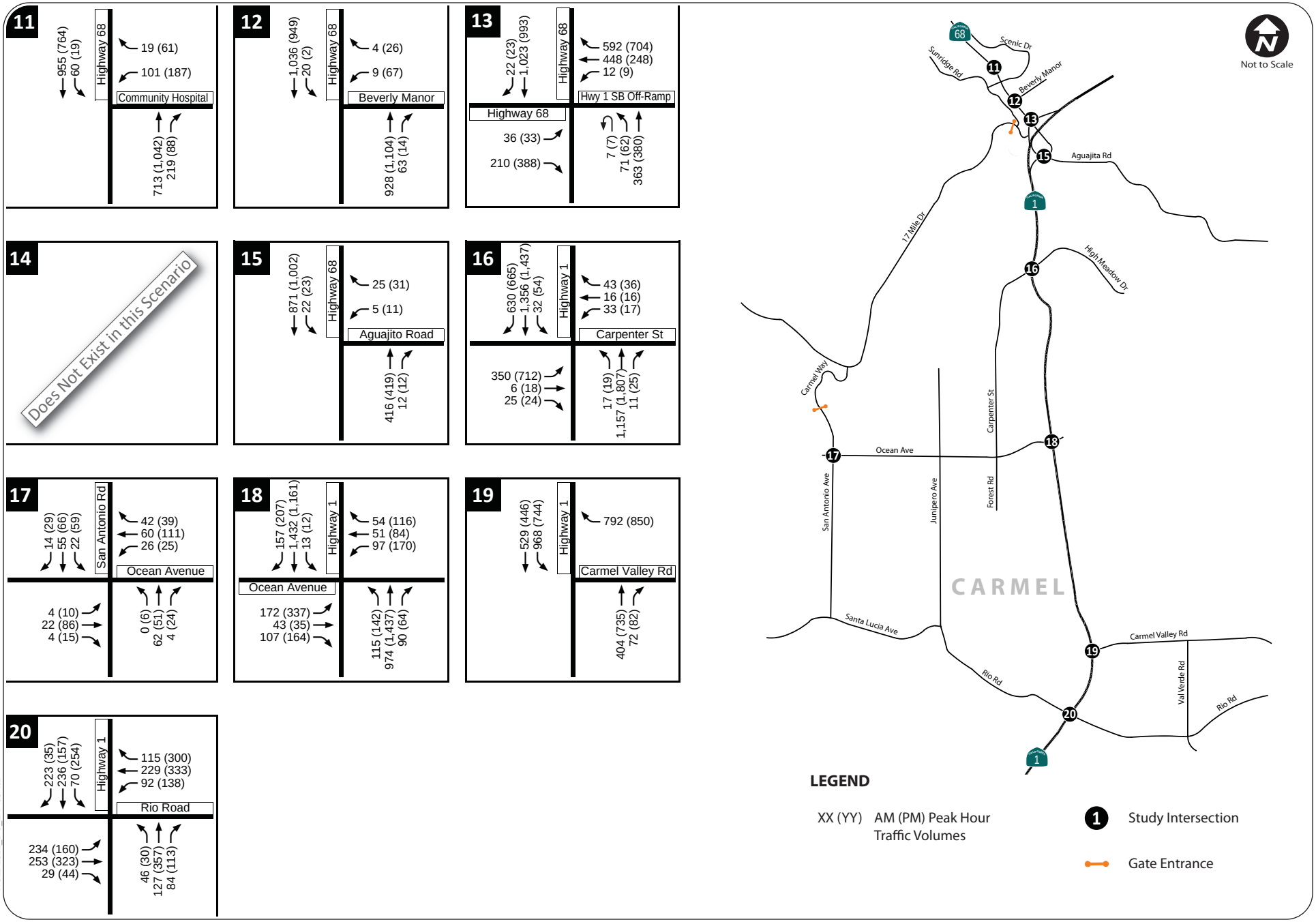
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EXISTING PLUS ALTERNATIVE 1 PEAK HOUR VOLUMES



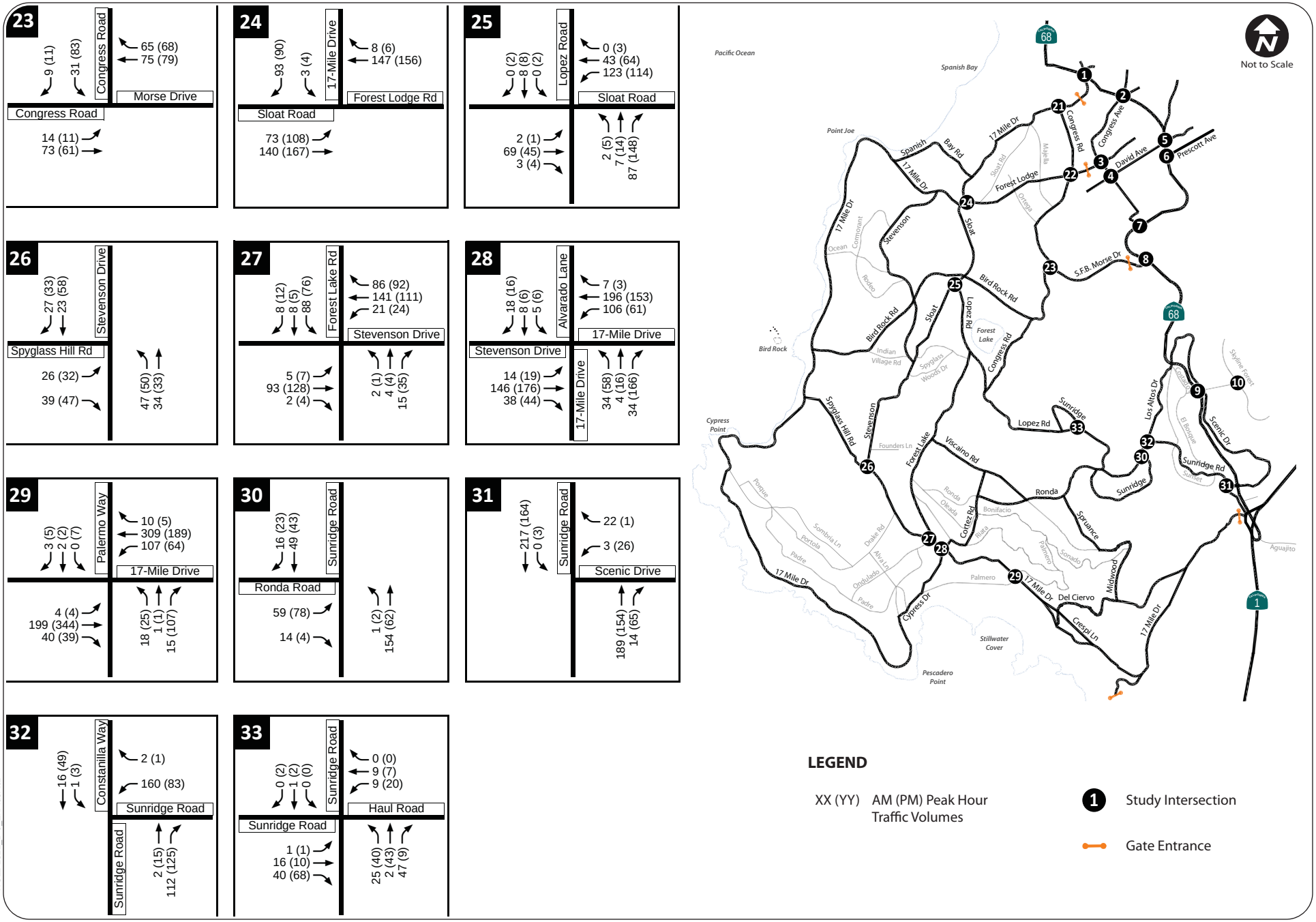
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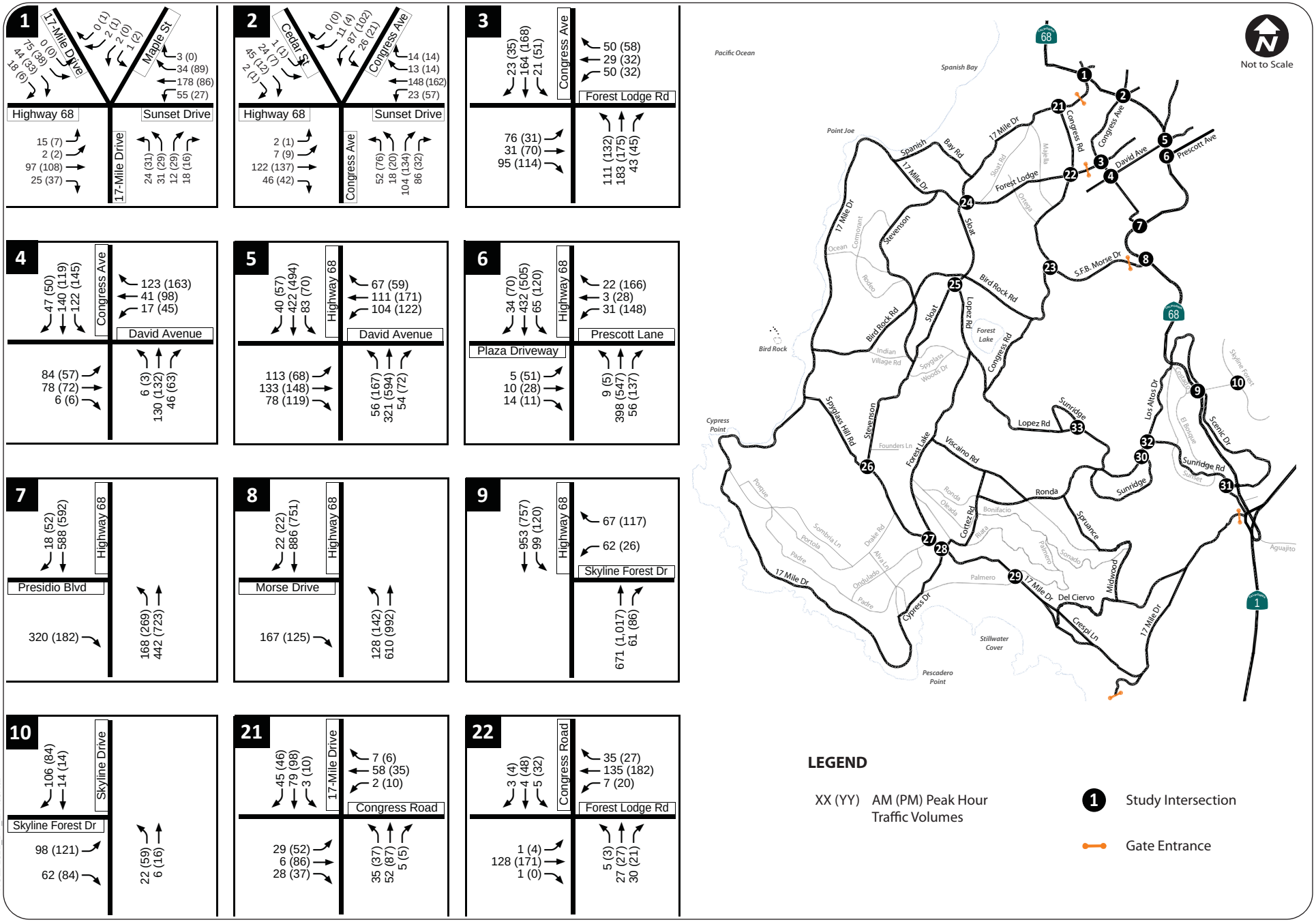


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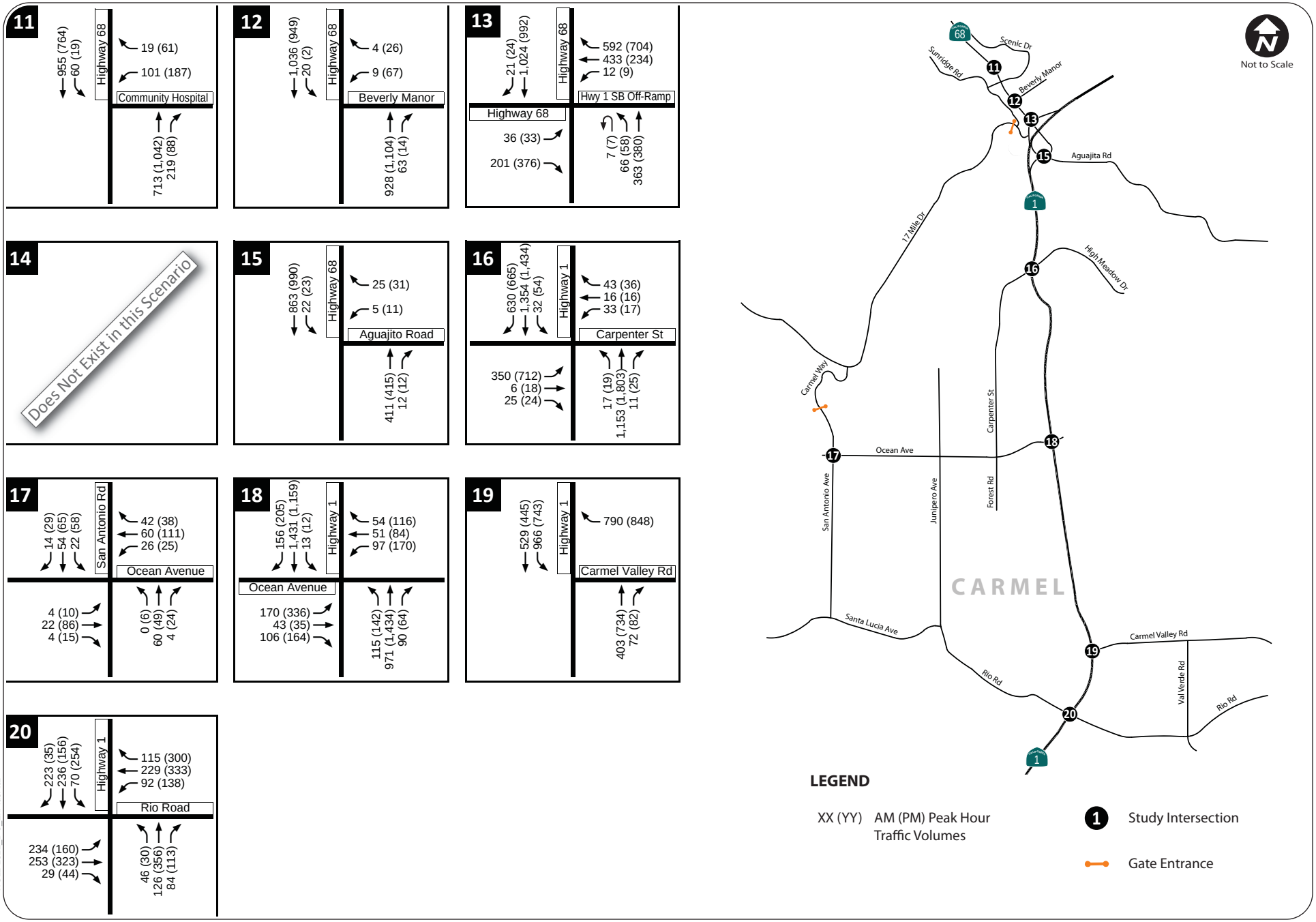
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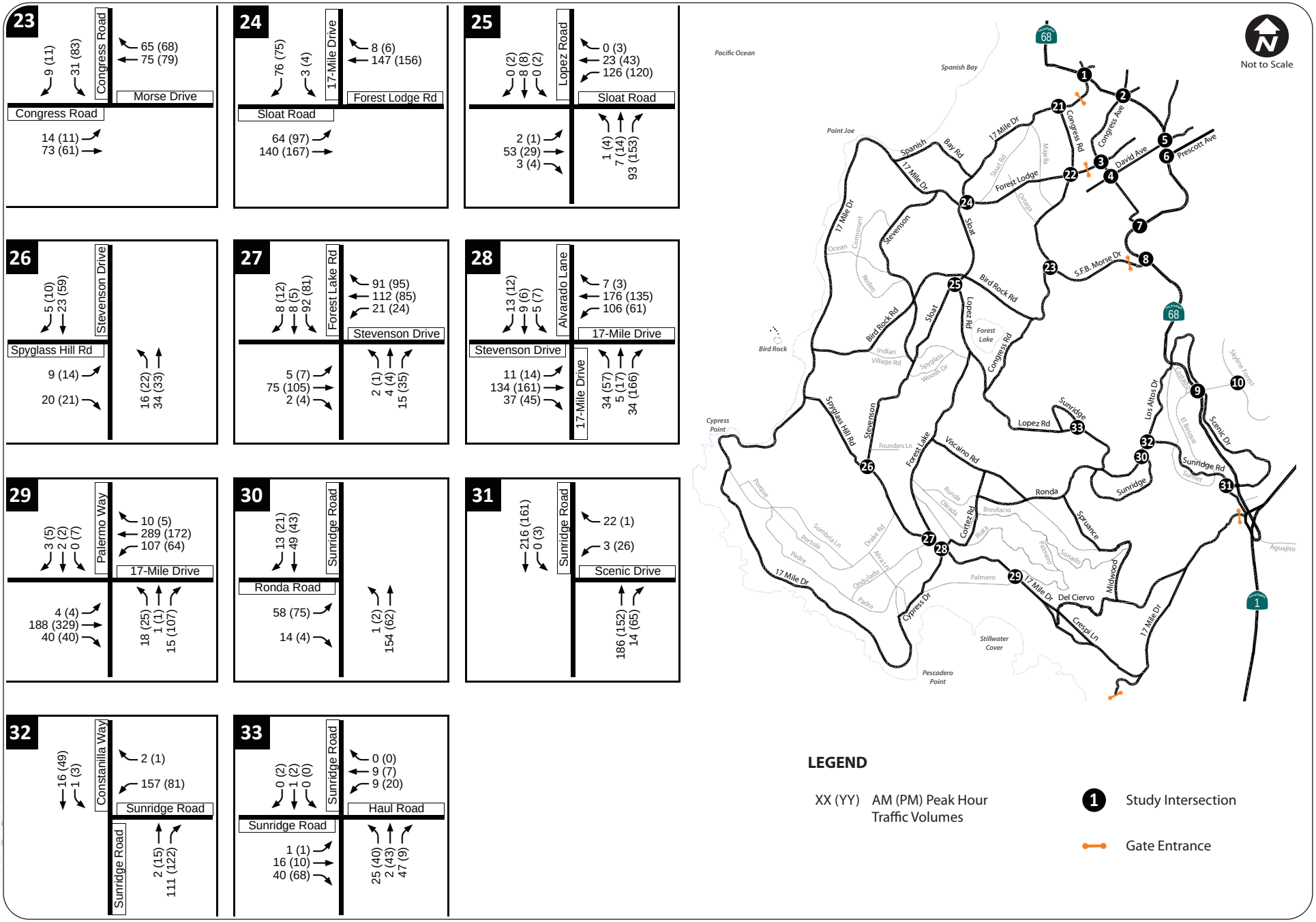
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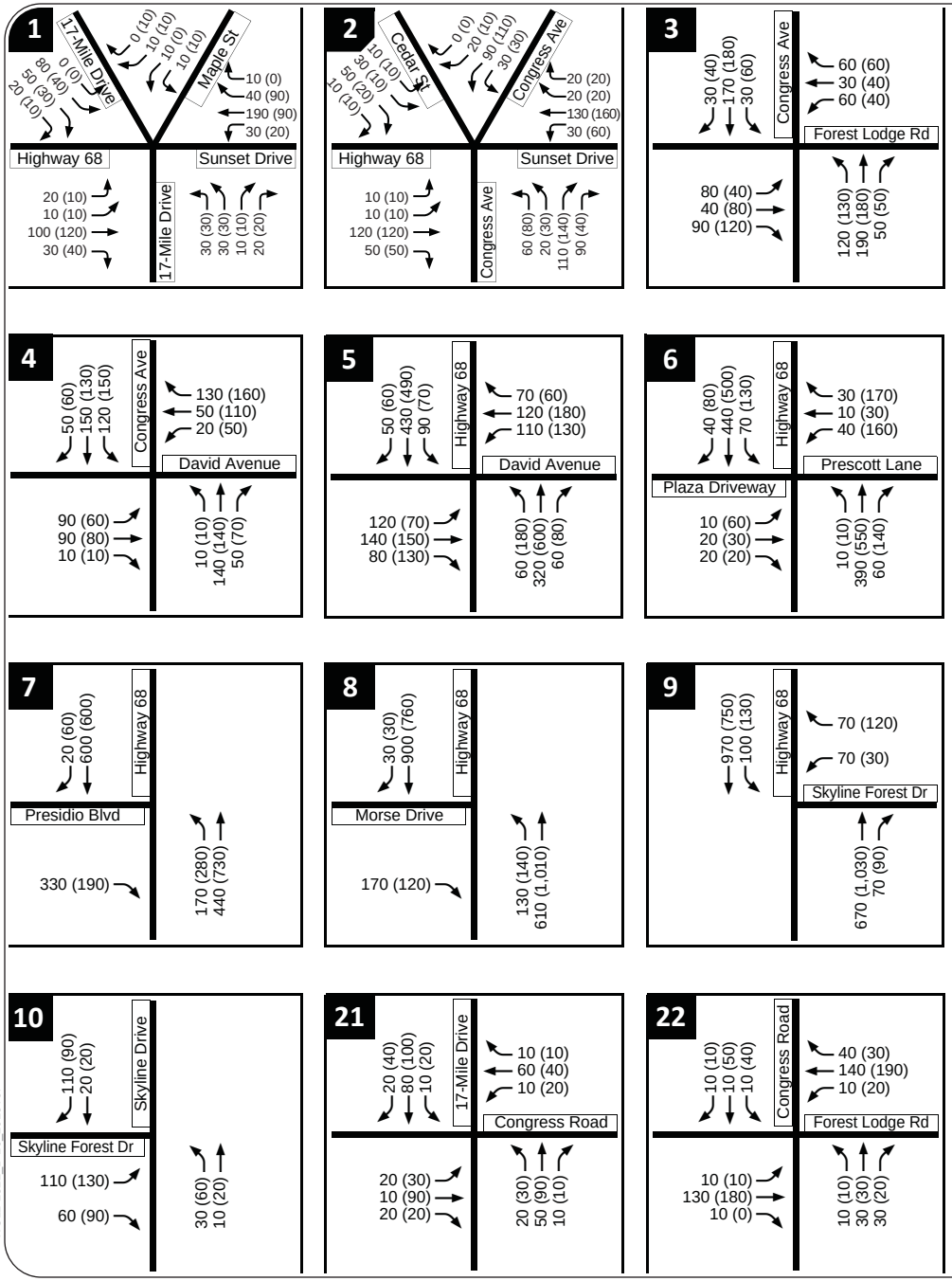
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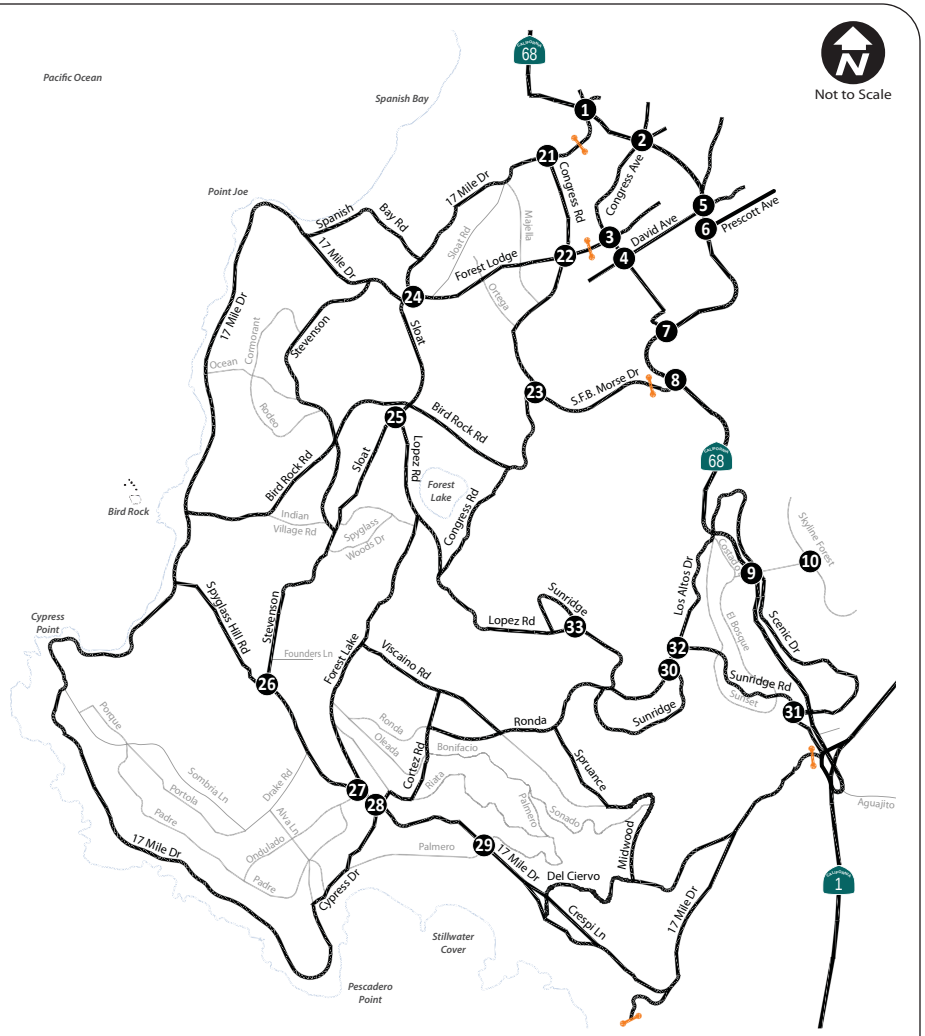


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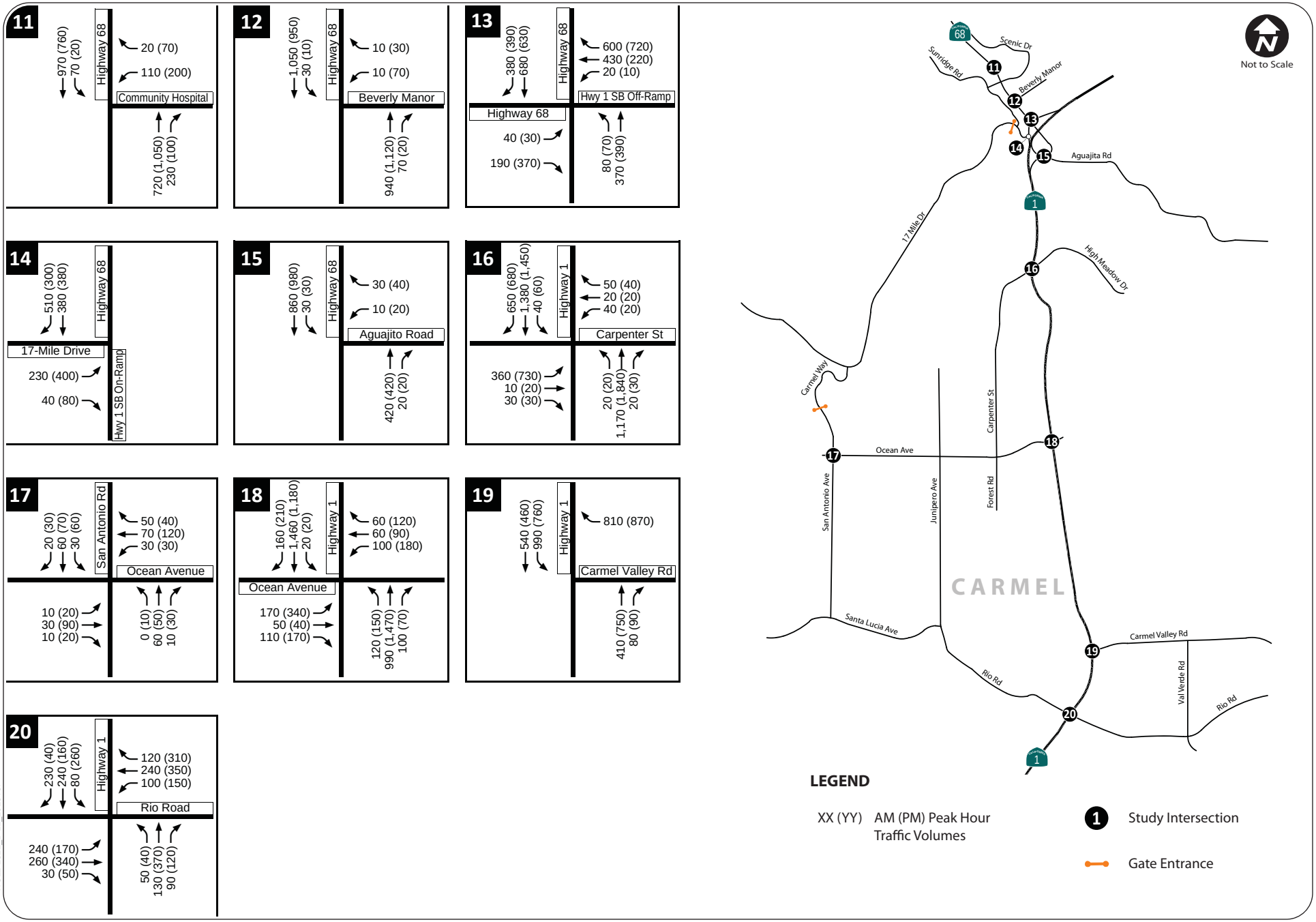


NEAR-TERM (2015) PEAK HOUR VOLUMES

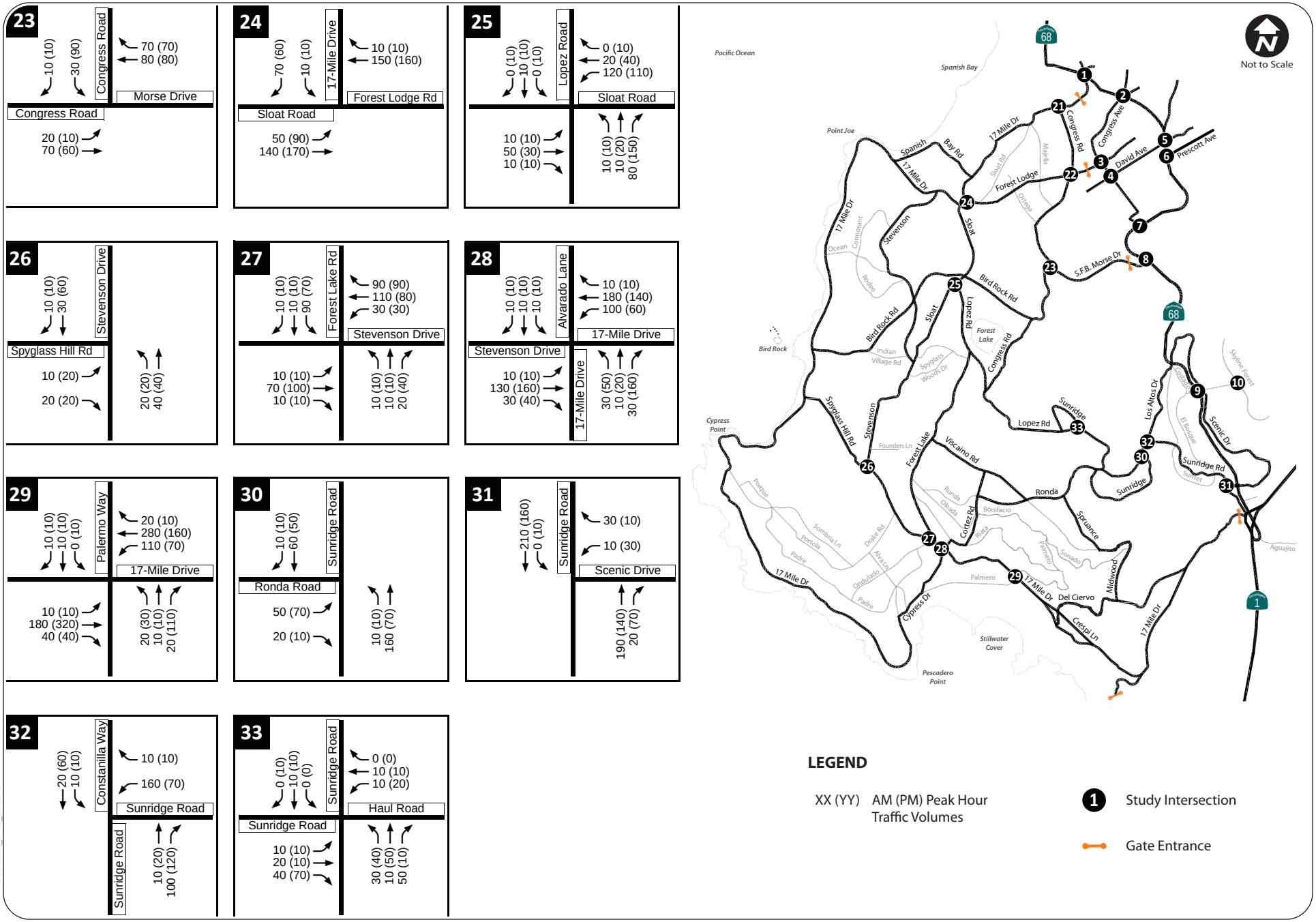




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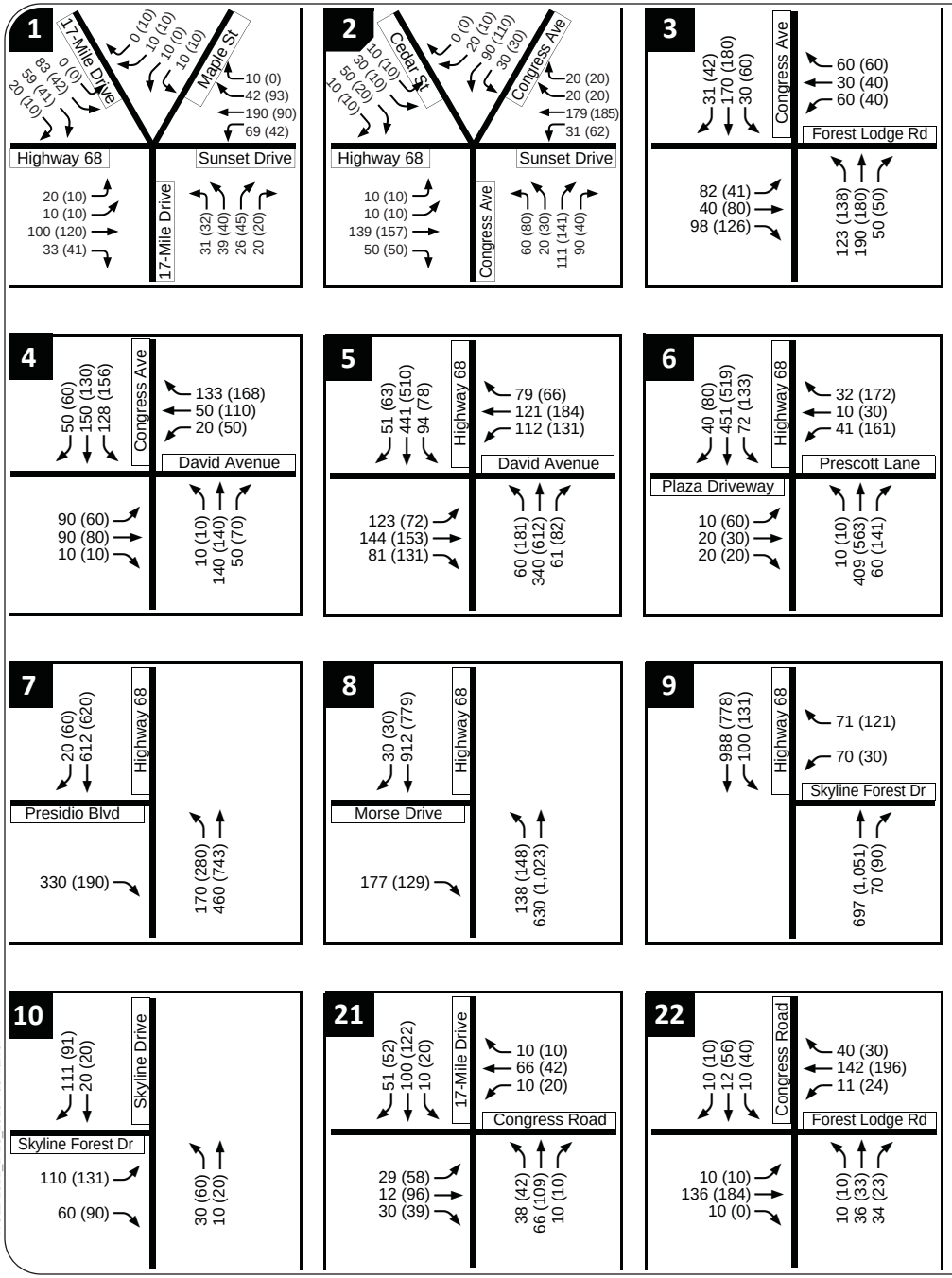


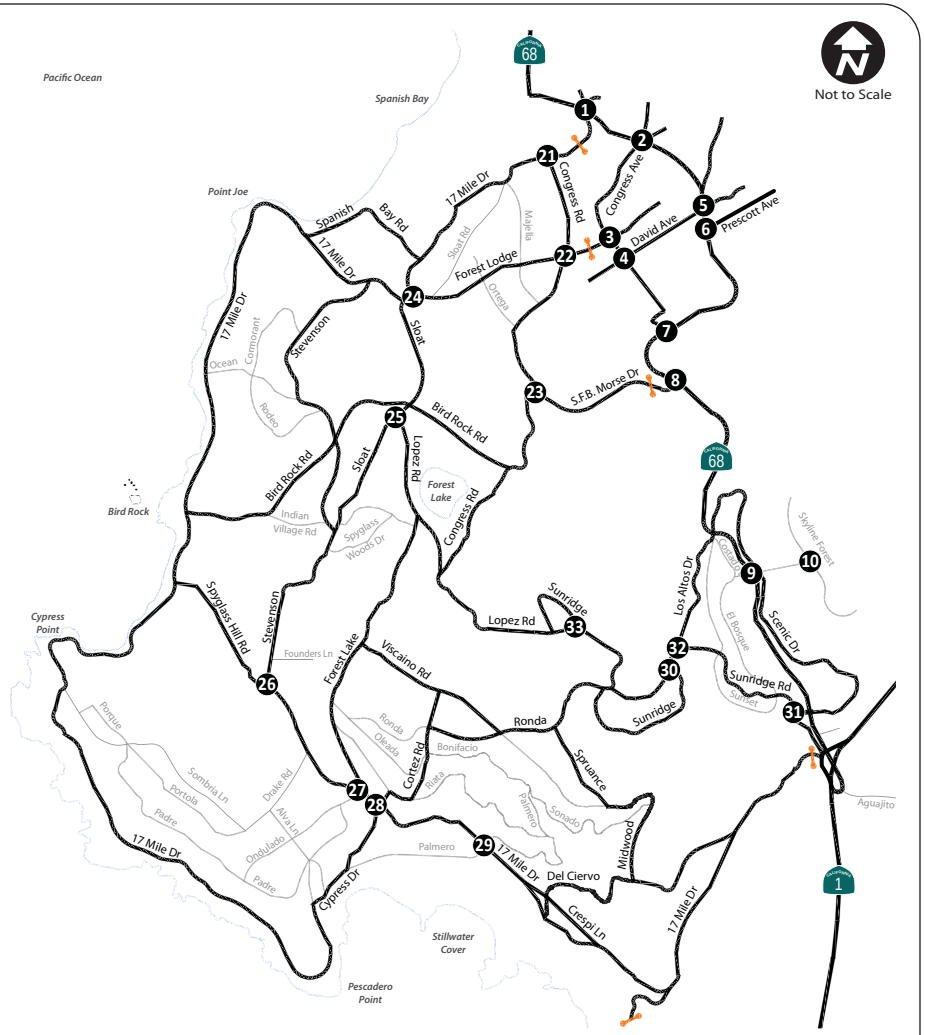
NEAR-TERM (2015) PEAK HOUR VOLUMES



WC11-2822_B-12_2015Vol

NEAR-TERM (2015) PLUS ALTERNATIVE 1 PEAK HOUR VOLUMES





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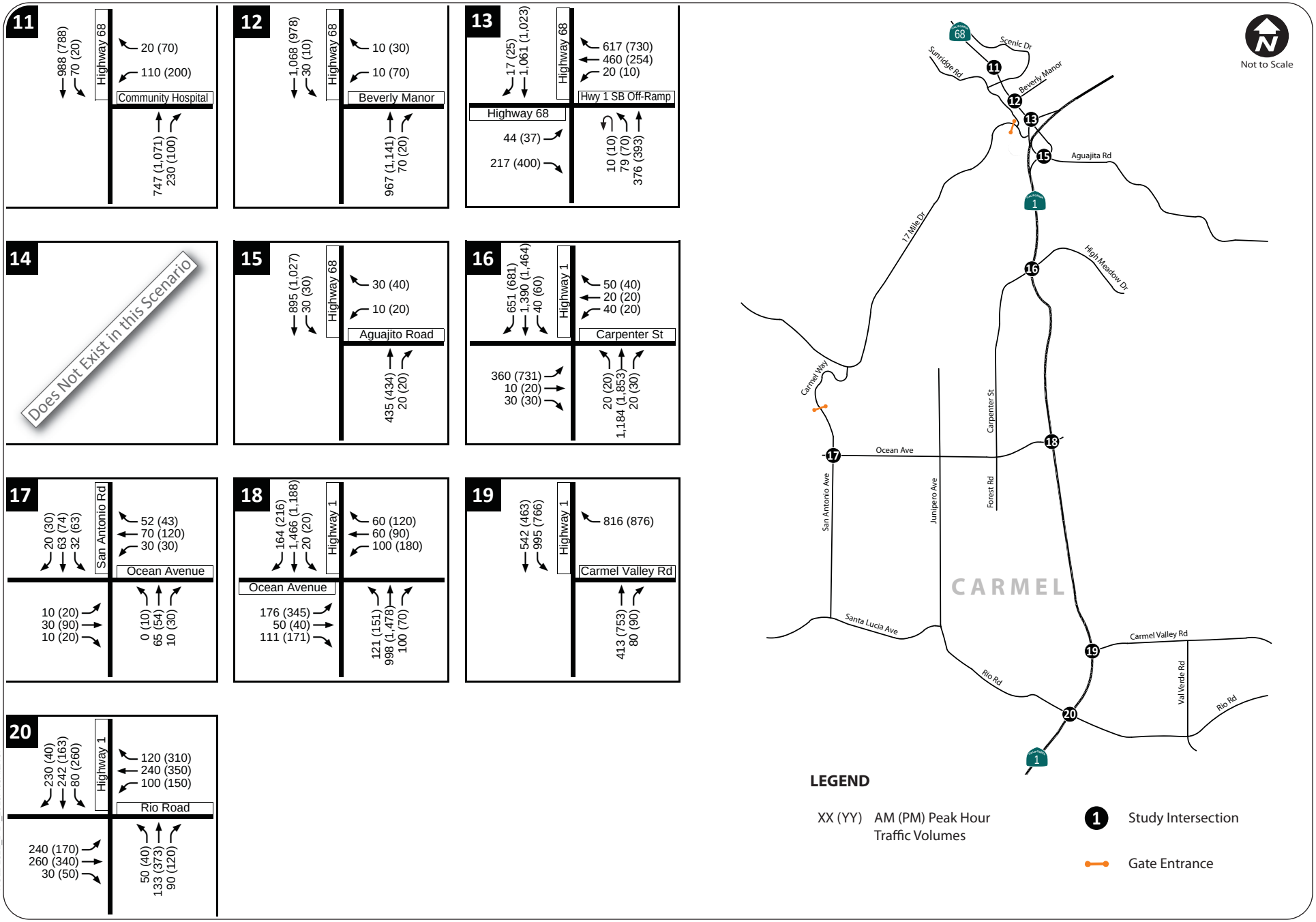
XX (YY) AM (PM) Peak Hour Traffic Volumes

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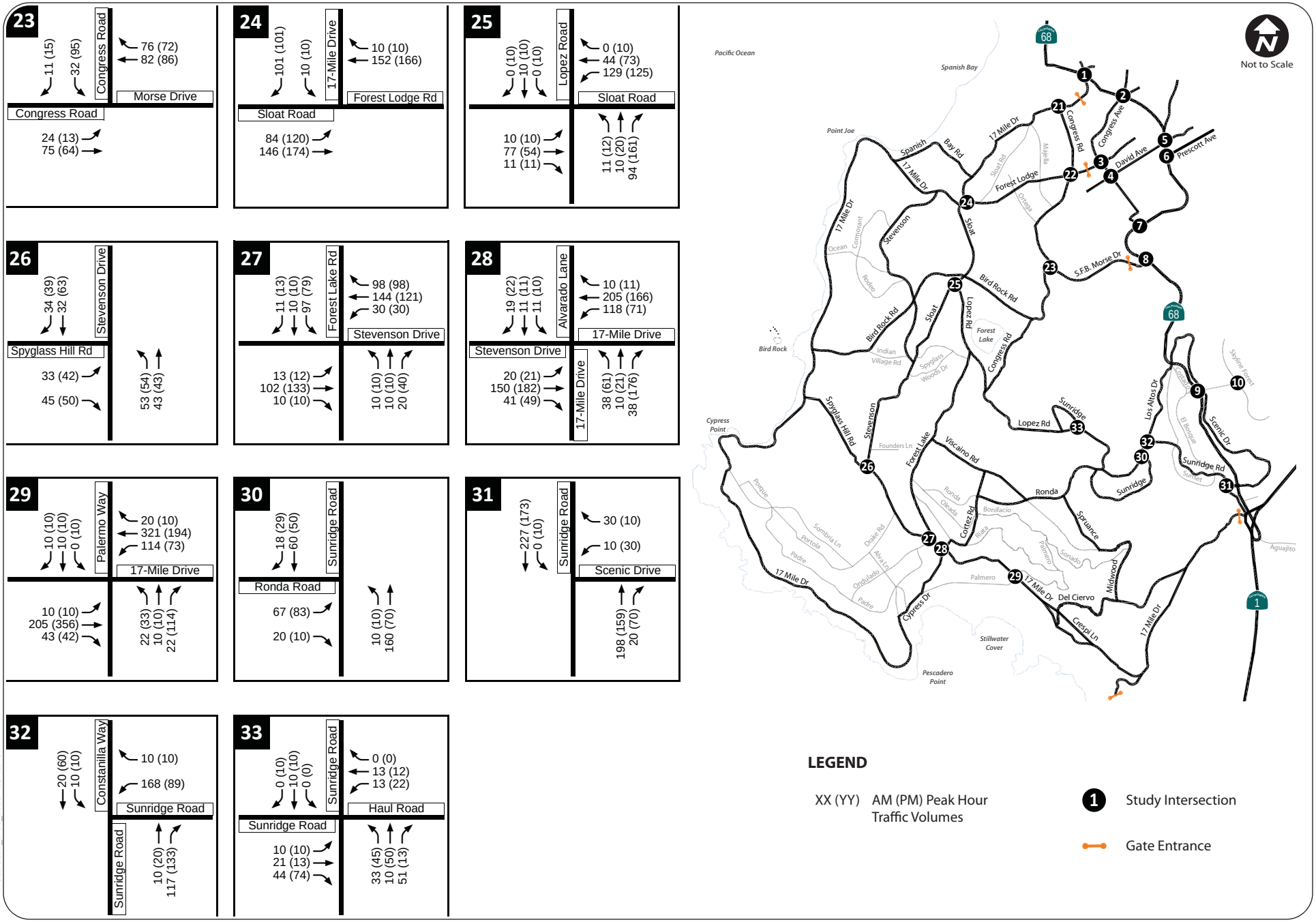
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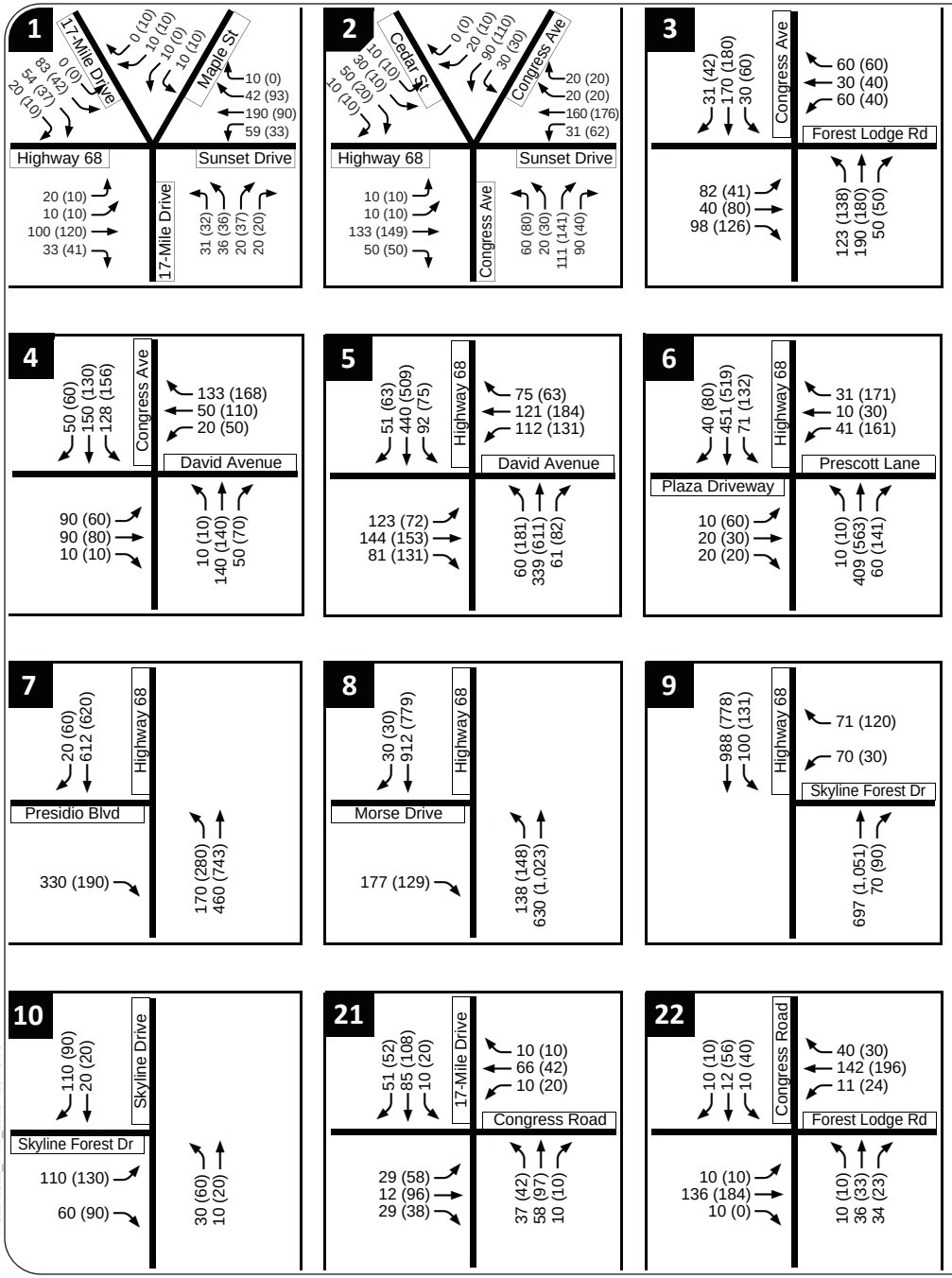
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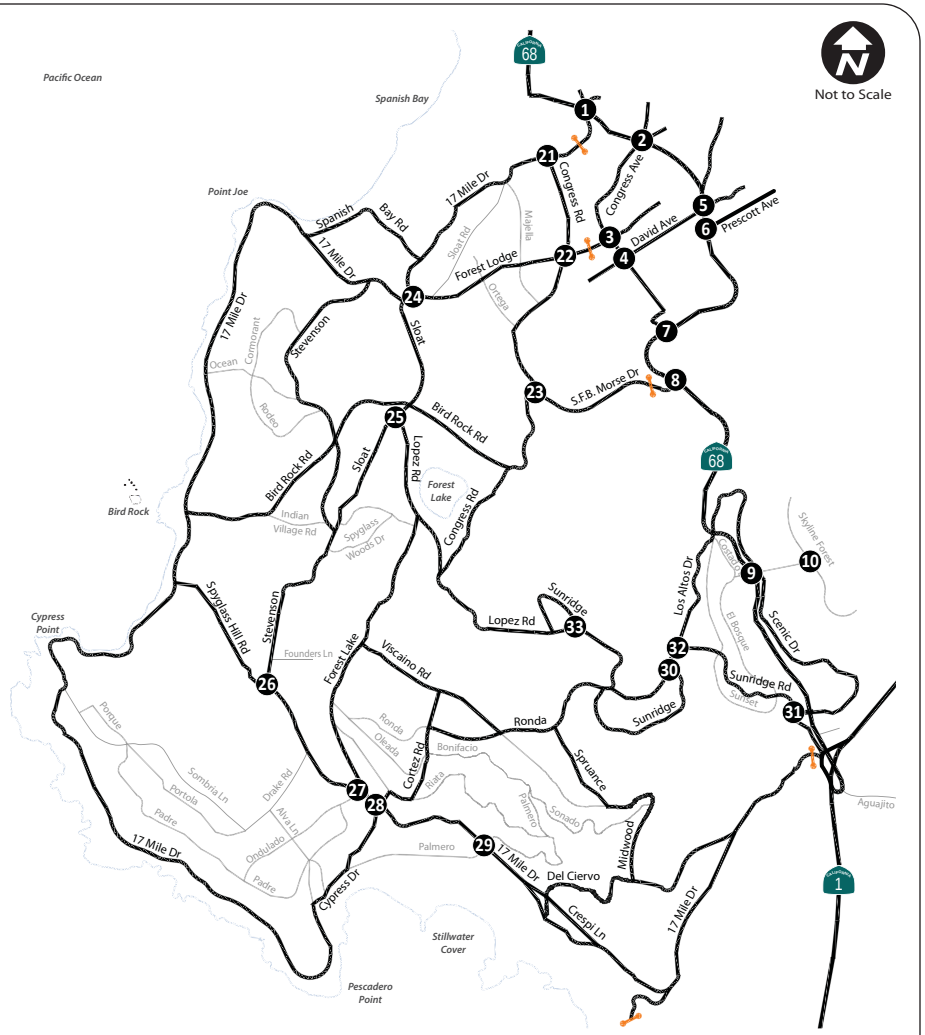


NEAR-TERM (2015) PLUS ALTERNATIVE 1 PEAK HOUR VOLUMES



NEAR-TERM (2015) PLUS ALTERNATIVE 2 PEAK HOUR VOLUMES





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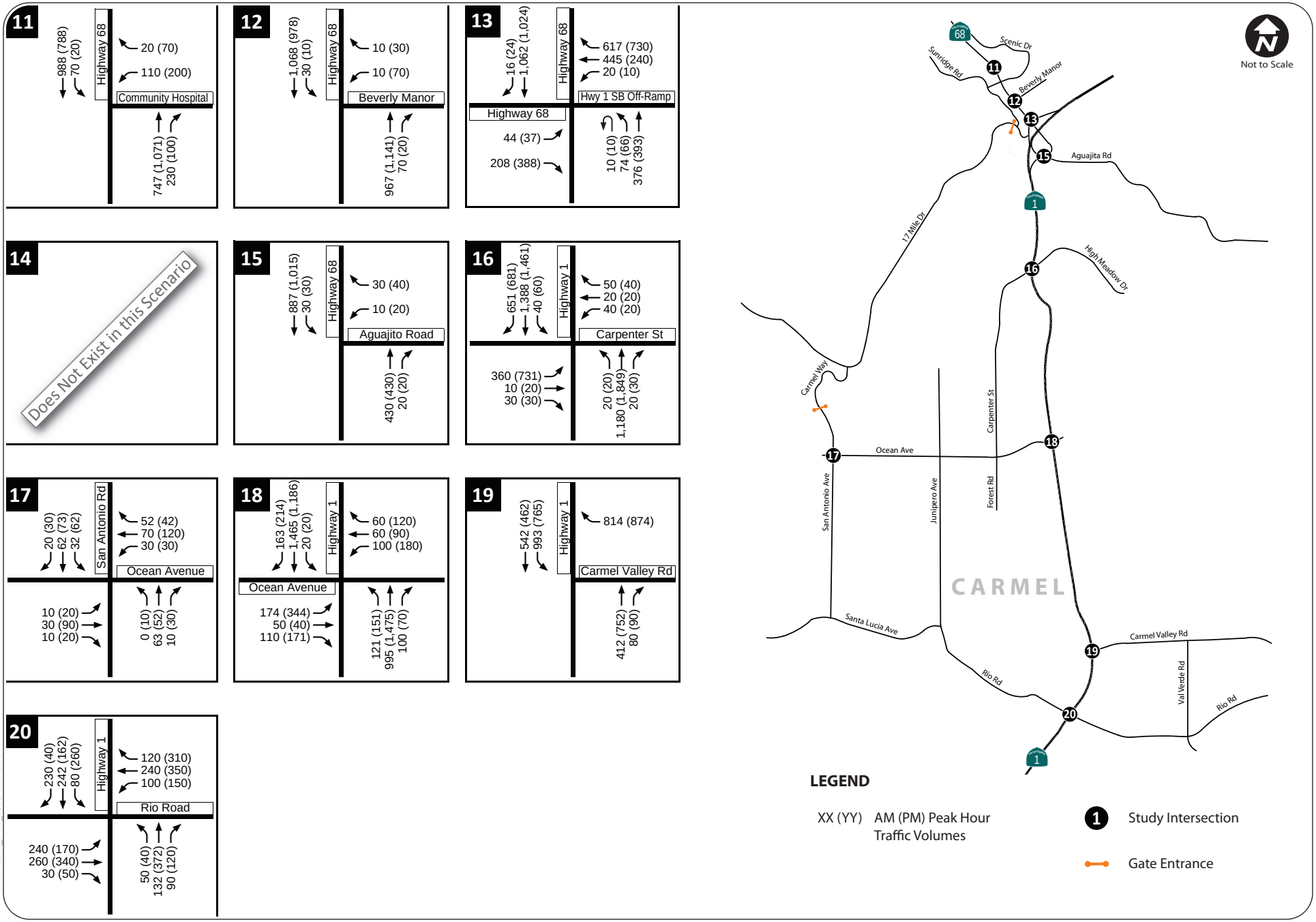
XX (YY) AM (PM) Peak Hour Traffic Volumes

1 Study Intersection

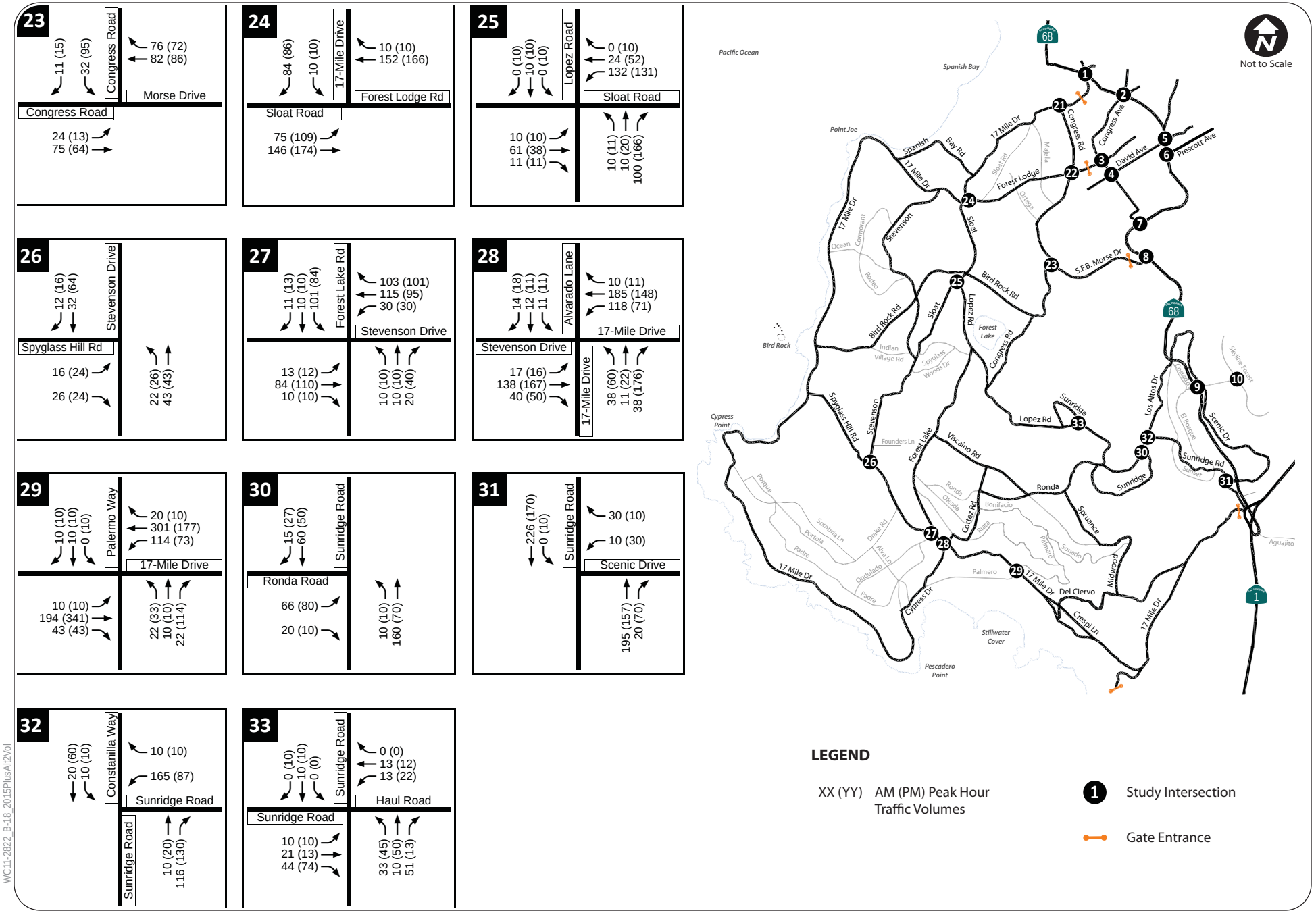
Gate Entrance

WC11-2822_B-16_2015PlusAlt2Vol

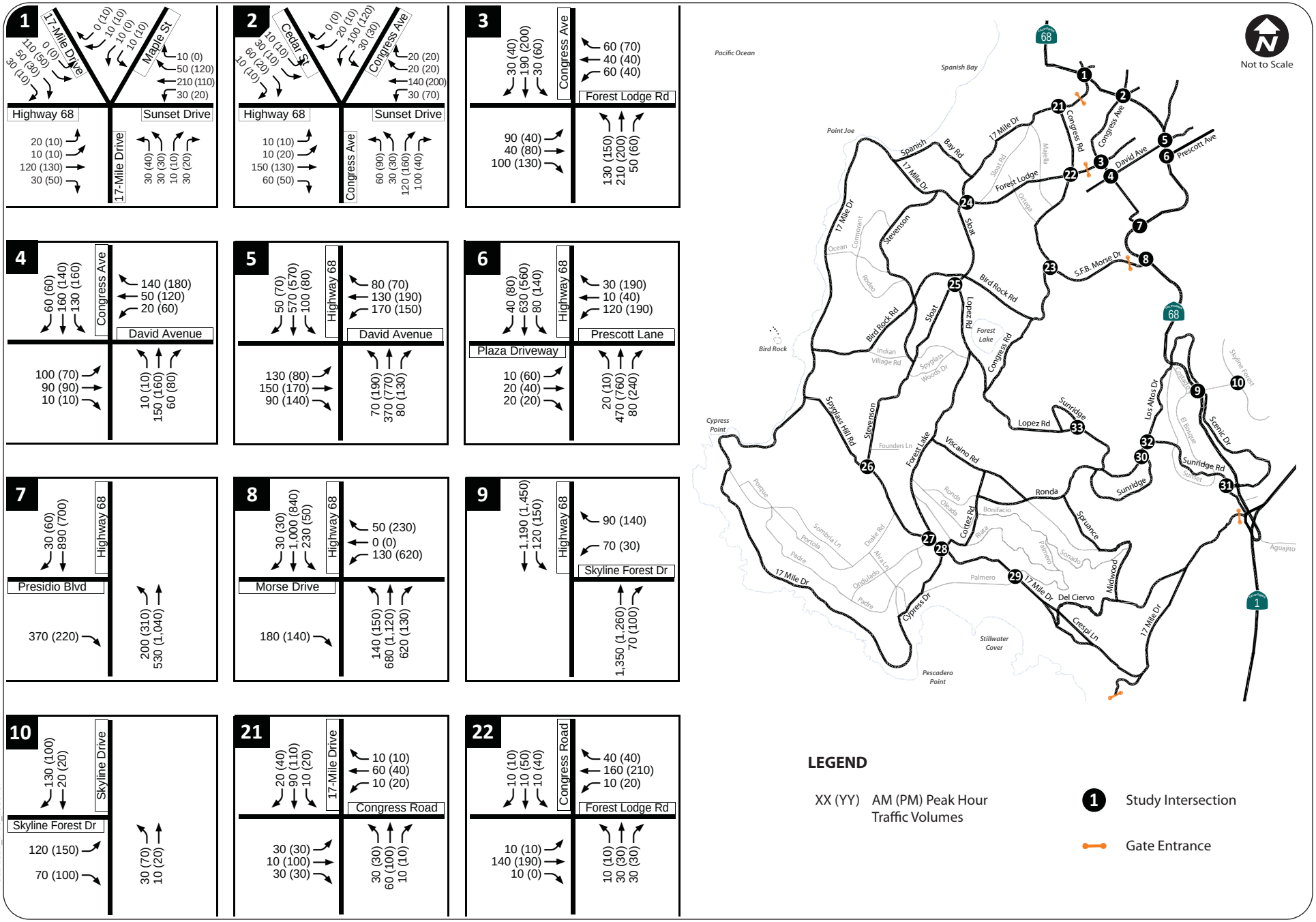
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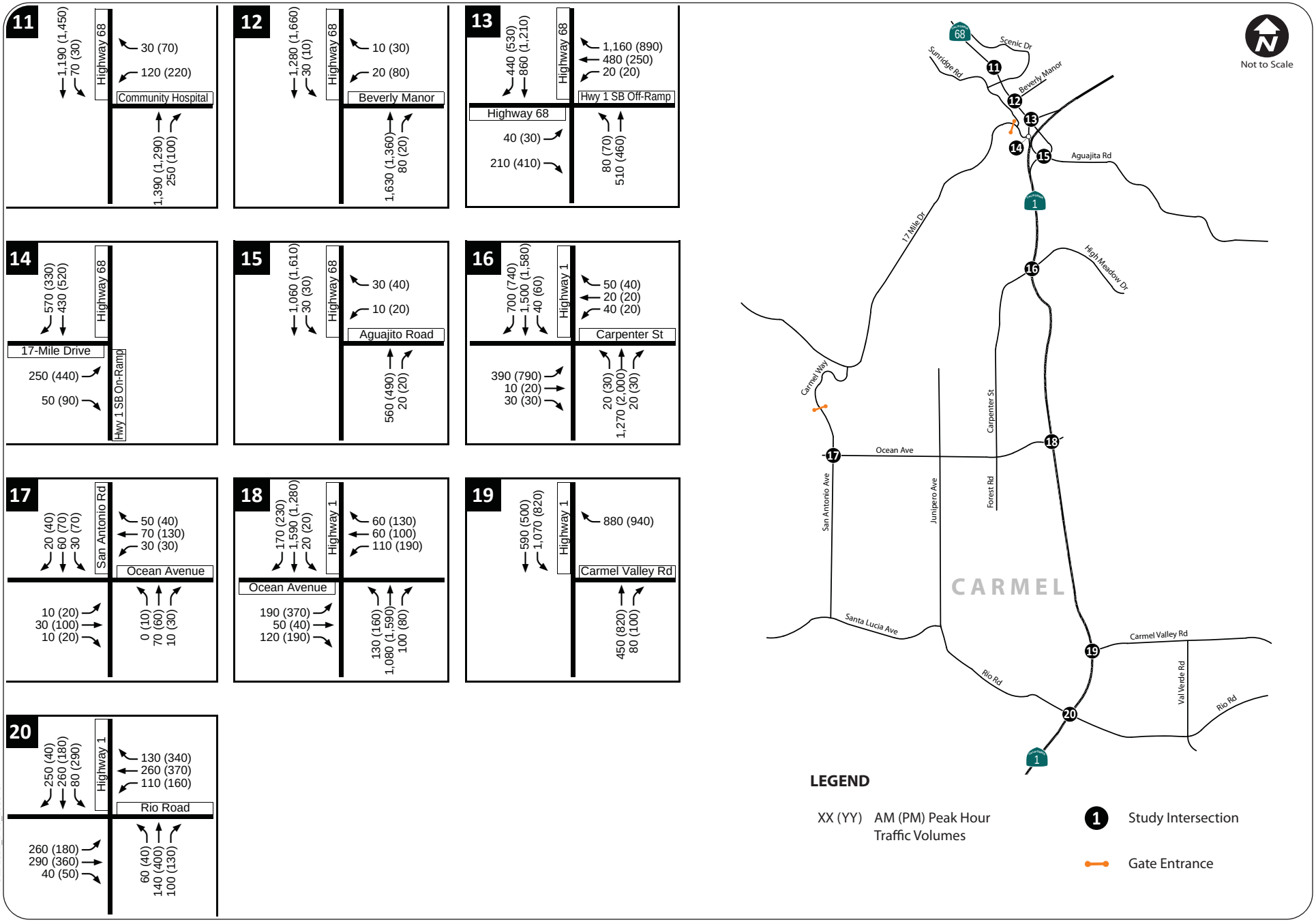
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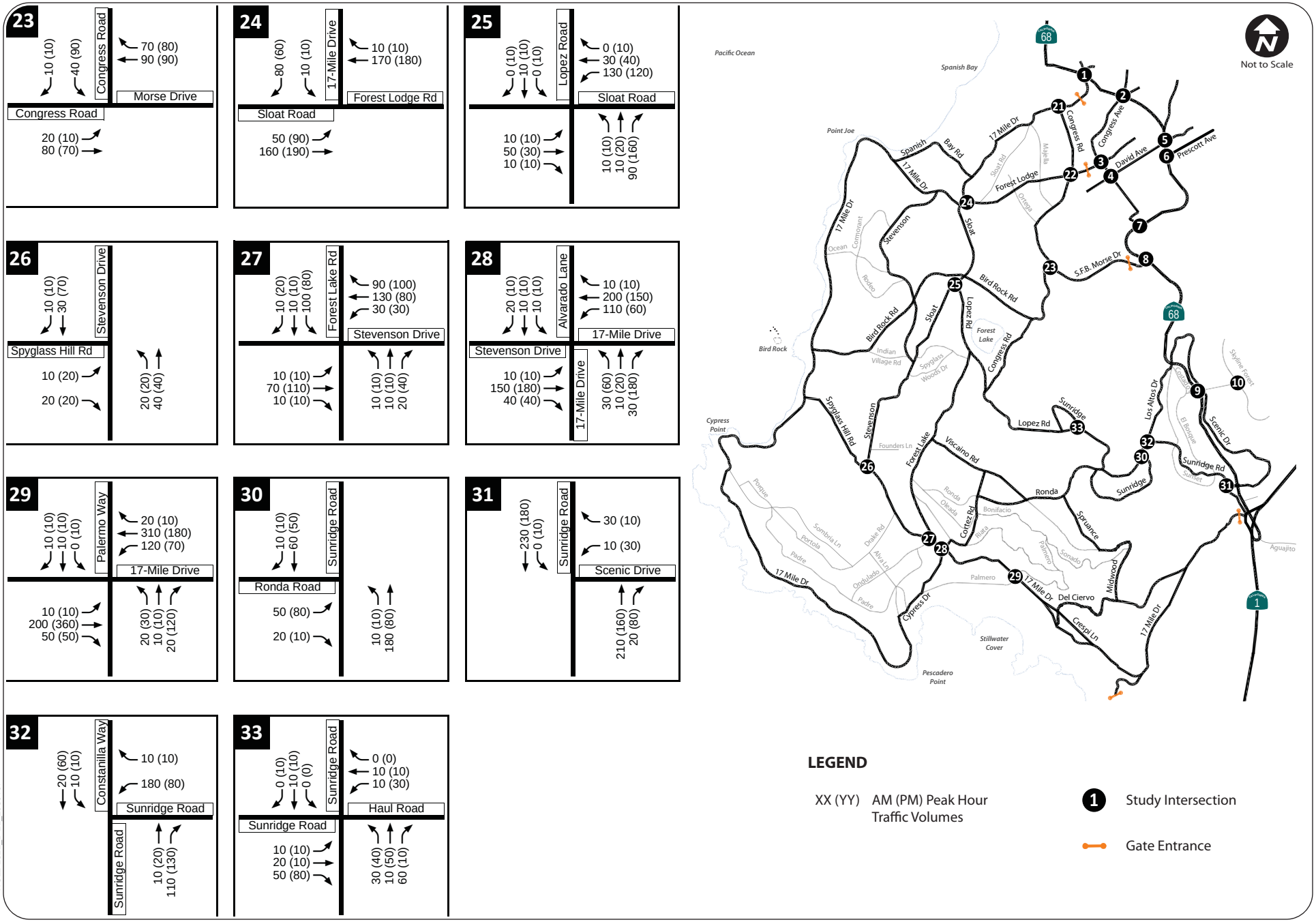


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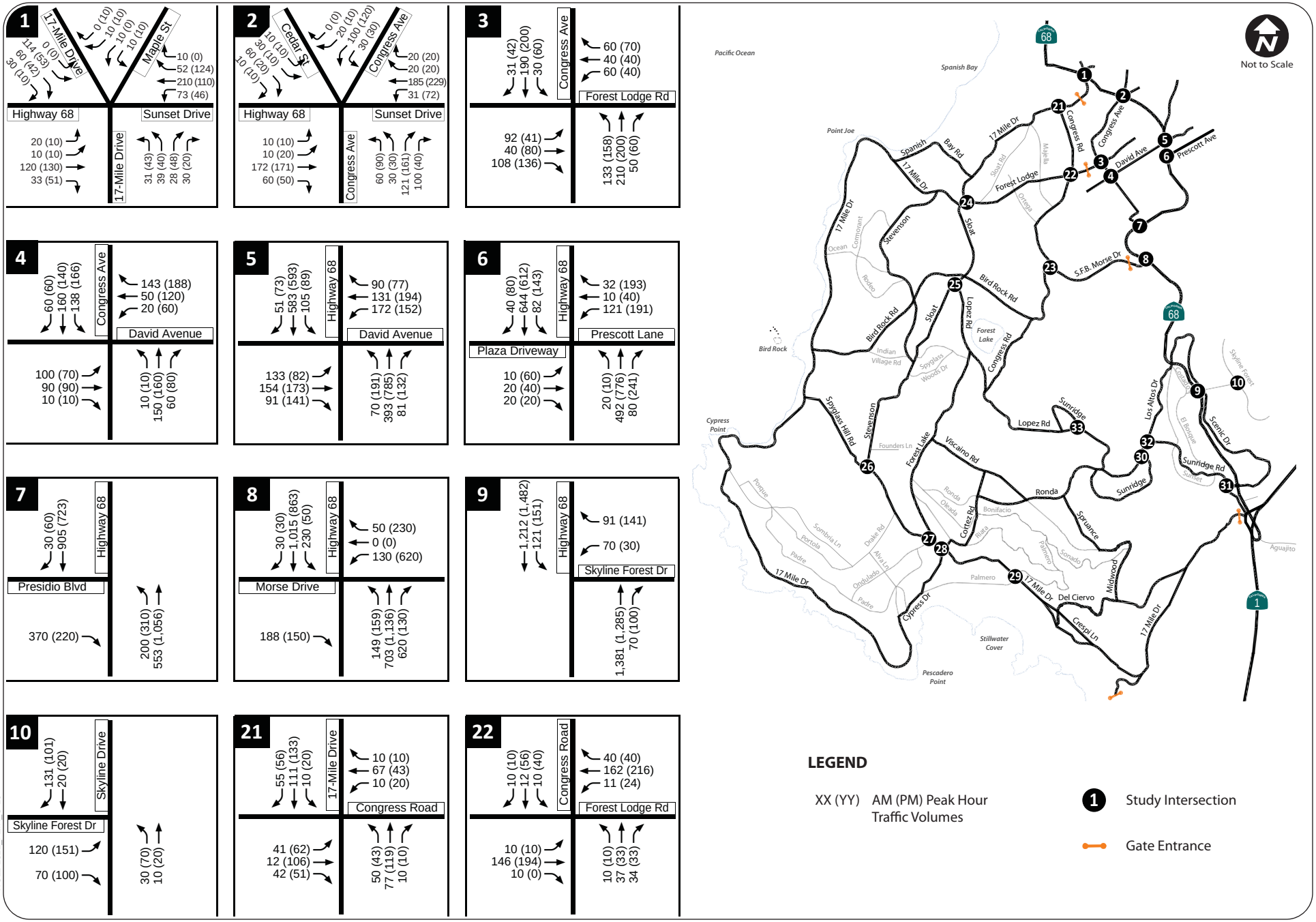


WC11-2822_B-20_2030Vol

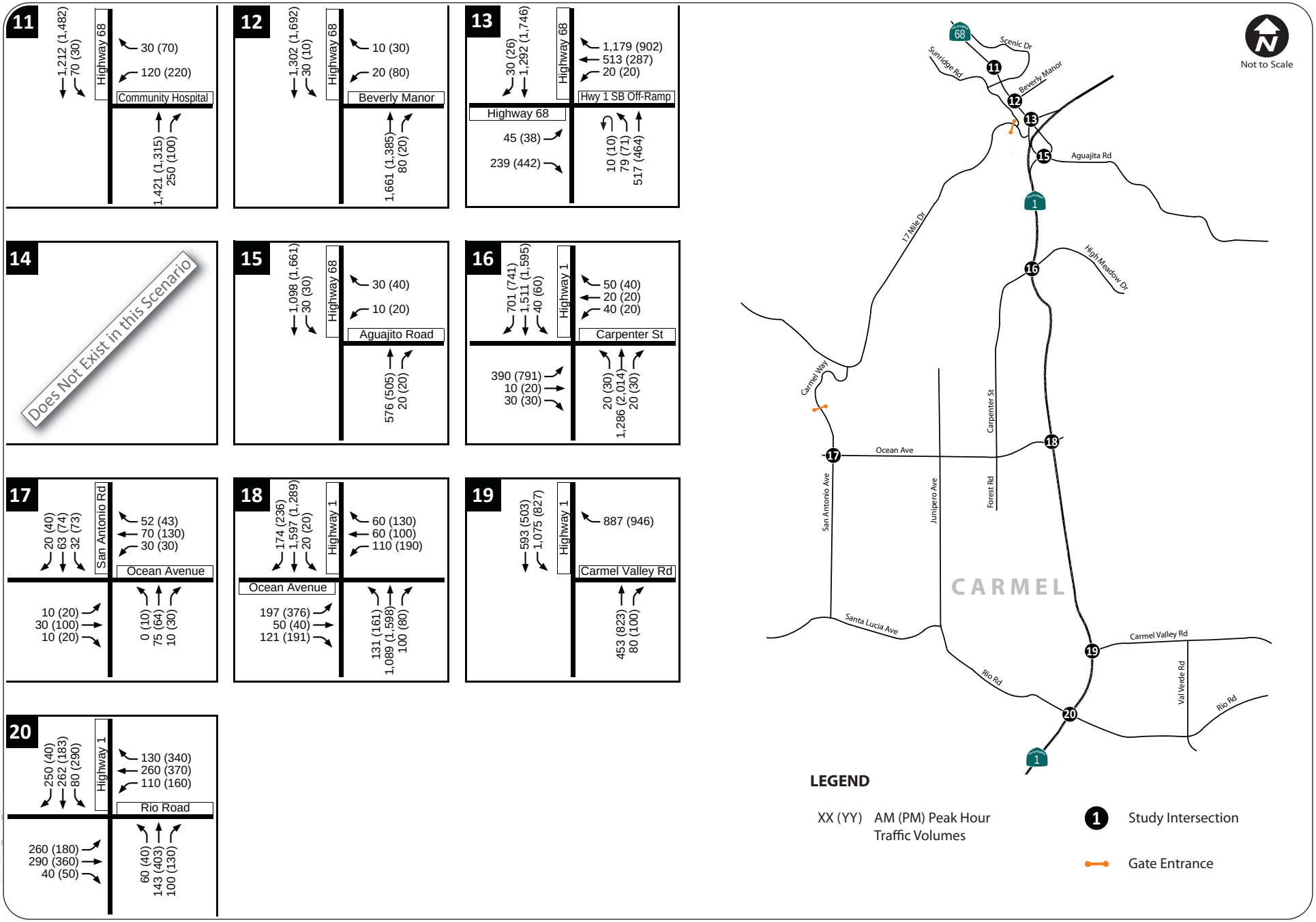
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CUMULATIVE (2030) PLUS ALTERNATIVE 1 WITH 45 LCP UNITS PEAK HOUR VOLUMES

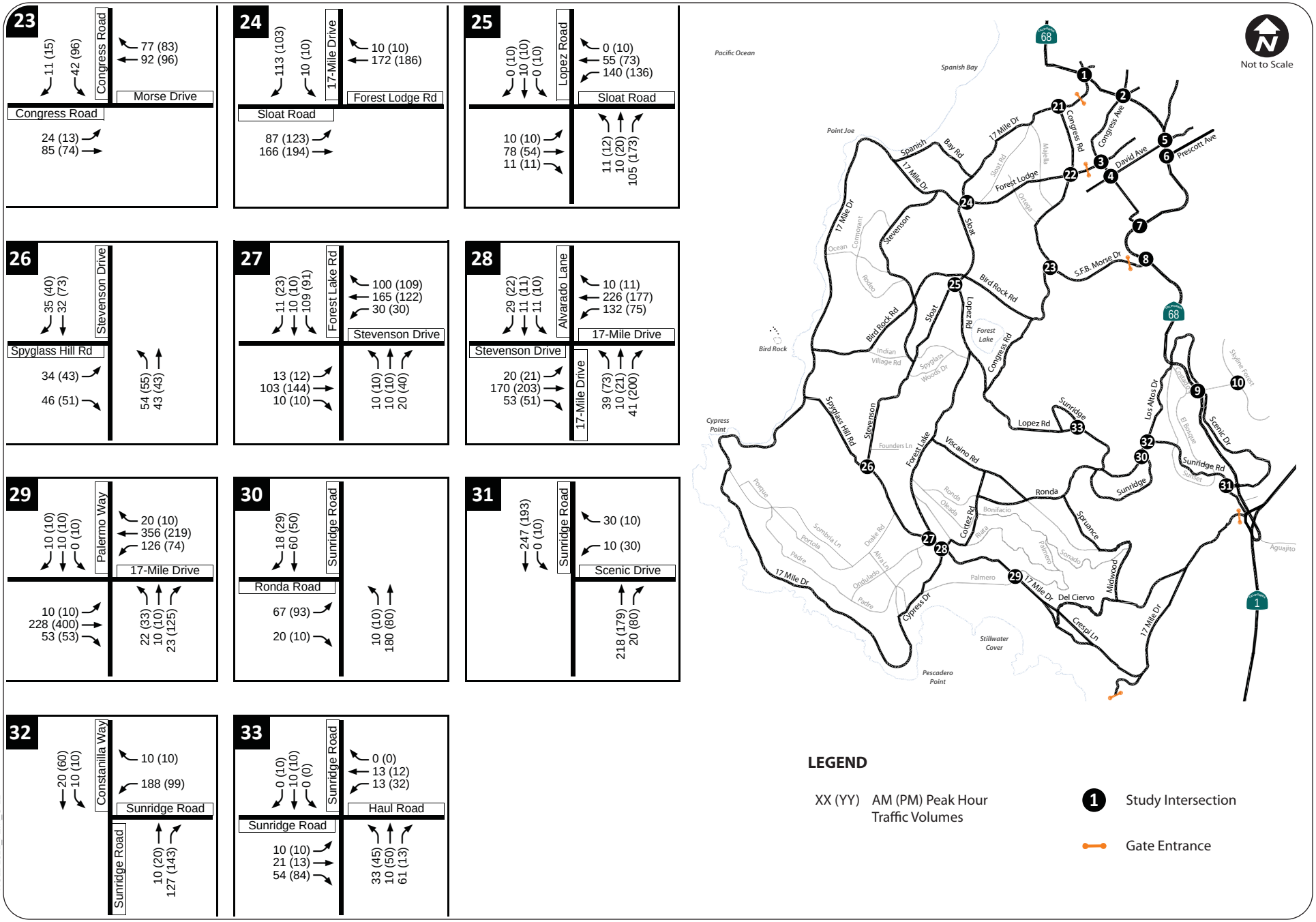


CUMULATIVE (2030) PLUS ALTERNATIVE 1 WITH 45 LCP UNITS PEAK HOUR VOLUMES

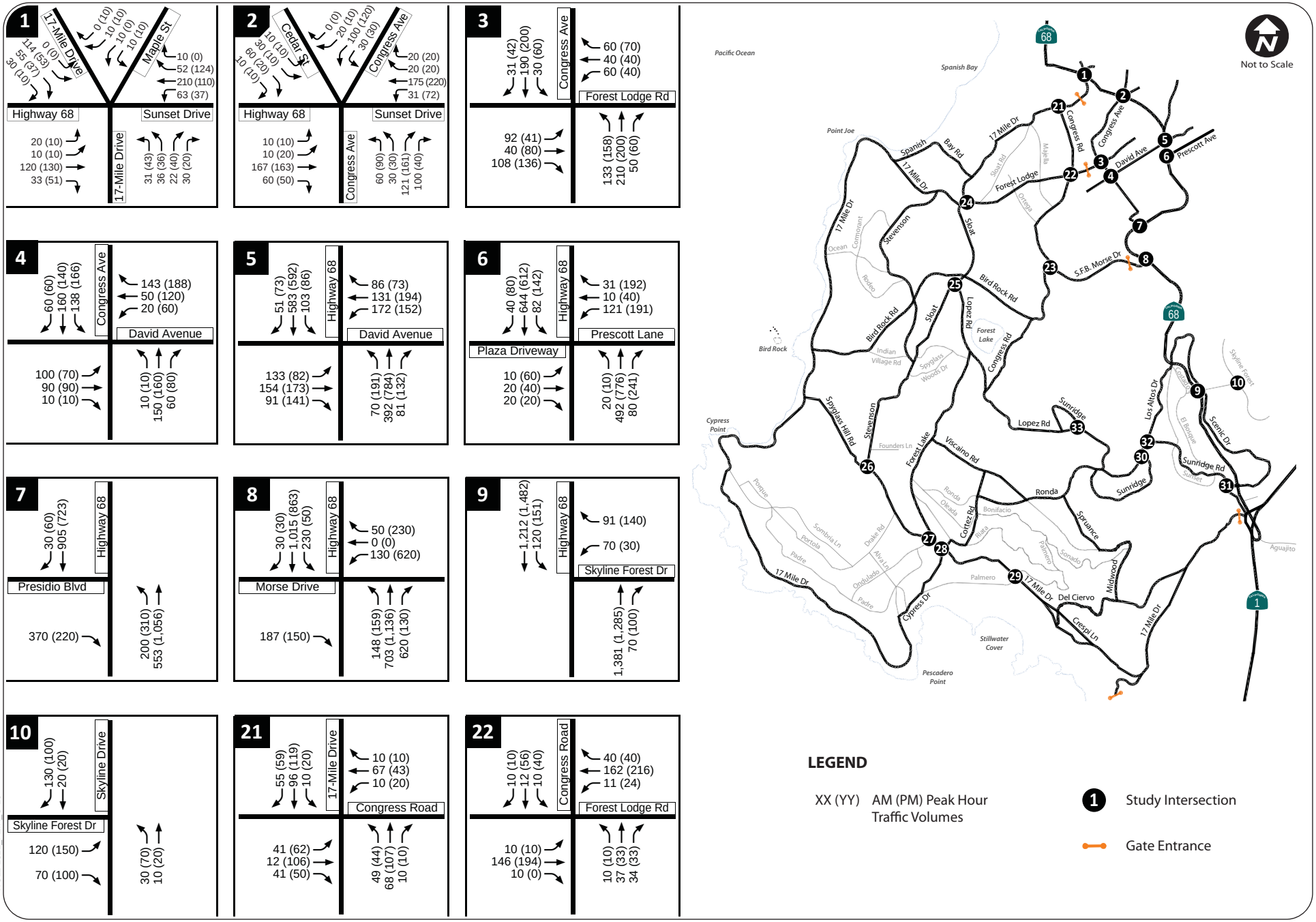


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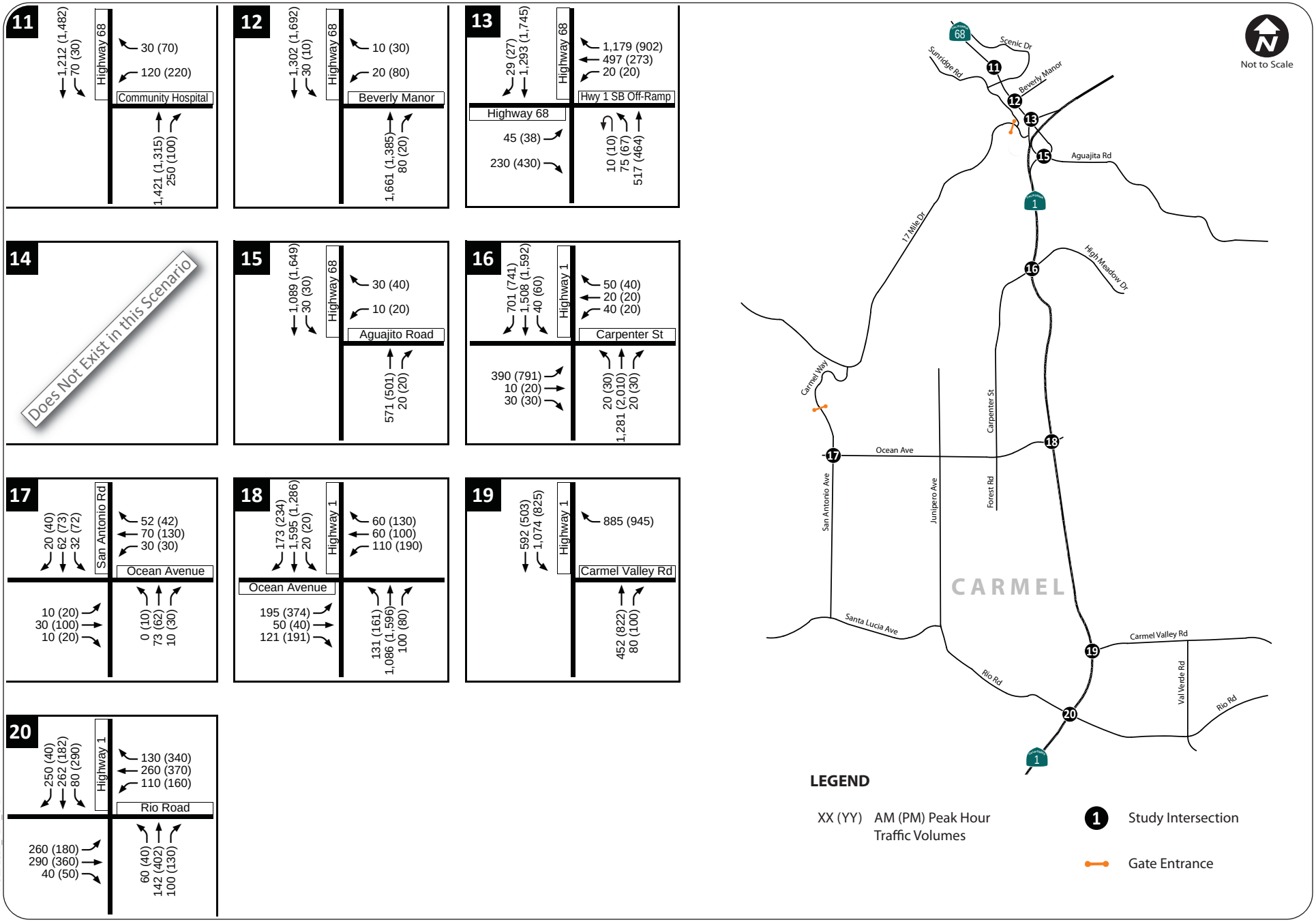
CUMULATIVE (2030) PLUS ALTERNATIVE 1 WITH 45 LCP UNITS PEAK HOUR VOLUMES



CUMULATIVE (2030) PLUS ALTERNATIVE 2 WITH 45 LCP UNITS PEAK HOUR VOLUMES

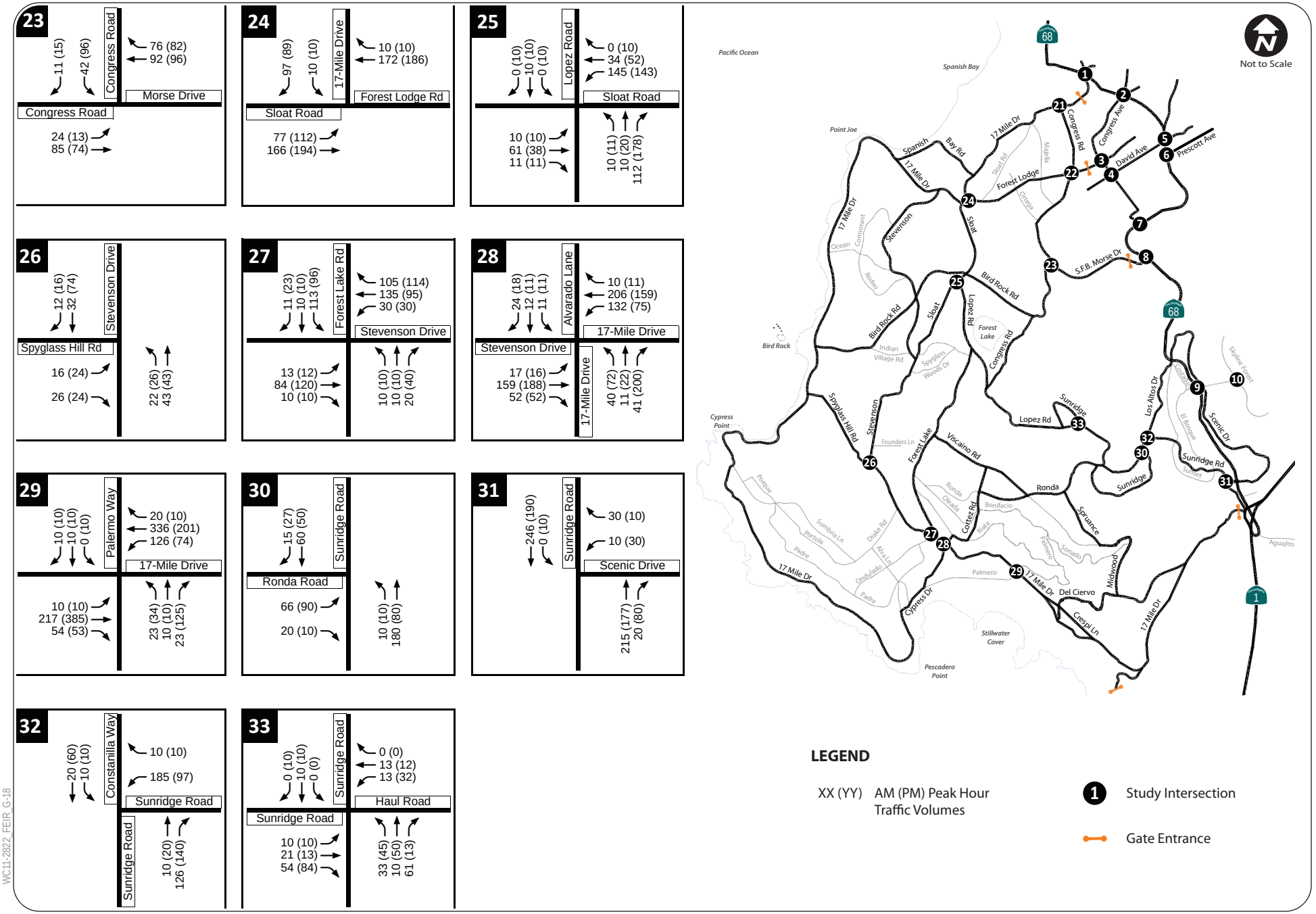


CUMULATIVE (2030) PLUS ALTERNATIVE 2 WITH 45 LCP UNITS PEAK HOUR VOLUMES



WC11-2822_FEIR_G-17

CUMULATIVE (2030) PLUS ALTERNATIVE 2 WITH 45 LCP UNITS PEAK HOUR VOLUMES



WC11-2822_FEIR_G-18

Appendix E
Alternative 2 Analysis

FEHR PEERS

APPENDIX E. AUTO TRAFFIC IMPACTS

This chapter addresses the auto traffic impacts at the study intersections, Forest gates, and highway segments. The analysis results are summarized in the following tables which are contained at the end of this chapter.

- Table E-1 AM Peak Hour Intersection Level of Service with DMFP Alternative 2
- Table E-2 PM Peak Hour Intersection Level of Service with DMFP Alternative 2
- Table E-3 AM and PM Peak Hour Traffic Signal Warrant Analysis with DMFP Alternative 2
- Table E-4 Forest Gate AM and PM Peak Hour volumes and Level of Service with DMFP Alternative 2
- Table E-5 Highway Segment AM Peak Hour Level of Service with DMFP Alternative 2
- Table E-6 Highway Segment PM Peak Hour Level of Service with DMFP Alternative 2

Table E-7 Highway 1 Ramps at Highway 68 (West) AM and PM Peak Hour Level of Service with DMFP Alternative 2The intersection turning movement data for each study scenario is provided in **Appendix B** while the intersection and highway analysis worksheets are provided in **Appendix C**. The peak hour traffic signal warrant worksheets are provided in **Appendix D**.

The analysis in this chapter addresses Alternative 2, which replaces the Spyglass Hotel with 10 single family residential units from Alternative 1.

E.1 IMPACTS AND MITIGATION MEASURES – EXISTING PLUS PROJECT

E.1.1 Forest Intersections

As shown in **Tables E-1** and **Table E-2**, the level of service at all study intersections within the Forest continue to operate at LOS C or better under existing plus project conditions. Additionally, none of the study intersections within the Forest meet peak hour signal warrants (see **Table E-3**). ***Impacts resulting from the DMFP are less than significant at all internal Forest study intersections and no mitigation measures are required.***

E.1.2 Forest Gates

The volume-to-capacity results are presented in **Table E-4**. Traffic conditions for the gates are determined from previous studies identifying the capacity of each entry gate (see **Table E-5**). The service levels represent traffic conditions experienced by the inbound traffic. Under existing plus DMFP conditions, all gates will continue to operate at acceptable levels. ***Impacts resulting from the DMFP are less than significant at all Forest gates and no mitigation measures are required.***

E.1.3 Intersections outside the Forest

Tables E-1 and **Table E-2** show the existing plus DMFP intersection level of service outside the Forest. The signalized and unsignalized intersection service levels generally do not change with additional DMFP traffic. The Highway 68/Highway 1 SB off-ramp intersection improves from unacceptable LOS E/F conditions to LOS C conditions as a result of the DMFP-related improvements at this intersection. Four intersections will operate at levels of service below the County's threshold of LOS C for intersections in the Coastal Zone. These intersections include:

- Highway 68 at Skyline Forest Drive – This is an unsignalized intersection. The left turning traffic from Skyline Drive (the stop-controlled approach) onto Highway 68 currently operates at LOS F during both the weekday AM and PM peak hours and would continue to do so with the DMFP. This impact is considered **Significant** because the DMFP adds more than one vehicle trip to an intersection operating at LOS F without the DMFP.
- Highway 68 at Carmel Hill Professional Center – This is an unsignalized intersection. The left turning traffic from Carmel Hill Professional Center (the stop-controlled approach) onto Highway 68 currently operates at LOS F during both the weekday AM and PM peak hours and would continue to do so with the DMFP. This impact is considered **Significant** because the DMFP adds more than one vehicle trip to an intersection operating at LOS F without the DMFP.
- Highway 1 at Carpenter Avenue – This is a signalized intersection. The intersection currently operates at LOS D (45.9 seconds of delay) during the weekday PM peak hour and would operate at LOS D (46.7 seconds of delay) with the DMFP. This impact is considered **Less Than Significant** because the DMFP would not change the intersection's critical movement volume-to-capacity ratio of 0.91 during the PM peak hour.
- Highway 1 at Ocean Avenue – This is a signalized intersection. The intersection currently operates at LOS D (45.4 seconds of delay) during the weekday PM peak hour and would operate at LOS D (45.9 seconds of delay) with the DMFP. During the AM peak hour the operations would transition from LOS C (34.5 seconds of delay) to LOS D (35.1 seconds of delay). The critical movement volume-to-capacity ratio would not change with the DMFP. This impact is considered **Significant** because the DMFP would cause a change in the LOS from C to D in the AM peak hour.

The all-way stop and side-street stop controlled intersections were evaluated for Warrant 3, the peak hour volume warrant, published by the Federal Highway Administration in the *Manual on Uniform Traffic Control Devices 2000* (MUTCD). The peak hour volume warrant is applied where traffic conditions are such that for one (1) hour of the day, minor street traffic suffers undue delay in entering or crossing a major street. **Table E-3** summarizes the results from the peak hour signal warrant analysis. The following intersections meet the traffic signal peak hour volume warrant:

- Highway 68 / Skyline Forest Drive (both morning and evening peak hours)

Auto
Impact 1 ***Under existing plus DMFP conditions, the DMFP would add more than one vehicle to the Highway 68 intersection with Skyline Forest Drive which is anticipated to operate at LOS F without the DMFP. This intersection also meets the peak hour traffic signal warrant without and with the DMFP.***

Auto
Mitigation 1 **Signalize the Highway 68 intersection with Skyline Forest Drive and widen Highway 68 from two to four lanes through the intersection to accommodate traffic signal operations and minimize vehicle queues. The widening would generally occur within 500 to 600 feet on either side of Skyline Forest Drive.**

With mitigation, the Highway 68 intersection with Skyline Forest Drive would operate at LOS A (7.7 seconds of delay) and LOS A (8.9 seconds of delay) during the AM and PM peak hours, respectively. The DMFP is responsible for its fair-share contribution to this impact based on total traffic because it is a deficient intersection under existing conditions.

Traffic Component	AM Peak Hour Traffic	PM Peak Hour Traffic

Existing	1,867	63.6%	2,073	65.2%
Growth	283	9.6%	317	10.0%
Presidio of Monterey	740	25.2%	740	23.2%
DMFP	46	1.6%	50	1.6%
Total Volume	***2,936***	***100%***	***3,180***	***100%***

Discussion

The poor operating conditions at the Highway 68 intersection with Skyline Forest Drive is due to left turning traffic from Skyline Forest Drive (the stop-controlled approach) onto Highway 68. There is an existing refuge lane for the left turning traffic so drivers can cross the westbound traffic flow and wait in the refuge lane until a gap in eastbound traffic occurs. The refuge lane is about 90 feet long and 15 feet wide at its opening, narrowing to 10 feet prior to the merge area.

Observations indicate that the merge area functions reasonably well. Extending the refuge length would not help because the optimal sight distance for drivers using the refuge is at its beginning point. Beyond the existing 90-foot refuge area the sight lines decrease due to the road's curvature.

Installing a traffic signal on Highway 68 at Skyline Forest Drive does require that Highway 68 be widened through the intersection. The widening is necessary because (once signalized) two lanes are needed in both directions on Highway 68 to handle the traffic demand approaching the intersection when the traffic signal light is red for drivers on Highway 68.

The *Skyline Neighborhood Traffic Study*, completed in November 2003, was reviewed. That study concluded that about 20 percent of traffic going through the neighborhood is traffic that is passing through the neighborhood to another destination. The same study also concluded that while cutting through the Skyline neighborhood may seem advantageous for a driver, the actual travel-time through the neighborhood is greater than using Highway 1 and Highway 68. While signalization would not make traveling through the neighborhood faster than the state highway system, it could make the neighborhood route appear more attractive because traffic signals are generally installed on primary routes and not lower volume neighborhood streets.

Auto Impact 2

Under existing plus DMFP conditions, the DMFP would add more than one vehicle to the Highway 68 intersection with Carmel Hill Professional Center Driveway which is anticipated to operate at LOS F without the DMFP.

Auto Mitigation 2

Prohibit left turns coming from Carmel Hill Professional Center and construct two westbound through lanes from the Highway 68 and Highway 1 intersection through Carmel Hill Professional Center where the two westbound lanes would merge back to a single lane.

With mitigation, the Carmel Hill Professional Center driveway at Highway 68 would operate at LOS B (12,3 seconds of delay) and LOS C (15.5 seconds of delay) during the AM and PM peak hours, respectively.

Traffic Component	AM Peak Hour Traffic	PM Peak Hour Traffic

Existing	2,015	65.1%	2,113	65.8%
Growth	306	9.9%	318	10.0%
Presidio of Monterey	729	23.6%	726	22.6%
DMFP	45	1.4%	49	1.5%
Total Volume	***3,095***	***100%***	***3,209***	***100%***

Discussion The poor operating condition at the Highway 68 intersection with the Carmel Hill Professional Center Driveway is due to the left turning traffic from the driveway (the stop-controlled approach) onto Highway 68. The DMFP would construct intersection improvements at the adjacent Highway 68 intersection with Highway 1 Southbound Off-Ramp including:

- Widen Highway 68 eastbound from one to two lanes from west of the Carmel Hill Professional Center Driveway to the ramp terminal intersection with Highway 1.
- Widen the Highway 1 southbound off-ramp to provide a left-turn lane and upgrade the traffic signal to allow protected left-turn phasing.
- Reconfigure the Highway 1 southbound on-ramp to separate Pebble Beach-related and highway-related traffic.

These changes are a phased implementation of the full Highway 68 Widening Project and will substantially reduce traffic congestion in the area such that the redesigned intersection at the Highway 1 Southbound Off-Ramp will operate at LOS C. However, this improvement does not include the left turn prohibitions at the driveway to Carmel Hill Professional Center. This mitigation measure was previously identified as a Condition of Approval for the Community Hospital Project.

–

Auto Impact 3 ***Under existing plus DMFP conditions, the DMFP would add traffic to the Highway 1 intersection with Ocean Avenue during the AM peak hour when intersection operations would transition from LOS C (34.5 seconds of delay) to LOS D (35.1 seconds of delay) with the DMF.***

Auto Mitigation 3 **Establish new traffic signal timings at the Highway 1 intersection with Ocean Avenue after the visitor serving uses of the DMFP have been developed. The timings shall be adjusted while maintaining the same off-sets to the adjacent signalized intersection at Carpenter Road.**

With mitigation, the Highway 1 intersection with Ocean Avenue would improve to LOS C (33.1 seconds of delay) during the AM peak hour, bringing the intersection back to an acceptable operation. The DMFP is responsible for its fair-share contribution to this impact based on total traffic because it is a deficient intersection under existing conditions.

Traffic Component	**AM Peak Hour Traffic**		**PM Peak Hour Traffic**	
Existing	3,279	88.7%	3,900	88.6%
Growth	401	10.8%	480	10.9%
DMFP	18	0.5%	21	0.5%

Total Volume	***3,698***	***100%***	***4,401***	***100%***

Discussion The traffic signal timing changes proposed as mitigation will improve vehicle flow through the intersection and minimize vehicle delays without adding additional vehicle capacity.

E.1.4 Highway Segments

Tables E-5 and **Table E-6** show the existing plus DMFP highway segment volume to capacity ratios and levels of service. **Table E-7** shows the levels of service for the ramp merge, diverge, and weave sections for the Highway 1 ramps at Highway 68 (west).

Nine highway segments will operate at levels of service below the County's threshold of LOS C in the Coastal Zone. These segments include:

- Highway 1 northbound on-ramp from Highway 68 (west)
- Highway 1, Highway 68 (west) to Munras Avenue
- Highway 1, Munras Avenue to Fremont Street
- Highway 1, Fremont Street to Fremont Boulevard
- Highway 1, Fremont Boulevard to Imjin Parkway
- Highway 1, North of Highway 156
- Highway 68, West of Skyline Forest Road
- Highway 68, East of Olmsted Road
- Highway 68, East of Laguna Seca
- Highway 156, Highway 1 to US-101

Several of these segments operate at LOS F without the DMFP and the DMFP would add traffic to these segments which represents a **Significant** impact. The Highway 1 northbound on-ramp merge from Highway 68 (west) operates at LOS D with a 29.6 density (29.3 without the DMFP). The DMFP would not change the LOS but would have more than 0.01 v/c change to the merge volumes and so represents a **Significant** impact at this merge location.

Auto Impact 4 ***Under existing plus DMFP conditions, the DMFP would add traffic to the Highway 1, Highway 68, and Highway 156 corridors and some of the highway segments operate at LOS F without the DMFP.***

Auto Mitigation 4 **The DMFP is responsible for its fair-share contribution to this impact through payment of TAMC's regional fee.**

Auto Impact 5 ***Under existing plus DMFP conditions, the DMFP would add traffic to the Highway 1 northbound on-ramp merge from Highway 68 (west) which operates at LOS D during the PM peak hour without the DMFP; and the DMFP would increase the volume by more than 0.01.***

Auto

Mitigation 5 **Replace the Highway 1 northbound merge at Highway 68 (west) with an auxiliary lane between Highway 68 (west) and Munras Avenue.**

With mitigation, Highway 1 northbound between Highway 68 (west) and Munras Avenue would operate at LOS B during the AM and PM peak hours. The DMFP is responsible for its fair-share contribution to this impact based on total traffic because the existing merge operates at unacceptable levels (LOS D) under existing conditions.

Traffic Component	AM Peak Hour Traffic		PM Peak Hour Traffic	
Existing	1,964	88.2%	3,090	77.5%
Growth	116	5.2%	255	6.4%
Presidio of Monterey	120	5.4%	605	15.2%
DMFP	27	1.2%	35	0.9%
Total Volume	***2,227***	***100%***	***3,985***	***100%***

Discussion The northbound Highway 1 on-ramp merge at Highway 68 (west) operates at LOS D today during the PM peak hour. Caltrans completed the *Transportation Concept Report (TCR) for State Route 1 in District 5* in April 2006. Segment 14 in the TCR included Highway 1 from the Carmel River Bridge to Highway 156 and the LOS objective was to achieve LOS D for the segment where feasible. The merge segment under study achieves the LOS D objective in the TCR but does not meet the County's significance criteria of LOS C for roads in the coastal zone; thus, the significant impact. Auxiliary lanes are identified in the TCR as one transportation strategy to consider for achieving LOS D. The Regional Development Impact Fee Program was updated in 2008 by TAMC and while it included improvements to Highway 68 at the Highway 1 interchange, the program did not include the auxiliary lane identified in the mitigation measure.

E.2 IMPACTS AND MITIGATION MEASURES – NEAR TERM PLUS PROJECT

E.2.1 Forest Intersections

As shown in **Tables E-1** and **Table E-2**, the level of service at all study intersections within the Forest continue to operate at LOS C or better under near term plus project conditions. Additionally, none of the study intersections within the Forest meet peak hour signal warrants (see **Table E-3**). ***Impacts resulting from the project are less than significant at all internal Forest study intersections and no mitigation measures are required.***

E.2.2 Forest Gates

The volume-to-capacity results are presented in **Table E-4**. Traffic conditions for the gates are determined from previous studies identifying the capacity of each entry gate (see **Table 2-3**). The service levels represent traffic conditions experienced by the inbound traffic. Under existing plus DMFP conditions, all gates will continue to operate at acceptable levels. ***Impacts resulting from the project are less than significant at all Forest gates and no mitigation measures are required.***

E.2.3 Intersections outside the Forest

Tables E-1 and **Table E-2** show the existing plus DMFP intersection level of service outside the Forest. The signalized and unsignalized intersection service levels generally do not change with additional DMFP traffic.

Six intersections will operate at levels of service below the County's threshold of LOS C for intersections in the Coastal Zone. These intersections include:

- Highway 68 at Skyline Forest Drive – This is an unsignalized intersection. The left turning traffic from Skyline Drive (the stop-controlled approach) onto Highway 68 will operate at LOS F during both the weekday AM and PM peak hours under near term conditions. This impact is considered **Significant** because the DMFP adds more than one vehicle trip to an intersection operating at LOS F without the DMFP.
- Highway 68 at Carmel Hill Professional Center – This is an unsignalized intersection. The left turning traffic from Carmel Hill Professional Center (the stop-controlled approach) onto Highway 68 will operate at LOS F during both the weekday AM and PM peak hours under near term conditions. This impact is considered **Significant** because the DMFP adds more than one vehicle trip to an intersection operating at LOS F without the DMFP.
- Highway 68 at Highway 1 Southbound Off-Ramp – This is a signalized intersection. The operations improve under near term conditions from unacceptable LOS E/F conditions to LOS C/D conditions as a result of the DMFP-related road improvements at this intersection. This impact is considered **Less Than Significant** because the DMFP improves intersection operations over the condition without the DMFP.
- Highway 1 at Carpenter Street – This is a signalized intersection. The intersection will operate at LOS E (57.9 seconds of delay) during the weekday PM peak hour and would operate at LOS E (59.2 seconds of delay) with the DMFP. This impact is considered **Less Than Significant** because the DMFP would not change the intersection's critical movement volume-to-capacity ratio of 0.94 during the PM peak hour.
- Highway 1 at Ocean Avenue – This is a signalized intersection. The intersection will operate at LOS D (39.5 seconds of delay) and LOS D (51.8 seconds of delay) during the weekday AM and PM peak hours, respectively. The LOS would remain at D with the DMFP but the delay would increase to 40.5 seconds and 52.6 seconds, respectively. This impact is considered **Significant** because the DMFP would increase the intersection's critical movement volume-to-capacity ratio from 0.81 to 0.82 in the AM peak and 0.92 to 0.93 in PM peak, both of which are equal to the 0.01 threshold change.
- Highway 1 at Rio Road – This is a signalized intersection. The intersection will operate at LOS D (35.9 seconds of delay) during the weekday PM peak hour and would operate at LOS D (36.0 seconds of delay) with the DMFP. This impact is considered **Less Than Significant** because the DMFP would not change the intersection's critical movement volume-to-capacity ratio of 0.74 during the PM peak hour.

The all-way stop and side-street stop controlled intersections were also evaluated for Warrant 3, the peak hour volume warrant, published by the Federal Highway Administration in the *Manual on Uniform Traffic Control Devices 2000* (MUTCD). The peak hour volume warrant is applied where traffic conditions are such that for one (1) hour of the day, minor street traffic suffers undue delay in entering or crossing a major street. **Table E-3** summarizes the results from the peak hour signal warrant analysis. The following intersections meet the traffic signal peak hour volume warrant:

- Highway 68 / Skyline Forest Drive (both morning and evening peak hours)
- Highway 68 / Carmel Hill Professional Center (evening peak hour only)

Auto

Impact 6 ***Under near term plus DMFP conditions, the DMFP would add more than one vehicle to the Highway 68 intersection with Skyline Forest Drive which is***

anticipated to operate at LOS F without the DMFP. This intersection will also meet the peak hour traffic signal warrant without and with the DMFP.

Auto Mitigation 6 **Implement Auto Mitigation 1.**

With mitigation, the Highway 68 intersection with Skyline Forest Drive would operate at LOS A (7.7 seconds of delay) and LOS A (9.1 seconds of delay) during the AM and PM peak hours, respectively. The DMFP is responsible for its fair-share contribution to this impact based on total traffic because it is a deficient intersection under existing conditions.

Auto Impact 7 ***Under near term plus DMFP conditions, the DMFP would add more than one vehicle to the Highway 68 intersection with Carmel Hill Professional Center Driveway which is anticipated to operate at LOS F without the DMFP. This intersection meets the peak hour traffic signal warrant without or with the DMFP.***

Auto Mitigation 7 **Implement Auto Mitigation 2.**

With mitigation, the Carmel Hill Professional Center driveway with Highway 68 would operate at LOS B (12.7 seconds of delay) and LOS C (16.2 seconds of delay) during the AM and PM peak hours, respectively.

Auto Impact 8 ***Under near term plus DMFP conditions, the DMFP would add traffic to the Highway 1 intersection with Ocean Avenue during the AM and PM peak hours when intersection operations would be LOS D; and the DMFP would increase the intersections critical volume-to-capacity ratio by 0.01 during both peak hours.***

Auto Mitigation 8 **Construct an eastbound to southbound and westbound to northbound right-turn lane approaching Highway 1 and establish new traffic signal timings at the Highway 1 intersection with Ocean Avenue.**

With mitigation, the Highway 1 intersection with Ocean Avenue would improve to LOS C (24.4 seconds of delay) and LOS C (34.8 seconds of delay) during the AM and PM peak hours, respectively. These off-sets the DMFP impact, and improves intersection operations to LOS C or better. The DMFP is responsible for its fair-share contribution to this impact based on total traffic because it is a deficient intersection under existing conditions.

Traffic Component	AM Peak Hour Traffic		PM Peak Hour Traffic	
Existing	3,279	88.7%	3,900	88.6%
Growth	401	10.8%	480	10.9%
DMFP	18	0.5%	21	0.5%
Total Volume	***3,698***	***100%***	***4,401***	***100%***

Discussion The eastbound right-turn lane at the Highway 1 intersection with Ocean Avenue was also identified in the *September Ranch EIR* as a mitigation measure with the understanding that the September Ranch Project would contribute its fair-share to construct the improvement.

E.2.4 Highway Segments

Tables E-5 and **Table E-6** show the near term plus DMFP highway segment volume to capacity ratios and levels of service. **Table E-7** shows the levels of service for the ramp merge, diverge, and weave sections for the Highway 1 ramps at Highway 68 (west).

Nine highway segments will operate at levels of service below the County's threshold of LOS C in the Coastal Zone. These segments include:

- Highway 1 northbound on-ramp from Highway 68 (west)
- Highway 1, Highway 68 (west) to Munras Avenue
- Highway 1, Munras Avenue to Fremont Street
- Highway 1, Fremont Street to Fremont Boulevard
- Highway 1, Fremont Boulevard to Imjin Parkway
- Highway 1, North of Highway 156
- Highway 68, West of Skyline Forest Road
- Highway 68, East of Olmsted Road
- Highway 68, East of Laguna Seca
- Highway 156, Highway 1 to US-101

Several of these segments operate at LOS F without the DMFP and the DMFP would add traffic to these segments which represents a **Significant** impact. The Highway 1 northbound on-ramp merge from Highway 68 (west) operates at LOS D with a 30.3 density (30.0 without the DMFP). The DMFP would not change the LOS but would have more than 0.01 v/c change to the merge volumes and so represents a **Significant** impact at this merge location.

Auto Impact 9 ***Under near term plus DMFP conditions, the DMFP would add traffic to the Highway 1 and Highway 156 corridors and some of the segments along these corridors operate at LOS F.***

Auto Mitigation 9 **Implement Auto Mitigation 4.**

Auto Impact 10 ***Under near term plus DMFP conditions, the DMFP would add traffic to the Highway 1 northbound on-ramp merge from Highway 68 (west) which operates at LOS D during the PM peak hour without the DMFP; and the DMFP would increase the volume by more than 0.01.***

Auto Mitigation 10 **Implement Auto Mitigation 5.**

With mitigation, Highway 1 northbound between Highway 68 (west) and Munras Avenue would operate at LOS B during the AM and PM peak hour. The DMFP is responsible for its fair-share contribution to this impact based on total traffic because the existing merge operates at unacceptable levels (LOS D) under existing conditions.

E.3 IMPACTS AND MITIGATION MEASURES – CUMULATIVE PLUS PROJECT

E.3.1 Forest Intersections

As shown in **Tables E-1** and **Table E-2**, the level of service at all study intersections within the Forest continue to operate at LOS C or better under cumulative plus project conditions. Additionally, none of the study intersections within the Forest meet peak hour signal warrants (see **Table E-3**). ***Impacts resulting from the project are less than significant at all internal Forest study intersections and no mitigation measures are required.***

E.3.2 Forest Gates

The volume-to-capacity results are presented in **Table E-4**. Traffic conditions for the gates are determined from previous studies identifying the capacity of each entry gate (see **Table 2-3**). The service levels represent traffic conditions experienced by the inbound traffic. Under existing plus DMFP conditions, all gates will continue to operate at acceptable levels. ***Impacts resulting from the project are less than significant at all Forest gates and no mitigation measures are required.***

E.3.3 Intersections outside the Forest

Tables E-1 and **Table E-2** show the existing plus DMFP intersection level of service outside the Forest. The signalized and unsignalized intersection service levels generally do not change with additional DMFP traffic.

Nine intersections will operate at levels of service below the County's threshold of LOS C for intersections in the Coastal Zone. These intersections include:

- Sunset Drive at Congress Road – This is an all-way stop controlled intersection. The intersection will operate at LOS C with 18.1 seconds and 18.2 seconds of delay during the weekday AM and PM peak hour respectively. With the DMFP, the intersection will operate at LOS D with 26.6 seconds and 27.0 seconds of delay during the AM and PM peak hour. This impact is considered Significant because the DMFP would cause a change in the LOS from C to D in the AM and PM peak hour.
- Forest Avenue at David Avenue – This is a signalized intersection. The intersection will operate at LOS D (38.9 seconds of delay) during the weekday PM peak hour and LOS D (40.2 seconds of delay) with the DMFP. This impact is considered **Significant** because the DMFP would increase the intersection's critical movement volume-to-capacity ratio from 0.78 to 0.79 in the PM peak which is equal to the 0.01 threshold change.
- Highway 68 at Skyline Forest Drive – This is an unsignalized intersection. The left turning traffic from Skyline Drive (the stop-controlled approach) onto Highway 68 operates at LOS F during both the weekday AM and PM peak hours under cumulative conditions. This impact is considered **Significant** because the DMFP adds more than one vehicle trip to an intersection operating at LOS F without the DMFP.

- Highway 68 at Carmel Hill Professional Center – This is an unsignalized intersection. The left turning traffic from Carmel Hill Professional Center (the stop-controlled approach) onto Highway 68 operates at LOS F during both the weekday AM and PM peak hours under cumulative conditions. This impact is considered **Significant** because the DMFP adds more than one vehicle trip to an intersection operating at LOS F without the DMFP.
- Highway 68 at Highway 1 Southbound Off-Ramp – This is a signalized intersection. The operations would be LOS F conditions under cumulative conditions without or with the DMFP. The intersections critical volume-to-capacity ratio would improve from 1.56 to 1.38 during the AM peak hour and from 1.54 to 1.30 during the PM peak hour. The improved ratios occur as a result of the DMFP road improvements. Even with the improved ratios this impact is considered **Significant** because the DMFP adds traffic to an intersection that would operate at LOS F.
- Highway 68 at Aguajito Road – This is an unsignalized intersection. The left turning traffic from Aguajito Road (the stop-controlled approach) onto Highway 68 operates at LOS F during the weekday AM and PM peak hours under cumulative conditions. This impact is considered **Significant** because the DMFP adds more than one vehicle trip to an intersection operating at LOS F without the DMFP.
- Highway 1 at Carpenter Street – This is a signalized intersection. The intersection will operate at LOS E (74.1 seconds of delay) during the weekday PM peak hour and would operate at LOS E (75.7 seconds of delay) with the DMFP. The impact is considered **Significant** because the DMFP would increase the intersection's critical movement volume-to-capacity ratio from 0.98 to 0.99 in the PM peak which is equal to the 0.01 threshold change.
- Highway 1 at Ocean Avenue – This is a signalized intersection. The intersection will operate at LOS D (45.0 seconds of delay) and LOS E (63.9 seconds of delay) during the weekday AM and PM peak hours, respectively. The LOS would remain at D and E with the DMFP but the delay would increase to 46.2 seconds and 65.5 seconds, respectively. This impact is considered **Less Than Significant** because the DMFP would not worsen the intersection's critical movement volume-to-capacity ratio of 0.84 in the AM peak hour and 0.97 in the PM peak hour.
- Highway 1 at Rio Road – This is a signalized intersection. The intersection will operate at LOS D (38.3 seconds of delay) during the weekday PM peak hour and would operate at LOS D (38.2 seconds of delay) with the DMFP. This impact is considered **Less Than Significant** because the DMFP would not change the intersection's critical movement volume-to-capacity ratio of 0.76 during the PM peak hour.

The all-way stop and side-street stop controlled intersections were also evaluated for Warrant 3, the peak hour volume warrant, published by the Federal Highway Administration in the *Manual on Uniform Traffic Control Devices 2000* (MUTCD). The peak hour volume warrant is applied where traffic conditions are such that for one (1) hour of the day, minor street traffic suffers undue delay in entering or crossing a major street. **Table E-3** summarizes the results from the peak hour signal warrant analysis. The following intersections meet the traffic signal peak hour volume warrant:

- Highway 68 / Skyline Forest Drive (both morning and evening peak hours)Highway 68 / Carmel Hill Professional Center (evening peak hour only)

Auto
Impact 11 ***Under cumulative plus DMFP conditions, the DMFP would add traffic to the Sunset Drive intersection with Congress Avenue during the AM and PM peak hour and cause the LOS to deteriorate from LOS C to D.***

Auto
Mitigation 11 **Restripe the westbound approach to provide a left-turn pocket.**

With mitigation the Sunset Drive intersection with Congress Avenue would improve to LOS B (14.9 seconds of delay) and LOS C (20.5 seconds of delay) during the AM and PM peak hour, respectively. The DMFP is responsible for its fair-share contribution to this impact based on new traffic growth because the intersection operated at acceptable levels under existing conditions.

Traffic Component	AM Peak Hour Traffic		PM Peak Hour Traffic	
Existing	786	73.9%	798	72.1%
Growth	194	18.2	222	20.1%
Presidio of Monterey	30	2.8	30	2.7%
DMFP	54	5.1	56	5.1%
Total Volume	***1,064***	***100%***	***1,106***	***100%***

Auto Impact 12 ***Under cumulative plus DMFP conditions, the DMFP would add traffic to the Forest Avenue intersection with David Avenue during the PM peak hour when intersection operations would be LOS D; and the DMFP would increase the intersection critical volume-to-capacity ratio by 0.01.***

Auto Mitigation 12 **Establish new traffic signal timings and phasings at the Forest Avenue intersection with David Avenue to allow protected left-turns from the westbound and eastbound approach after the visitor serving uses of the DMFP have been developed. The timings shall be adjusted while maintaining the same off-sets to the adjacent signalized intersections in the corridor.**

With mitigation, the Forest Avenue intersection with David Avenue would improve to LOS C (29.6 seconds of delay) during the PM peak hour. These off-sets the DMFP impact and the intersection would operate at LOS C. The DMFP is responsible for its fair-share contribution to this impact based on new traffic growth because the intersection operated at acceptable levels under existing conditions.

Traffic Component	AM Peak Hour Traffic		PM Peak Hour Traffic	
Existing	1,533	74.9%	2,086	78.0%
Growth	277	13.5%	344	12.9%
Presidio of Monterey	180	8.8%	180	6.7%
DMFP	57	2.8%	63	2.4%
Total Volume	***2,047***	***100%***	***2,673***	***100%***

Discussion The traffic signal timing changes proposed as mitigation will improve vehicle flow through the intersection and minimize vehicle delays without adding additional vehicle capacity. These changes will achieve LOS C or better.

Auto Impact 13 ***Under cumulative plus DMFP conditions, the DMFP would add more than one vehicle to the Highway 68 intersection with Skyline Forest Drive which is anticipated to operate at LOS F without the DMFP. This intersection will also meet the peak hour traffic signal warrant without and with the DMFP.***

Auto Mitigation 13 **Implement Auto Mitigation 1.**

With mitigation, the Highway 68 intersection with Skyline Forest Drive would operate at LOS A (9.7 seconds of delay) and LOS A (9.2 seconds of delay) during the AM and PM peak hours, respectively. The DMFP is responsible for its fair-share contribution to this impact based on total traffic because it is a deficient intersection under existing conditions.

Auto Impact 14 ***Under cumulative plus DMFP conditions, the DMFP would add more than one vehicle to the Highway 68 intersection with Carmel Hill Professional Center Driveway which is anticipated to operate at LOS F without the DMFP. This intersection will meet peak hour traffic signal warrant without or with the DMFP.***

Auto Mitigation 14 **Implement Auto Mitigation 2.**

With mitigation, the Carmel Hill Professional Center driveway with Highway 68 would operate at LOS B (18.7 seconds of delay) and LOS C (19.3 seconds of delay) during the AM and PM peak hours, respectively. The DMFP is responsible for its fair-share contribution to this impact based on total traffic because it is a deficient intersection under existing conditions.

Auto Impact 15 ***Under cumulative plus DMFP conditions, the DMFP would add more than one vehicle to the Highway 68 intersection with Highway 1 southbound off-ramp intersection which is anticipated to operate at LOS F without the DMFP.***

Auto Mitigation 15 **Implement Auto Mitigation 2. Plus, construct a third eastbound lane on Highway 68 from about the Scenic Drive over-crossing through the Highway 1 intersection. One lane would become a dedicated lane to the Highway 1 southbound on-ramp. The other two lanes would continue across the widened Highway 68 overcrossing.**

With mitigation, the Highway 68 intersection with Highway 1 southbound off-ramp would operate at LOS C (20.1 seconds of delay) and LOS B (17.9 seconds of delay) during the AM and PM peak hours, respectively. The DMFP is responsible for its fair-share contribution to this impact based on total traffic because it is a deficient intersection under existing conditions.

Traffic Component	AM Peak Hour Traffic		PM Peak Hour Traffic	
Existing	2,673	68.7%	2,725	68.5%
Growth	402	10.3%	420	10.6%
Presidio of Monterey	725	18.6%	725	18.2%
DMFP	95	2.4%	106	2.7%
Total Volume	***3,895***	***100%***	***3,976***	***100%***

Discussion The DMFP includes improvements at this intersection that eliminate the project's intersection impact under existing and near term conditions. The poor operating conditions under cumulative i.e., LOS F are directly attributable to the POM's *Real Property Master Plan* which includes provisions for a new access control point. This access would be located on Highway 68 at the SFB Morse Drive intersection and contribute over 800 cars to the Highway 68 corridor during the AM and PM peak hours. The additional traffic would be redistributed from the existing POM gates at Franklin and Taylor and the High Street gate would be closed. The additional traffic associated with

the POM was not contemplated when the Highway 68 Widening Project was studied by Caltrans. Nor, was it considered in when TAMC developed the regional development fee program. As indicated in Auto Impact 15 the cumulative traffic including POM traffic would cause LOS F operations at the Highway 68 intersection with the Highway 1 southbound off-ramp. Excluding the POM-related traffic would improve the cumulative intersection operations from LOS F to LOS D. Application of Auto Mitigation 2 (i.e., the Highway 68 Widening Project) would further improve intersection operations to LOS B during the AM and PM peak hours.

Auto Impact 16 ***Under cumulative plus DMFP conditions, the DMFP would add more than one vehicle to the Highway 68 intersection with Aguajito Road intersection which is anticipated to operate at LOS F without the DMFP.***

Auto Mitigation 16 **Construct a refuge lane on Highway 68 for traffic turning left out of the Aguajito Road intersection.**

With mitigation, the Highway 68 intersection with Aguajito Road would operate at LOS A (2.4 seconds of delay) and LOS C (23.0 seconds of delay) during the AM and PM peak hours, respectively. The DMFP is responsible for its fair-share contribution to this impact based on new traffic because the intersection operates at acceptable levels under existing conditions.

Traffic Component	AM Peak Hour Traffic		PM Peak Hour Traffic	
Existing	1,301	74.3%	1,437	63.6%
Growth	208	11.9%	249	11.0%
Presidio of Monterey	201	11.5%	524	23.2%
DMFP	40	2.3%	50	2.2%
Total Volume	***1,750***	***100%***	***2,260***	***100%***

Discussion The poor operating conditions under cumulative i.e., LOS F are directly attributable to the POM's *Real Property Master Plan* which includes provisions for a new access control point. This access would be located on Highway 68 at the SFB Morse Drive intersection and contribute over 800 cars to the Highway 68 corridor during the AM and PM peak hours. The additional traffic would be redistributed from the existing POM gates at Franklin and Taylor and the High Street gate would be closed. Excluding the POM traffic from the analysis would improve cumulative operations for westbound traffic at Aguajito Road to LOS B and C during the AM and PM peak hours, respectively, without the stated mitigation measure.

Auto Impact 17 ***Under cumulative plus DMFP conditions, the DMFP would add traffic to the Highway 1 intersection with Carpenter Road during the PM peak hour when the intersection operates at LOS E with the DMFP; and the DMFP would increase intersection critical volume-to-capacity ratio by 0.01.***

Auto Mitigation 17 **Establish new traffic signal timings at the Highway 1 intersection with Carpenter Road after the visitor serving uses of the DMFP have been developed. The timings shall be adjusted while maintaining the same off-sets to the adjacent signalized intersection at Ocean Avenue.**

With mitigation, the Highway 1 intersection with Carpenter Road would improve to LOS E (63.1 seconds of delay) during the PM peak hour. These off-sets the DMFP impact, but the existing deficiency would remain. The DMFP is responsible for its fair-share contribution to this impact based on total traffic because it is a deficient intersection under existing conditions.

Traffic Component	AM Peak Hour Traffic		PM Peak Hour Traffic	
Existing	3,651	88.8%	4,801	89.2%
Growth	439	10.7%	559	10.4%
DMFP	20	0.5%	24	0.4%
Total Volume	***4,110***	***100%***	***5,384***	***100%***

Discussion Making improvements to Highway 1 through the Carmel area is controversial. Past studies have identified possible improvements, but none have been formally adopted and none have been incorporated into the regional transportation fee program.

The most recent study *Carmel Valley Master Plan SR-1 Study* (August 2009) assumed improvements to the Highway 1 corridor including a second northbound lane from south of Rio Road through the Carmel Valley Road intersection and a second right-turn lane from Rio Road onto Highway 1. The study also identified intersection improvement at Ocean Avenue including a westbound right turn lane at Ocean Avenue and extending the southbound lane merge at the intersection. The study did note that long-term capacity improvements including additional lanes are needed to improve the corridor to an acceptable LOS standard. However, the study excluded the Highway 1 improvements from the Carmel Valley Transportation Improvement Program because, in part, the roadway deficiencies are existing and traffic growth from the Carmel Valley Master Plan is expected to only contribute between 4 and 11% to the corridor's traffic. The traffic signal timing changes proposed as mitigation will improve vehicle flow through the intersection and minimize vehicle delays without adding additional vehicle capacity.

E.3.4 Highway Segments

Tables 4-5 and **Table E-6** show the cumulative plus DMFP highway segment volume to capacity ratios and levels of service. Table E-7 shows the levels of service for the ramp merge, diverge, and weave sections for the Highway 1 ramps at Highway 68 (west).

Ten highway segments will operate at levels of service below the County's threshold of LOS C in the Coastal Zone. These segments include:

- Highway 1 northbound on-ramp from Highway 68 (west)
- Highway 1, Highway 68 (west) to Munras Avenue
- Highway 1, Munras Avenue to Fremont Street
- Highway 1, Fremont Street to Fremont Boulevard
- Highway 1, Fremont Boulevard to Imjin Parkway
- Highway 1, North of Highway 156
- Highway 68, West of Skyline Forest Road
- Highway 68, East of Olmsted Road
- Highway 68, East of Laguna Seca

- Highway 156, Highway 1 to US-101
- US 101, North of Highway 156

Several of these segments operate at LOS F without the DMFP and the DMFP would add traffic to these segments which represents a **Significant** impact. The Highway 1 northbound on-ramp merge from Highway 68 (west) would operate at LOS E with a 35.7 density (density is 35.4 without the DMFP) during the PM peak hour. The DMFP would add traffic to this location and so represents a ***Significant*** impact at this merge location.

Auto Impact 18 ***Under cumulative plus DMFP conditions, the DMFP would add traffic to the Highway 1 and Highway 156 corridors and some of the segments along these corridors operate at LOS F.***

Auto Mitigation 18 **Implement Auto Mitigation 4.**

Auto Impact 19 ***Under cumulative plus DMFP conditions, the DMFP would add traffic to the Highway 1 northbound on-ramp merge from Highway 68 (west) which operates at LOS E during the PM peak hour without the DMFP; and the DMFP would increase the volume by more than 0.01.***

Auto Mitigation 19 **Implement Auto Mitigation 5.**

With mitigation, Highway 1 northbound between Highway 68 (west) and Munras Avenue would operate at LOS B and D during the AM and PM peak hours respectively. The DMFP is responsible for its fair-share contribution to this impact based on total traffic because the existing merge operates at unacceptable levels (LOS D) under existing conditions.

Discussion The poor operating conditions under cumulative i.e., LOS E are directly attributable to the POM's *Real Property Master Plan* which includes provisions for a new access control point. This access would be located on Highway 68 at the SFB Morse Drive intersection and contribute over 800 cars to the Highway 68 corridor during the AM and PM peak hours. The additional traffic would be redistributed from the existing POM gates at Franklin and Taylor and the High Street gate would be closed.

Excluding the POM traffic from the analysis would improve cumulative operations for the Highway 1 northbound merge from Highway 68 (west) to LOS D during the PM peak hour without the stated mitigation measure which still exceeds the County's LOS C threshold but is within Caltrans LOS D objective for the Highway 1 corridor through Monterey County.

TABLE E-1
AM PEAK HOUR INTERSECTION LEVEL OF SERVICE WITH DMFP ALTERNATIVE 2

	Description	Intersection Delay and Level of Service					
		Existing Year 2011 LOS		Near Term Year 2015 LOS		Cumulative Year 2030 LOS	
		No Project	With DMFP	No Project	With DMFP	No Project	With DMFP Plus 45 LCP Guest Units
Signalized Intersections[1]							
5	Forest Ave. (Highway 68) / David Ave.	24.8 / C	25.3 / C	25.8 / C	26.4 / C	26.5 / C	27.0 / C
6	Highway 68 / Prescott Avenue	11.2 / B	11.4 / B	12.7 / B	12.8 / B	15.7 / B	15.7 / B
8	Highway 68 / SFB Morse Gate	5.3 / A	5.4 / A	5.5 / A	5.3 / A	12.8 / B	12.9 / B
11	Highway 68 / Community Hospital	7.1 / A	7.1 / A	8.2 / A	8.4 / A	9.5 / A	9.7 / A
13	Highway 68 / Highway 1 SB Off-Ramp	**80.8 / F**	29.8 / C	**105.7 / F**	33.7 / C	**>120.0 / F**	**>120.0 / F**
16	Highway 1 / Carpenter Street	16.0 / B	16.1 / B	18.3 / B	18.4 / B	18.3 / B	18.3 / B
18	Highway 1 / Ocean Avenue	34.5 / C	**35.1 / D**	**39.5 / D**	**40.5 / D**	**45.0 / D**	**46.2 / D**
19	Highway 1 / Carmel Valley Road	9.4 / A	9.5 / A	9.7 / A	9.4 / A	10.2 / B	10.3 / B
20	Highway 1 / Rio Road	30.5 / C	30.6 / C	32.3 / C	32.3 / C	33.7 / C	33.9 / C
All-Way Stop Intersections[2]							
1	Sunset Dr. (Highway 68) / 17-Mile Dr.[4]	6.9 / A	7.2 / A	7.3 / A	7.7 / A	8.0 / A	9.1 / A
2	Sunset Dr. (Highway 68) / Congress Rd.[4]	11.8 / B	12.9 / B	16.3 / C	17.8 / C	18.1 / C	**26.6 / D**
3	Congress Ave. / Forest Lodge Rd.	11.5 / B	11.6 / B	12.9 / B	13.0 / B	12.2 / B	12.3 / B
4	Congress Ave. / David Ave.	10.9 / B	11.0 / B	11.9 / B	12.0 / B	11.3 / B	11.4 / B
10	Skyline Dr. / Skyline Forest Dr.	7.9 / A	7.9 / A	8.1 / A	8.1 / A	8.2 / A	8.2 / A
17	San Antonio Rd. / Ocean Ave.	7.9 / A	7.9 / A	8.2 / A	8.3 / A	8.2 / A	8.2 / A
23	Congress Road / SFB Morse Drive	7.7 / A	7.8 / A	7.8 / A	7.9 / A	7.8 / A	7.9 / A
25	Lopez Road / Sloat Road	8.0 / A	8.2 / A	8.2 / A	8.4 / A	8.1 / A	8.3 / A
28	Stevenson Drive / 17-Mile Drive / Alvarado	9.4 / A	10.0 / A	9.9 / A	10.6 / B	9.9 / A	10.6 / A
Side-Street Stop Intersections[3]							
7	Highway 68 / Presidio Blvd.[5]	3.8 (4.3) / A (A)	4.1 (4.6) / A (A)	4.2 (4.7) / A (A)	4.3 (4.6) / A (A)	12.8(21.6) / B(C)	14.3 (25.0) / B

TABLE E-1
AM PEAK HOUR INTERSECTION LEVEL OF SERVICE WITH DMFP ALTERNATIVE 2

Description		Intersection Delay and Level of Service					
		Existing Year 2011 LOS		Near Term Year 2015 LOS		Cumulative Year 2030 LOS	
		No Project	With DMFP	No Project	With DMFP	No Project	With DMFP Plus 45 LCP Guest Units
							(C) (C)
9	Highway 68 / Skyline Forest Dr.	**21.4(>120) / C(F)**	**24.3(>120) / C(F)**	**33.3(>120) / D(F)**	**37.3(>120) / E(F)**	**>120(>120) / F(F)**	**>120(>120) / F(F)**
12	Highway 68 / Carmel Hill Professional Center	**64.6(>120) / F(F)**	**63.2(>120) / F(F)**	**95.0(>120) / F(F)**	**93.0(>120) / F(F)**	**98.6(>120) / F(F)**	**>120(>120) / F(F)**
14	Highway 1 SB On-Ramp / 17-Mile Dr.	3.2 (14.1) / A (B)	Eliminated with project	3.5 (15.1) / A (C)	Eliminated with project	3.1 (16.8) / A (C)	Eliminated with project
15	Highway 68 / Aguajito Rd. [5]	2.6 (9.5) / A (A)	2.1 (8.5) / A (A)	2.4 (11.8) / A (B)	2.5 (10.5) / A (B)	3.1 (17.4) / A (C)	**5.0 (43.3) / A (E)**
21	Congress Road /Spanish Bay /17-Mile Dr	4.8 (10.6) / A (B)	5.0 (11.6) / A (B)	5.2 (11.2) / A (B)	5.5 (12.3) / A (B)	5.2 (11.2) / A (B)	5.5 (12.3) / A (B)
22	Congress Road / Forest Lodge	2.0 (11.1) / A (B)	2.3 (11.3) / A (B)	3.1 (11.8) / A (B)	3.3 (12.0) / A (B)	2.8 (11.5) / A (B)	3.1 (11.7) / A (B)
24	Sloat Road / Forest Lodge / 17-Mile Dr.[4]	4.5 (7.1) / A (A)	4.7 (7.5) / A (A)	4.6 (7.4) / A (A)	4.7 (7.8) / A (A)	4.8 (7.5) / A (A)	5.1 (8.0) / A (A)
26	Spyglass Hill Road / Stevenson Drive	2.9 (8.6) / A (A)	3.5 (8.8) / A (A)	3.2 (8.9) / A (A)	3.6 (9.1) / A (A)	3.2 (8.8) / A (A)	3.6 (9.0) / A (A)
27	Forest Lake / Stevenson-Ondulado	4.0 (11.9) / A (B)	4.1 (12.7) / A (B)	4.8 (13.4) / A (B)	5.0 (14.3) / A (B)	4.6 (12.8) / A (B)	4.7 (13.6) / A (B)
29	Palmero Way / 17-Mile Drive	2.2 (15.5) / A (C)	2.3 (16.5) / A (C)	3.1 (18.4) / A (C)	3.2 (20.0) / A (C)	2.9 (17.3) / A (C)	3.0 (18.8) / A (C)
30	Sunridge Road / Ronda Road	2.1 (10.0) / A (A)	2.6 (10.2) / A (B)	2.6 (10.4) / A (B)	3.0 (10.7) / A (B)	2.4 (10.2) / A (B)	2.8 (10.4) / A (B)
31	Sunridge Road / Scenic Drive	0.6 (9.8) / A (A)	0.6(9.8) / A (A)	0.9 (10.2) / A (B)	0.9 (10.3) / A (B)	0.8 (10.1) / A (B)	0.8 (10.2) / A (B)
32	Sunridge Road / Constanilla Way	5.5 (9.5) / A (A)	5.2 (9.5) / A (A)	5.6 (9.7) / A (A)	5.4 (9.7) / A (A)	5.6 (9.6) / A (A)	5.4 (9.7) / A (A)
33	Sunridge Road / Haul Road[4]	0.8 (5.3) / A (A)	1.1 (5.4) / A (A)	1.2 (7.4) / A (A)	1.4 (6.4) / A (A)	1.2 (7.3) / A (A)	1.3 (7.1) / A (A)

Notes:

Intersections with calculated delay greater than 120 seconds are shown with >120 to indicate that the analysis tool has limitations above this delay level.

1 Signalized intersection level of service based on control delay per vehicle, according to the *Highway Capacity Manual*, Transportation Research Board, 2000.

2 All-way stop intersection level of service based on average intersection delay, according to the *Highway Capacity Manual*, Transportation Research Board, 2000.

3 Side street stop controlled intersection level of service based on average control delay for critical side street movement, according to the 2010 *Highway Capacity Manual*, Transportation Research Board, 2010.

4 These intersections are analyzed using SimTraffic software because of unique conditions including more than four approach legs.

5 The Aguajito Road left turning traffic is fewer than 20 vehicles in the peak hour and so SimTraffic provides a more reasonable analysis result. Presidio Boulevard side-street left turning traffic

TABLE E-1
AM PEAK HOUR INTERSECTION LEVEL OF SERVICE WITH DMFP ALTERNATIVE 2

Description	Intersection Delay and Level of Service					
	Existing Year 2011 LOS		Near Term Year 2015 LOS		Cumulative Year 2030 LOS	
	No Project	With DMFP	No Project	With DMFP	No Project	With DMFP Plus 45 LCP Guest Units

is prohibited and so SimTraffic provides more reasonable result for the right turning traffic at the intersection.

Source: Fehr & Peers (October 2011)

TABLE E-2
PM PEAK HOUR INTERSECTION LEVEL OF SERVICE WITH DMFP ALTERNATIVE 2

	Description	Intersection Delay and Level of Service					
		Existing Year 2011 LOS		Near Term Year 2015 LOS		Cumulative Year 2030 LOS	
		No Project	With DMFP	No Project	With DMFP	No Project	With DMFP Plus 45 LCP Guest Units
Signalized Intersections[1]							
5	Forest Ave. (Highway 68) / David Ave.	30.1 / C	31.1 / C	32.4 / C	33.3 / C	**38.9 / D**	**40.2 / D**
6	Highway 68 / Prescott Avenue	19.2 / B	19.9 / B	21.4 / C	21.4 / C	24.0 / C	24.1 / C
8	Highway 68 / SFB Morse Gate	3.9 / A	4.1 / A	4.0 / A	4.2 / A	17.8 / B	18.2 / B
11	Highway 68 / Community Hospital	8.7 / A	8.8 / A	9.1 / A	9.3 / A	23.7 / C	26.5 / C
13	Highway 68 / Highway 1 Off-Ramp	**70.1 / E**	34.2 / C	**79.0 / E**	**39.8 / D**	**>120.0 / F**	**>120.0 / F**
16	Highway 1 / Carpenter Street	**45.9 / D**	**46.7 / D**	**57.9 / E**	**59.2 / E**	**74.1 / E**	**75.7 / E**
18	Highway 1 / Ocean Avenue	**45.4 / D**	**45.9 / D**	**51.8 / D**	**52.6 / D**	**63.9 / E**	**65.5 / E**
19	Highway 1 / Carmel Valley Road	17.4 / B	17.7 / B	18.7 / B	18.5 / B	21.7 / C	21.9 / C
20	Highway 1 / Rio Road	32.9 / C	33.1 / C	**35.9 / D**	**36.0 / D**	**38.3 / D**	**38.2 / D**
All-Way Stop Intersections[2]							
1	Sunset Dr. (Highway 68) / 17-Mile Dr.[4]	5.6 / A	6.0 / A	6.0 / A	6.5 / A	6.6 / A	7.1 / A
2	Sunset Dr. (Highway 68) / Congress Rd.[4]	9.6 / A	10.5 / B	11.4 / B	13.9 / B	18.2 / C	**27.0 / D**
3	Congress Ave. / Forest Lodge Rd.	10.6 / B	10.7 / B	11.4 / B	11.5 / B	12.6 / B	12.8 / B
4	Congress Ave. / David Ave.	10.5 / B	10.5 / B	11.5 / B	11.6 / B	12.6 / B	12.7 / B
10	Skyline Dr. / Skyline Forest Dr.	8.3 / A	8.3 / A	8.5 / A	8.5 / A	8.8 / A	8.8 / A
17	San Antonio Rd. / Ocean Ave.	8.8 / A	8.9 / A	9.2 / A	9.2 / A	9.4 / A	9.5 / A
23	Congress Road / SFB Morse Drive	7.9 / A	8.0 / A	8.1 / A	8.2 / A	8.1 / A	8.2 / A
25	Lopez Road / Sloat Road	8.0 / A	8.4 / A	8.5 / A	8.9 / A	8.4 / A	8.9 / A
28	Stevenson Drive / 17-Mile Drive / Alvarado	9.6 / A	10.4 / B	10.3 / B	11.2 / B	10.5 / B	11.5 / B

TABLE E-2
PM PEAK HOUR INTERSECTION LEVEL OF SERVICE WITH DMFP ALTERNATIVE 2

	Description	Intersection Delay and Level of Service					
		Existing Year 2011 LOS		Near Term Year 2015 LOS		Cumulative Year 2030 LOS	
		No Project	With DMFP	No Project	With DMFP	No Project	With DMFP Plus 45 LCP Guest Units
Side-Street Stop Intersections[3]							
7	Highway 68 / Presidio Blvd.[5]	3.6 (3.8) / A (A)	3.6 (3.7) / A (A)	3.7 (3.9) / A (A)	3.8 (4.0) / A (A)	5.2 (5.6) / A (A)	5.4 (5.8) / A (A)
9	Highway 68 / Skyline Forest Dr.	**15.9(>120) / C(F)**	**17.9(>120) / C(F)**	**25.1(>120) / D(F)**	**28.0(>120) / D(F)**	**>120(>120) / F(F)**	**>120(>120) / F(F)**
12	Highway 68 / Carmel Hill Professional Center	**23.4(>120) / C(F)**	**38.8(>120) / E(F)**	**39.3(>120) / E(F)**	**>120(>120) / F(F)**	**>120(>120) /F(F)**	**>120(>120) / F(F)**
14	Highway 1 On-Ramp / 17-Mile Dr.	8.7 (22.9) / A (C)	Eliminated with project	9.6 (25.7) / A (D)	Eliminated with project	**18.8(56.3)/ (C(F)**	Eliminated with project
15	Highway 68 / Aguajito Rd.[5]	2.9 (11.0) / A (B)	3.0 (11.9) / A (B)	3.3 (16.0) / A (C)	3.6 (19.6) / A (C)	**32.4(>120) / D(F)**	**49.2(>120) / F(F)**
21	Congress Road / Spanish Bay / 17-Mile Dr.	5.5 (11.8) / A (B)	6.3 (12.7) / A(B)	6.2 (12.9) / A (B)	7.2 (14.5) / A (B)	6.1 (12.6) / A (B)	7.2 (14.4) / A (B)
22	Congress Road / Forest Lodge	3.5 (13.9) / A (B)	3.8 (14.5) / A (B)	4.4 (15.4) / A (C)	4.7 (16.2) / A (C)	4.2 (15.4) / A (C)	4.5 (16.1) / A (C)
24	Sloat Road / Forest Lodge / 17-Mile Dr.[4]	4.1 (7.7) / A (A)	4.5 (8.3) / A (A)	4.5 (7.8) / A (A)	4.8 (8.6) / A (A)	4.6 (8.2) / A (A)	5.0 (9.0) / A (A)
26	Spyglass Hill Road / Stevenson Drive	2.7 (9.0) / A (A)	3.1 (9.1) / A (A)	3.1 (9.3) / A (A)	3.3 (9.4) / A (A)	2.9 (9.3) / A (A)	3.1 (9.4) / A (A)
27	Forest Lake / Stevenson-Ondulado	3.9 (11.7) / A (B)	4.0 (12.4) / A (B)	4.4 (12.6) / A (B)	4.6 (13.5) / A (A)	4.5 (12.3) / A (B)	4.7 (13.1) / A (B)
29	Palmero Way / 17-Mile Drive	3.5 (16.2) / A (C)	3.6 (17.3) / A (C)	4.6 (17.7) / A (C)	4.8 (19.0) / A (C)	4.4 (18.1) / A (C)	4.7 (19.7) / A (C)
30	Sunridge Road / Ronda Road	3.7 (9.5) / A (A)	3.8 (9.6) / A (A)	3.9 (9.8) / A (A)	3.9 (10.0) / A (A)	4.0 (9.8) / A (A)	4.0 (10.0) / A (A)
31	Sunridge Road / Scenic Drive	0.8 (10.6) / A (B)	0.8 (10.8) / A (B)	1.2 (10.5) / A (B)	1.2 (10.7) / A (B)	1.1 (10.6) / A (B)	1.1 (10.9) / A (B)
32	Sunridge Road / Constanilla Way	2.5 (9.2) / A (A)	2.9 (9.3) / A (A)	2.8 (9.4) / A (A)	3.1 (9.5) / A (A)	3.0 (9.4) / A (A)	3.2 (9.5) / A (A)
33	Sunridge Road / Haul Road[4]	1.1 (5.6) / A (A)	1.1 (5.7) / A (A)	1.4 (5.5) / A (A)	1.5 (5.7) / A (A)	1.6 (5.9) / A (A)	1.6 (5.9) / A (A)

Notes:

Intersections with calculated delay greater than 120 seconds are shown with >120 to indicate that the analysis tool has limitations above this delay level.

1 Signalized intersection level of service based on control delay per vehicle, according to the *Highway Capacity Manual*, Transportation Research Board, 2000.

2 All-way stop intersection level of service based on average intersection delay, according to the *Highway Capacity Manual*, Transportation Research Board, 2000.

3 Side street stop controlled intersection level of service based on average control delay for critical side street movement, according to the 2010 *Highway Capacity Manual*, Transportation Research Board, 2010.

TABLE E-2
PM PEAK HOUR INTERSECTION LEVEL OF SERVICE WITH DMFP ALTERNATIVE 2

Description	Intersection Delay and Level of Service					
	Existing Year 2011 LOS		Near Term Year 2015 LOS		Cumulative Year 2030 LOS	
	No Project	With DMFP	No Project	With DMFP	No Project	With DMFP Plus 45 LCP Guest Units

4 These intersections are analyzed using SimTraffic software because of unique conditions including more than four approach legs.

5 The Aguajito Road left turning traffic is fewer than 20 vehicles in the peak hour and so SimTraffic provides a more reasonable analysis result. Presidio Boulevard side-street left turning traffic is prohibited and so SimTraffic provides more reasonable result for the right turning traffic at the intersection.

Source: Fehr & Peers (October 2011)

TABLE E-3
PEAK HOUR TRAFFIC SIGNAL WARRANT ANALYSIS WITH DMFP ALTERNATIVE 2

Description		Period	Existing Year 2011	Near Term Year 2015	Cumulative Year 2030
1	Sunset Drive (Highway 68) / 17-Mile Dr	AM(PM)	No (No)	No (No)	No (No)
2	Sunset Drive (Highway 68) / Congress Road	AM(PM)	No (No)	No (No)	No (No)
3	Congress Avenue / Forest Lodge Road	AM(PM)	No (No)	No (No)	No (No)
4	Congress Avenue / David Avenue[1]	AM(PM)	No (No)	No (No)	No (No)
7	Highway 68 / Presidio Boulevard [2]	AM(PM)	No (No)	No (No)	No (No)
9	Highway 68 / Skyline Forest Drive	AM(PM)	**Yes (Yes)**	**Yes (Yes)**	**Yes (Yes)**
10	Skyline Drive / Skyline Forest Drive	AM(PM)	No (No)	No (No)	No (No)
12	Highway 68 / Carmel Hill Professional Center	AM(PM)	No **(Yes)**	No **(Yes)**	No **(Yes)**
14	Highway 1 SB On-Ramp / 17-Mile Drive	AM(PM)	Intersection eliminated with DMFP		
15	Highway 68 / Aguajito Road	AM(PM)	No (No)	No (No)	No (No)
17	San Antonio Road / Ocean Avenue	AM(PM)	No (No)	No (No)	No (No)
21	Congress Road / Spanish Bay / 17-Mile Dr.	AM(PM)	No (No)	No (No)	No (No)
22	Congress Road / Forest Lodge	AM(PM)	No (No)	No (No)	No (No)
23	Congress Road / SFB Morse Drive	AM(PM)	No (No)	No (No)	No (No)
24	Sloat Road / Forest Lodge / 17-Mile Dr.	AM(PM)	No (No)	No (No)	No (No)
25	Lopez Road / Sloat Road	AM(PM)	No (No)	No (No)	No (No)
26	Spyglass Hill Road / Stevenson Drive	AM(PM)	No (No)	No (No)	No (No)
27	Forest Lake / Stevenson-Ondulado	AM(PM)	No (No)	No (No)	No (No)
28	Stevenson Drive / 17-Mile Drive / Alvarado	AM(PM)	No (No)	No (No)	No (No)
29	Palmero Way / 17-Mile Drive	AM(PM)	No (No)	No (No)	No (No)
30	Sunridge Road / Ronda Road	AM(PM)	No (No)	No (No)	No (No)
31	Sunridge Road / Scenic Drive	AM(PM)	No (No)	No (No)	No (No)
32	Sunridge Road / Constanilla Way	AM(PM)	No (No)	No (No)	No (No)
33	Sunridge Road / Haul Road	AM(PM)	No (No)	No (No)	No (No)

Yes – The intersection meets the peak hour traffic signal warrant

No – The intersection does not meet the peak hour traffic signal warrant

1 The Congress Avenue / David Avenue intersection does not meet the peak hour signal warrants when the westbound right turn volume is removed from the calculation which was done because the westbound right-turn movements operates independently from the westbound through and left movements.

2 The Presidio Boulevard intersection does not meet the peak hour signal warrant when the right turn volume is removed from the calculation which was done because left turns from Presidio Boulevard are prohibited.

Source: Fehr & Peers (October 2011)

TABLE E-4
FOREST GATE PEAK HOUR VOLUMES AND LEVEL OF SERVICE WITH DMFP ALTERNATIVE 2

Description	Capacity	Peak Hour	Peak Hour Volume (Volume-to-Capacity Ratio)[1]		
			Existing Year 2011	Near Term Year 2015	Cumulative Year 2030
Pacific Grove Gate	600	AM PM	139 (0.23) 156 (0.26)	141 (0.24) 160 (0.27)	153 (0.26) 175 (0.29)
Carmel Gate	900	AM PM	132 (0.15) 141 (0.16)	136 (0.15) 145 (0.16)	150 (0.17) 160 (0.18)
Highway 1 Gate	920	AM PM	509 (0.55) 360 (0.39)	523 (0.57) 369 (0.40)	576 (0.63) 405 (0.44)
Country Club Gate	600	AM PM	192 (0.32) 222 (0.37)	197 (0.33) 228 (0.38)	218 (0.36) 252 (0.42)
SFB Morse Gate	520	AM PM	138 (0.27) 140 (0.27)	142 (0.27) 144 (0.28)	156 (0.30) 158 (0.30)

Note:

1 Volume-to-capacity ratio describes the inbound peak hour traffic flow as it relates to gate capacity. A ratio less than 0.9 is considered acceptable.

Source: Fehr & Peers (October 2011)

TABLE E-5
HIGHWAY SEGMENT AM PEAK HOUR LEVEL OF SERVICE WITH DMFP ALTERNATIVE 1

Segment	Segment Capacity	Direction	Volume (Volume-to-Capacity Ratio) / Level of Service		
			Existing Year 2011	Near Term Year 2015	Cumulative Year 2030
Highway 1					
Pebble Beach to Munras Avenue[1]	3,550	NB	2,320 (0.65) / C	2,330 (0.66) / C	**2,470 (0.70) / D**
Munras Avenue to Fremont Street	3,550 3,550	NB SB	1,780 (0.50) / C **2,600 (0.73) / D**	1,810 (0..51) / C **2,640 (0.74) / D**	1,980 (0.56) / C **3,200 (0.90) / E**
Fremont Street to Fremont Boulevard	3,550 3,550	NB SB	1,740 (0.49) / C **3,850 (1.08) / F**	1,780 (0.50) / C **3,920 (1.10) / F**	1,950 (0.55) / C **4,460 (1.26) / F**
Fremont Boulevard to Imjin Parkway	5,330 5,330	NB SB	1,810 (0.34) / B **3,880 (0.73) / D**	1,830 (0.34) / B **3,910 (0.73) / D**	1,920 (0.36) / B **4,220 (0.79) / D**
North of Highway 156	1,420 1,420	NB SB	**1,000 (0.70) / D** **1,930 (1.36) / F**	**1,050 (0.74) / D** **2,030 (1.43) / F**	**1,290 (0.91) / E** **2,530 (1.78) / F**
Highway 68					
West of Skyline Forest Drive	1,420 1,420	EB WB	**1,060 (0.75) / D** 740 (0.52) / C	**1,090 (0.77) / D** 770 (0.54) / C	**1,330 (0.94) / E** **1,470 (1.04) / F**
East of Olmsted Road	1,420 1,420	EB WB	**1,020 (0.72) / D** **1,080 (0.76) / D**	**1,020 (0.72) / D** **1,080 (0.76) / D**	**1,060 (0.75) / D** **1,270 (0.89) / E**
East of Laguna Seca	1,420	EB WB	**1,630 (1.15) / F** **1,110 (0.78) / D**	**1,640 (1.15) / F** **1,120 (0.79) / D**	**1,680 (1.18) / F** **1,240 (0.87) / D**
US-101					
South of Salinas	3,550 3,550	NB SB	960 (0.27) / B 880 (0.25) / B	970 (0.27) / B 80 (0.25) / B	980 (0.28) / B 900 (0.25) / B
North of Highway 156	3,550 3,550	NB SB	1,510 (0.43) / B 2,000 (0.56) / C	1,550 (0.44) / B 2,060 (0.58) / C	1,710 (0.48) / C 2,310 (0.65) / C
Highway 156					
Highway 1 to US-101	1,420 1,420	NB SB	770 (0.54) / C **1,280 (0.90) / E**	780 (0.55) / C **1,280 (0.90) / E**	**800 (0.56) / C** **1,350 (0.95) / E**

1 Southbound segment analyzed as a weave section.

Source: Fehr & Peers (October 2011)

TABLE E-6
HIGHWAY SEGMENT PM PEAK HOUR LEVEL OF SERVICE WITH DMFP ALTERNATIVE 1

Segment	Segment Capacity	Direction	Volume (Volume-to-Capacity Ratio) / Level of Service		
			Existing Year 2011	Near Term Year 2015	Cumulative Year 2030
Highway 1					
Pebble Beach to Munras Avenue[1]	3,550	NB	**3,090 (0.87) / D**	**3,100 (0.87) / D**	**3,650 (1.03) / F**
Munras Avenue to Fremont Street	3,550 3,550	NB SB	**2,440 (0.69) / D** 2,0140 (0.57) / C	**2,470 (0.70) / D** 2,040 (0.57) / C	**3,020 (0.85) / D** 2,220 (0.63) / C
Fremont Street to Fremont Boulevard	3,550 3,550	NB SB	**3,580 (1.01) / F** **2,740 (0.77) / D**	**3,640 (1.03) / F** **2,790 (0.79) / D**	**4,160 (1.17) / F** **3,050 (0.86) / D**
Fremont Boulevard to Imjin Parkway	5,330 5,330	NB SB	**4,440 (0.83) / D** 2,650 (0.50) / C	**4,480 (0.84) / D** 2,670 (0.50) / C	**4,800 (0.90) / E** 2,790 (0.52) / C
North of Highway 156	1,420 1,420	NB SB	**2,240 (1.58) / F** **1,400 (0.99) / E**	**2,370 (1.67) / F** **1,480 (1.04) / F**	**2,940 (2.07) / F** **1,810 (1.27) / F**
Highway 68					
West of Skyline Forest Drive	1,420 1,420	EB WB	880 (0.62) / C **1,140 (0.80) / D**	910 (0.64) / C **1,180 (0.83) / D**	**1,630 (1.15) / F** **1,430 (1.01) / F**
East of Olmsted Road	1,420 1,420	EB WB	**1,040 (0.73) / D** **1,200 (0.85) / D**	**1,040 (0.73) / D** **1,200 (0.85) / D**	**1,230 (0.87) / D** **1,240 (0.87) / D**
East of Laguna Seca	1,420 1,420	EB WB	**1,290 (0.91) / E** **1,710 (1.20) / F**	**1,300 (0.92) / E** **1,720 (1.21) / F**	**1,420 (1.00) / E** **1,760 (1.24) / F**
US-101					
South of Salinas	3,550 3,550	NB SB	1,260 (0.35) / B 1,580 (0.45) / B	1,270 (0.36) / B 1,590 (0.45) / B	1,280 (0.36) / B 1,610 (0.45) / B
North of Highway 156	3,550 3,550	NB SB	2,160 (0.61) / C 2,300 (0.65) / C	2,220 (0.63) / C 2,360 (0.66) / C	**2,490 (0.70) / D** **2,600 (0.73) / D**
Highway 156					
Highway 1 to US-101	1,420 1,420	NB SB	**1,690 (1.19) / F** 900 (0.63) / C	**1,700 (1.20) / F** 900 (0.63) / C	**1,770 (1.25) / F** 920 (0.65) / C

1 Southbound segment analyzed as a weave section.
Source: Fehr & Peers (October 2011)

TABLE E-7
HIGHWAY 1 RAMPS AT HIGHWAY 68 (WEST)
PEAK HOUR LEVEL OF SERVICE WITH DMFP ALTERNATIVE 2

Freeway	Peak Hour	Existing		Base (2015)		Cumulative (2030)	
		Density (pcplpm) [1]	LOS	Density (pcplpm) [1]	LOS	Density (pcplpm) [1]	LOS
Merge /1/							
Highway 1 NB On-Ramp from Highway 68	AM	20.2	C	20.6	C	21.1	C
	PM	**29.6**	**D**	**30.3**	**D**	**35.7**	**E**
Highway 1 SB On-Ramp from Highway 68	AM	20.4	C	20.9	C	21.4	C
	PM	21.2	C	21.6	C	22.5	C
Diverge /1/							
Highway 1 NB Off-Ramp to Highway 68	AM	18.3	B	18.8	B	19.2	B
	PM	21.2	C	21.6	C	22.5	C
		Weaving Speed	**LOS**	**Weaving Speed**	**LOS**	**Weaving Speed**	**LOS**
Weave /2/							
Highway 1 SB Off-Ramp to Highway 68	AM	38.3	B	37.7	B	32.9	C
	PM	35.0	C	34.8	C	33.8	C

Notes:
1 Passenger car equivalence per lane per mile
2 *Highway Capacity Manual*, Transportation Research Board, 2000
3 Caltrans Highway Design Manual Methodology
Source: Fehr & Peers (October 2011)

Appendix H – Water Supply and Demand Information for Analysis

Page H.2-3, lines 27–36 are revised as follows:

Potable water demand estimates are based in part on the water demand estimated by the applicant's consultant (WWD 2011), but has been modified in several ways and supplemented.

First, the factor for the additional units at the Inn and Lodge was revised to be 0.21 AFY/unit (instead of 0.10 AFY/unit) because these units are assumed to meet the luxury hotel definition used by MPWMD.

Second, the applicant's estimate used an average of 1.0 AFY/residence for residential lots approximately 1.0 acres in size (more or less) and an average of ~~for~~ 0.50 AFY/residence for residential lots ~~less than~~ approximately 0.5 acre in size (more or less) ~~but this analysis used 0.80 AFY/resident for these lots based on the DMF Average from the 1997 EIR~~ (WWD, 2011).

ICF identified that the 1.0 AFY factor for larger lots was used in the EIR for the prior PBC project (Monterey County, 2005) for residential lots and that MPWMD, in comment on that EIR, concurred that use of the 1.0 AFY factor was appropriate (MPWMD 2004). The prior EIR used 1.0 AFY based on a prior estimate in the Final EIR for the Pebble Beach Lot Program (Monterey County, 1997).

Regarding the 0.50 AFY factor for more relatively moderately size lots, ICF identified during EIR preparation that MPWMD had used a 0.42 AFY factor for estimating future water demand in unincorporated Monterey County in the MPWMD staff report from May 18, 2006 *Water Needs Analysis: Future Water Needs* (MPWMD, 2006c). This average is less than the Applicant's proposed 0.50 AFY factor for lots of approximately 0.5-acre. The County decided to use the more conservative 0.50 AFY factor.

In order to verify that the DEIR's water demand estimates for residential units were reasonable or not for the proposed project, ICF did further investigation of actual water use demand within the Del Monte Forest and among other recent project approvals in unincorporated County. Data reviewed included Cal-Am data from 2006 to 2011 (Cal-Am, 2006 to 2011), the Revised Water Demand Analysis for the September Ranch Project (Monterey County, 2009), and the Final Revised Waster Demand Analysis, 2010 (Monterey County, 2010). ICF also prepared an estimate of a hypothetical new residence included in the proposed project using the MPWMD's fixture unit and landscape water budget methodology in order to examine how the estimate of water demand might change through use of MPWMD's methodology (all new residences will be required to use MPWMD's methodology at the time of application for a water connection).

The estimate using the fixture unit and landscape water budget methodology was 0.79 AFY (see Table H.2-2). This estimate was derived by assuming a hypothetical residence with 6 bedrooms and 6 bathrooms with additional water uses that might be used in a large residence, as well as a pool. Instead of deriving a separate estimate for relatively moderate lots and larger lots, it was assumed that all new lots would be like this hypothetical residence. The water use assumptions were also sufficiently robust to account for the potential for accessory units (the estimate would also cover, for example a 5 bedroom main house and a 1 bedroom accessory unit). Landscape water demand were made with the Maximum Applied Water Allowance (MAWA) methodology used by MPWMD and assumptions of landscaping coverage, taking into account limitations on turf and use of drought tolerant plants per Monterey County Water Resources Agency Ordinance 3932. The data used to

develop this estimate is shown Tables H.2-2D, H.2-2E, H.2-2F and the assumptions used for the estimate are included.

The DEIR original estimate for water demand for the 90 new residential units was 78 AFY or 0.87 AFY/unit on average. Using the 0.79 AFY factor noted above, the residential water demand would be 72 AFY, less than the DEIR estimate.

Comparing the DEIR's estimate and the new estimate described above to estimates of actual water use (see Table H.2-2F), the estimated residential water use average per unit would be higher than nearly all other recent large unincorporated residential projects such as Monterra Ranch, Canada Woods, or the Santa Lucia Preserve (Monterey County, 2009). The DEIR's estimated average per residential unit would be higher than the documented 2008 water used on average by the Macomber Estates in the Del Monte Forest, which had average use of 0.81 AFY. The estimate described above using the MPWMD methodology would result in an estimated water nearly the same as the Macomber Estates actual use average (of note, the Macomber estates project has lots that are far larger on average than the lots included in the proposed project).

As a result, the DEIR's residential water demand estimate, by comparison to the estimate using the MPWMD methodology and to actual usage data from other similar large residential projects in the unincorporated County (including in the Del Monte Forest) appears to be conservative and unlikely to underestimate actual water usage by the proposed project. Although the estimate developed in the FEIR would result in a lower estimated residential water demand than in the DEIR, the estimated residential water demand in the DEIR will continue to be used as the estimate for the project, in order to err on the conservative side in evaluating project impacts on water supply.

Third, the factors for the pool and the spa salon were both changed to a MPWMD factor. Also, an estimate has been provided for increased irrigation demand along Highway 1/68, because this area~~, which~~ was not included in the applicant's estimate. The area of increased irrigation outside the existing right of way ~~has not been identified by the applicant, it~~ has been presumed to be 2 acres.

Page H.2-4, the following are added after line 4 as follows:

Table H.2-2D summarizes the alternative water demand estimate prepared for the residential portion of the proposed project using the MPWMD fixture unit/landscape water budget methodology. This table also provides a water demand estimate for 18-inclusionary units at the Corporation Yard to support alternatives analysis.

Table H.2-2E summarizes lot sizes included in the proposed project.

Table H.2-2F summarizes the alternative water demand estimate for landscaping for the residential portion of the proposed project using the MPWMD landscaping water budget (Maximum Applies Water Allocation or MAWA) methodology.

Table H.2-2G presents comparison of the project's water demand estimates with other large lot development estimates and actual water use data in the unincorporated County and with actual water use data in the Del Monte Forest.

Page H.2-4, the following are added after line 17 as follows:

Cal-Am. 2006 – 2011. California-American Water, Monterey County District, Customers & Consumption by Political Jurisdiction, annual reports from October 2005 to September 2011.

Monterey County. 2005. Final Environmental Impact Report for Pebble Beach Company's Del Monte Forest Preservation and Development Plan. January. Prepared by Jones & Stokes. Available at: <http://www.co.monterey.ca.us/planning/docs/eirs/pbc/feir/feir_home.htm>. Accessed November 3, 2011.

Monterey County. 2009. Revised Water Demand Analysis for the September Ranch Project.

Monterey County .2010. Final Revised Water Demand Analysis for the September Ranch Project.

Monterey Peninsula Water Management District (MPWMD). 2004. MPWMD Comment on the Draft EIR for the Del Monte Forest, Preservation and Development Project (DMF/PDP). March 22.

MPWMD. 2006c. *Water Needs Analysis: Future Water Needs. Staff Report. May 18, 2006.*

MPWMD, 2006d. Water Budget Information (Used for MAWA equation)

MWELO (California Model Water Efficient Landscape Ordinance). 2009. (California Code of Regulations, Title 23, Water, Division 2, Department of Water Resources, Chapter 2.7, Model Water Efficient Landscape Ordinance). September 10, 2009.

WUCOLS (Water Use Classifications of Landscape Species). 2000. University of California Cooperative Extension and California Department of Water Resources. 2000. A Guide to Estimating Irrigation Water Needs of Landscape Plants in California: The Landscape Coefficient Methods and WUCOLS III. August

Following Page H.2-4, Table H.2-1B is revised as follows:

Table H.2-1B. Project Demand Plus Other Entitlement Demand (in Acre-Feet)

Low Use (Wet Year)	
Project Direct Demand	128
Other Entitlement Demand	147 ~~138~~
Total Demand	275 ~~266~~
Average Use (Average Rainfall Year)	
Project Direct Demand	135
Other Entitlement Demand	154 ~~145~~
Total Demand	289 ~~280~~
High Use (Dry Year)	
Project Direct Demand	142
Other Entitlement Demand	163 1~~53~~
Total Demand	304 ~~294~~
Very High Use (Critically Dry Year)	
Project Direct Demand	145
Other Entitlement Demand	167~~156~~
Total Demand	312 ~~301~~
Source: Tables H.2-2B and H.2-2C	

Following Page H.2-4, Table H.2-1C-2 is revised as follows:

Table H.2-1C-2. Project Changes in Withdrawals from the Carmel River 2017 Scenario A: Regional Water Supply Project Relative to the 2011 Existing Conditions

Low Use (Wet Year)	
2011 Existing Conditions (1)	*10,393*
Cal-Am Maximum Withdrawals per SCWRB Order 2009-0060 (2)	3,376
Project Demand (presuming from Carmel River) (3)	128
Reduction in Cal-Am service to Other Existing Users(4)	-128
Withdrawals with Project (5)	*3,376*
Change over 2011 Existing Conditions	**-7,017**
Average Use (Average Rainfall Year)	
2011 Existing Conditions (1)	*11,205*
Cal-Am Maximum Withdrawals per SCWRB Order 2009-0060 (2)	3,376
Project Demand (presuming from Carmel River) (3)	135
Reduction in Cal-Am service to Other Existing Users(4)	-135
Withdrawals with Project (5)	*3,376*
Change over 2011 Existing Conditions	**-7,829**
High Use (Dry Year)	
2011 Existing Conditions (1)	*11,489*
Cal-Am Maximum Withdrawals per SCWRB Order 2009-0060 (2)	3,376
Project Demand (presuming from Carmel River) (3)	142
Reduction in Cal-Am service to Other Existing Users(4)	-142
Withdrawals with Project	*3,376*
Change over 2011 Existing Conditions	**-8,113**
Very High Use (Critically Dry Year)	
2011 Existing Conditions (1)	*11,773* ~~*#REF!*~~
Cal-Am Maximum Withdrawals per SCWRB Order 2009-0060 (2)	3,376
Project Demand (presuming from Carmel River) (3)	145
Reduction in Cal-Am service to Other Existing Users(4)	-145
Withdrawals with Project (5)	*3,376*
Change over 2011 Existing Conditions	**-8,397** ~~**#REF!**~~

Notes:

(1) Existing Condition Water Year scenarios from Table H.2-1A

(2) Cal-Am withdrawals from the Carmel River limited to Cal-Am water rights amount after 12/31/16.

(3) Project can be supplied per water entitlement per allowance in SWRCB order 2006-0090, but not in excess of water right amount.

(4) If project supplied from Carmel River, then Cal-Am will need to supply existing users with an equivalent amount from the regional water supply project. If the project is supplied from the regional water supply project, then the net effect is the same as Cal-Am withdrawals are limited to their existing water rights (3,376 AFY). \

(5) Assumes no new demand is met from the Carmel River except that of the project due to Cal-Am limits.

Source: 2011 Existing Conditions from Appendix H.3. Demand data from Table H.2-2B and H.2-2C

Following Page H.2-4, Table H.2-1C-3 is revised as follows:

Table H.2-1C-3. Project Changes in Cal-Am Withdrawals from the Carmel River 2017 Scenario B: No Regional Water Supply (or Equivalent) /65% Rationing Relative to the 2011 Existing Conditions

Low Use (Wet Year)	
2011 Existing Conditions (1)	*10,393*
Cal-Am Maximum Withdrawals per SCWRB Order 2009-0060 (2)	3,376
Project Demand At 65% rationing (3)	45
Reduction in Cal-Am service to Other Existing Users (4)	-45
Withdrawals with Project (5)	*3,376*
Change over 2011 Existing Conditions	**-7,017**
Average Use (Average Rainfall Year)	
2011 Existing Conditions (1)	*11,205*
Cal-Am Maximum Withdrawals per SCWRB Order 2009-0060 (2)	3,376
Project Demand At 65% rationing (3)	47
Reduction in Cal-Am service to Other Existing Users (4)	-47
Withdrawals with Project (5)	*3,423*
Change over 2011 Existing Conditions	**-7,782**
High Use (Dry Year)	
2011 Existing Conditions (1)	*11,489*
Cal-Am Maximum Withdrawals per SCWRB Order 2009-0060 (2)	3,376
Project Demand At 65% rationing (3)	50
Reduction in Cal-Am service to Other Existing Users (4)	-50
Withdrawals with Project (5)	*3,426*
Change over 2011 Existing Conditions	**-8,063**
Very High Use (Critically Dry Year)	
2011 Existing Conditions (1)	*11,773* ~~*#REF!*~~
Cal-Am Maximum Withdrawals per SCWRB Order 2009-0060 (2)	3,376
Project Demand At 65% rationing (3)	51
Reduction in Cal-Am service to Other Existing Users (4)	-51
Withdrawals with Project (5)	*3,427*
Change over 2011 Existing Conditions	**-8,346** ~~**#REF!**~~

Notes:

(1) Existing Condition Water Year scenarios from Table H.2-1A

(2) Cal-Am withdrawals from the Carmel River limited to Cal-Am water rights amount after 12/31/16.

(3) Project can be supplied per water entitlement per allowance in SWRCB Order WR 2009-0060, but not in excess of water right amount. Presumed project is supplied from Carmel River by Cal-Am, but is subject to rationing like other users. Amount of rationing rounded up to 65% (from 61%) based on calculation of shortffall without regional water supply project (or equivalent by 2017) as shown in Appendix H.3.

(4) Increase of project demand intensifies rationing by equivalent amount.

(5) Assumes no new demand is met from the Carmel River except that of the project due to Cal-Am limits.

Source: 2011 Existing Conditions from Appendix H.3. Demand data from Table H.2-2B and H.2-2C

Following Page H.2-4, Table H.2-1D-1 is revised as follows:

Table H.2-1D-1. Cumulative Changes in Withdrawals from the Carmel River (through 2016) (Acre-Feet) Relative to 2011 Existing Conditions

Low Use (Wet Year)	
2011 Existing Conditions (1)	*10,393*
Project Demand	128
Other Water Entitlement Demand	147 ~~138~~
Withdrawal	*10,659*
Change relative to 2011 Existing Conditions	**275 ~~266~~**
Average Use (Average Rainfall Year)	
2011 Existing Conditions(2)	*11,205*
Project Demand	135
Other Water Entitlement Demand	154 ~~145~~
Withdrawal	*11,485*
Change relative to 2011 Existing Conditions	**289 ~~280~~**
High Use (Dry Year)	
2011 Existing Conditions(3)	*11,489*
Project Demand	142
Other Water Entitlement Demand	163 ~~153~~
Withdrawal	*11,783*
Change relative to 2011 Existing Conditions	**304 ~~294~~**
Very High Use (Critically Dry Year)	
2011 Existing Conditions(4)	*11,773*
Project Demand	145
Other Water Entitlement Demand	167 ~~156~~
Withdrawal	*12,074*
Change relative to 2011 Existing Conditions	**312 ~~301~~**

Totals may not add precisely due to rounding.

(1) Wet Year = Water Years 1995, 1998, 2005, 2006, and 2010.

~~(2) 2011 baseline = 2011 existing conditions plus remaining unused portion of Applicant's entitlement~~

(2) Average = Average of 1995 to 2010 conditions, adjusted by MPWMD factor of 2.6% to reflect relative wetter conditions than long-term averages ~~(see Appendix G).~~

(3) Dry = Average of 1995 to 2010 conditions, adjusted by MPWMD factor of 5.2%

(4) Critically Dry = Average of 1995 to 2010 conditions, adjusted by MPWMD factor of 7.8%.

Source: 2011 Existing Conditions from Appendix H.3. Demand data from Tables H.2-2B, H.2-2C

Following Page H.2-4, Table. H.2-1D-2, is revised as follows:

Table H.2-1D-2 Cumulative Changes in Withdrawals from the Carmel River for 2017 Scenario A (with Regional Water Supply Project)/2017 Scenario C (Alternative to the Regional Project) Relative to 2011 Existing Conditions

Low Use (Wet Year)	
2011 Existing Conditions(1)	*10393*
Cal-Am Maximum Withdrawals per SCWRB Order WR 2009-0060(2)	3376
Project Demand[c]	128
Other Future Entitlement Demand(3)	147 ~~138~~
Reduction in Cal-Am service to Other Existing Users(4)	-275 ~~-266~~
Withdrawals with Project and other Entitlement Demand	*3376*
Change over 2011 Existing Conditions	**-7017**
Average Use (Average Rainfall Year)	
2011 Existing Conditions(1)	*11205*
Cal-Am Maximum Withdrawals per SCWRB Order WR 2009-0060(2)	3376
Project Demand(3)	135
Other Future Entitlement Demand(3)	154 ~~145~~
Reduction in Cal-Am service to Other Existing Users(4)	-289 ~~-280~~
Withdrawals with Project and other Entitlement Demand	*3376*
Change over 2011 Existing Conditions	**-7829**
High Use (Dry Year)	
2011 Existing Conditions(1)	*11814*
Cal-Am Maximum Withdrawals per SCWRB Order WR 2009-0060(2)	3376
Project Demand(3)	142
Other Future Entitlement Demand(3)	163 ~~153~~
Reduction in Cal-Am service to Other Existing Users(4)	-304 ~~-294~~
Withdrawals with Project and other Entitlement Demand	*3376*
Change over 2011 Existing Conditions	**-8113**
Very High Use (Critically Dry Year)	
2011 Existing Conditions(1)	*11773*
Cal-Am Maximum Withdrawals per SCWRB Order WR 2009-0060(2)	3376
Project Demand(3)	145
Other Future Entitlement Demand(3)	167 ~~156~~
Reduction in Cal-Am service to Other Existing Users(4)	-312 ~~-301~~
Withdrawals with Project and other Entitlement Demand	*3376*
Change over 2011 Existing Conditions	**-8397**
No changes to the notes or source (thus not included).	

Following Page H.2-4, Table H.2-1D-3 is revised as follows:

Table H.2-1D-3. Cumulative Changes in Withdrawals from the Carmel River, 2017 Scenario B (No Regional Project or its equivalent)/65% Rationing Relative to the 2011 Existing Conditions

Low Use (Wet Year)	
2011 Existing Conditions(1)	*10393*
Cal-Am Maximum Withdrawals per SCWRB Order 2009-0060(2)	3376
Project Demand At 65% rationing(3)	45
Other Future Entitlement Demand at 65% rationing(3)	51 ~~48~~
Reduction in Cal-Am service to Other Existing Users(4)	-96 ~~-93~~
Withdrawals with Project and other Entitlement Demand	*3376*
Change over 2011 Existing Conditions	**-7017**
Average Use (Average Rainfall Year)	
2011 Existing Conditions(1)	*11205*
Cal-Am Maximum Withdrawals per SCWRB Order 2009-0060(2)	3376
Project Demand At 65% rationing(3)	47
Other Future Entitlement Demand at 65% rationing(3)	54 ~~51~~
Reduction in Cal-Am service to Other Existing Users(4)	-101 ~~-98~~
Withdrawals with Project and other Entitlement Demand	*3376*
Change over 2011 Existing Conditions	**-7829**
High Use (Dry Year)	
2011 Existing Conditions(1)	*11489*
Cal-Am Maximum Withdrawals per SCWRB Order 2009-0060(2)	3376
Project Demand At 65% rationing(3)	50
Other Future Entitlement Demand at 65% rationing(3)	57 ~~53~~
Reduction in Cal-Am service to Other Existing Users(4)	-106 ~~-103~~
Withdrawals with Project and other Entitlement Demand	*3376*
Change over 2011 Existing Conditions	**-8113**
Very High Use (Critically Dry Year)	
2011 Existing Conditions(1)	*11773*
Cal-Am Maximum Withdrawals per SCWRB Order 2009-0060(2)	3376
Project Demand At 65% rationing(3)	51
Other Future Entitlement Demand at 65% rationing(3)	58 ~~55~~
Reduction in Cal-Am service to Other Existing Users(4)	-109 ~~-106~~
Withdrawals with Project and other Entitlement Demand	*3376*
Change over 2011 Existing Conditions	**-8397**

Notes:

(1) Existing Condition Water Year scenarios from Table H.2-1A

(2) Cal-Am withdrawals from the Carmel River limited to Cal-Am water rights amount after 12/31/16.

(3) Project can be supplied per water entitlement per allowance in SWRCB order WR2009-0060, but not in excess of water right amount. Presumed project is supplied from Carmel River by Cal-Am, but is subject to rationing like other users. Amount of rationing rounded up to 65% based on calculation of shortfall (61%) without Regional Project (or equivalent by 2017) as shown in Appendix H.3.

(4) Increase of project demand intensifies rationing by equivalent amount.

Not all totals will precisely match due to rounding.

Following Page H.2-4, Table H.2-2A is revised as follows:

Table H.2-2A. Summary of Potable Water Use of Proposed Project and Other Entitlement Demand (In Acre-Feet/Year)

Proposed Development	**Use**	
Lodge at Pebble Beach	13.11	
Inn at Spanish Bay	12.85	
Spyglass Hotel	30.59	
Area M Residential	10.00	
Other Residential	77.00	
Equestrian Center	0.00	
Driving Range	0.33	
Highway 1/68 Landscaping	0.70	
Water Year Type	**Total with Spyglass Hotel**	**Total With Area M Residential**
Wet Year	127.84	108.29
Average Year	*134.57*	113.99
Dry Year	141.57	119.91
Critically Dry Year	145.07	122.88
Summary of Other Entitlement Demand Water Use (in Acre-Feet/Year)		
Water Year Type	**Demand**	
Wet Year	147 ~~138~~	
Average Year	154 ~~145~~	
Dry Year	163 ~~153~~	
Critically Dry Year	167 ~~156~~	
Source: Tables H.2-2B and H.2-2C.		

1 *Following Page H.2-4, Table H.2-2B is revised as follows:*

2 **Table H.2-2B. Potable Water Use of Proposed Project, Average Year**

	Units	Number of Units	Use factor (AFY/unit)	Demand (AFY)	MPWMD Factor (AFY/unit)	Type	WWD Factor (AFY/unit)	Notes
Lodge at Pebble Beach								
Colton Building	rooms	20	0.21	4.20	0.21	Lux hotel	0.1	Changed to MPWMD factor
Fairway One								
Fairway One - Rooms	rooms	35	0.21	7.35	0.21	Lux hotel	0.1	Changed to MPWMD factor
(E) Beirne Water Consumption				-1.00				Same (1.0 is slightly less than fixture count with 1.1 AFY demand - Stilwell 2012a).
Meeting Space	SF	2230	0.00053	1.18	0.00053	Meeting hall	0.00053	Same
Office Space	SF	200	0.00007	0.01	0.00007	Office	0.00007	Same
Surface Parking Improvements				0.25				
Subtotal for Fairway One	*AFY*			*7.80*				
The Lodge at Pebble Beach								
Conference Facility	SF	2100	0.00053	1.11	0.00053	Meeting hall	0.00053	Same
Parking Improvements				0.00				No change
Subtotal for Lodge	*AFY*			*1.11*				
Subtotal for Lodge at Pebble Beach	**AFY**			**13.11**				
Inn at Spanish Bay								
Cottages	rooms	40	0.21	8.40	0.21	Lux hotel	0.1	Changed to MPWMD factor
Hospitality Building								
Meeting Space	SF	2018	0.00053	1.07	0.00053	Meeting hall	0.00053	Same
Office Space	rooms	487	0.00007	0.03	0.00007	Office	0.00007	Same

	Units	Number of Units	Use factor (AFY/unit)	Demand (AFY)	MPWMD Factor (AFY/unit)	Type	WWD Factor (AFY/unit)	Notes
Ballroom Addition	SF	1409	0.00053	0.75	0.00053	Meeting hall	0.00053	Same
Conference Room Addition	SF	3960	0.00053	2.10	0.00053	Meeting hall	0.00053	Same
Parking lot landscaping				0.50			0.5	
Subtotal	AFY			**12.85**				
Spyglass Hotel & Spa								
Luxury hotel rooms	rooms	100	0.21	21.00	0.21	Lux hotel	0.1	Changed to MPWMD factor
Conference/Meeting Space	SF	5120	0.00053	2.71	0.00053	Meeting hall	0.00053	Same
Pool (52 X 20')	100SF	10.4	0.02	0.21	0.02	Pool	0.2	Changed to MPWMD factor
Office space	SF	1736	0.00007	0.12	0.00007	Office	0.00007	Same
Restaurant/bar/lounge space (6,677 SF)	Seat	100	0.02	2.00	0.02	Seat	0.02	Same
Landscaping estimate				1.00			1.00	
Subtotal Hotel	*AFY*			*27.04*				
Spa Retail	SF	456	0.00007	0.03	0.00007	Retail	0.00007	Same
Spa Office Space	SF	1362	0.00007	0.10	0.00007	Office	0.00007	Same
Spa Salon	Station	8	0.05	0.40	0.05	Station	0.0567	Changed to MPWMD factor
Spa Treatment Rooms	SF	12840	0.00007	2.90	0.00007	Clinic	0.00007	Included wet areas at 2.0 af from WWD 2011 estimate.
Spa Fitness Area	SF	1675	0.00007	0.12	0.00007	Gym	0.00007	Same
Subtotal Hotel	*AFY*			*3.54*				
Subtotal Hotel & Spa	***AFY***			***30.59***				
Area M Residential								
Area M Residential	Lots	10	1.00	10.00	1.00	> 1.0 acre (EIR 1997)	1.00	Same
Subtotal	AFY			**10.00**				

	Units	Number of Units	Use factor (AFY/unit)	Demand (AFY)	MPWMD Factor (AFY/unit)	Type	WWD Factor (AFY/unit)	Notes
Residential Areas								
Lots ~~>=~~ +/- 1.0 acres	lots	66	1.00	66.00	1.00	> 1.0 acre (EIR 1997)	1.00	Same
Lots ~~>=~~ +/- 0.5 acres	lots	24	0.50	12.00	0.80	DMF Average (Monterey County, 2004)	0.50	Used ~~DMF Average instead of~~ WWD factor of 0.50.
(E) Collins residence	lots			-1.00			1.00	1.0 is slightly less than fixture count with 1.1 AFY demand - Stilwell 2012a.
Subtotal	AFY	90		**77.00**				
Equestrian Center								
Equestrian Center	AFY			0.00			0	No change
Subtotal	AFY			**0.00**				
Driving Range								
Public Restroom	Restroom	1	0.139	0.14	0.094	Public toilet + urinal	0.139	Used WWD factor as conservative
New use of office space	SF	2655	0.00007	0.19	0.00007	Office		Used MPWMD factor
Subtotal	AFY			**0.33**				
Highway 1/68 Landscaping								
Landscape drip irrigation	Acres	2	0.35	0.70	0.35	~~Caltrans~~ (Monterey County 2005)		Not included in WWD
Subtotal	AFY			**0.70**				
TOTAL - Avg. - With Spyglass Hotel	AFY			**134.57**				
Wet Year				127.84	5.75652			95% of Avg.
Dry Year				141.57				105.2% of Avg.

	Units	Number of Units	Use factor (AFY/unit)	Demand (AFY)	MPWMD Factor (AFY/unit)	Type	WWD Factor (AFY/unit)	Notes
Critically Dry Year				145.07				107.8% of Avg.
TOTAL - Avg. With Area M Residential	AFY			**113.99**				
Wet Year				108.29				95% of Avg.
Dry Year				119.91				105.2% of Avg.
Critically Dry Year				122.88				107.8% of Avg.

Sources: WWD 2011, as modified by ICF as noted in table including MPWMD non-residential factors (2011). Dry and Critically Dry years modified by Dry and Critically Dry modified by factors from MPWMD 2006. DMF Average from ~~1997 EIR for PBC Lot Program.~~ DEIR for DMF/PDP (Monterey County, 2004). Factor for highway landscape drip irrigation from Monterey County, 2005.

Following Page H.2-4, Table H.2-2C is revised as follows:

Table H.2-2C. Other Entitlement Demand

	Number of Units	Use factor (AFY/unit)	Demand (AFY)	Factor (AFY/unit)	Notes
Existing Vacant Lots					
Future SFD Development	96 (1)	0.8	76.8	0.8	DMF Average based on pre-2001 non-rationing year use (2). Approximately the same as average actual use of McComber Estates (2).
Area X and Y					
Future SFD Development	9 (1)	0.8	7.2	0.8	DMF Average based on pre-2001 non-rationing year use (2). Approximately the same as average actual use of McComber Estates (2).
Visitor-Serving Units					
Lodge at Pebble Beach and Inn at Spanish Bay	45	0.21	9.5	0.21	Additional VSC units allowed by proposed LCP Amendment beyond the VSC units included in the proposed project. Factor is MPWMD water use factor from Table H.2-2B.
Total			93.5 ~~84.0~~		Assumed that such properties would either purchase PBC entitlement or would have to be served by future expansions of the regional water supply project (or its equivalent).
PBC Entitlement Allocations					
Total entitlement			365		
Amount sold to others or dedicated for PBC use ~~in use~~ as of 2011			127 ~~40~~		(10.483 - PBC, 117 ~~29.954~~ - others) (3)
Remaining entitlement available for PBC use			~~325~~ 237		(3)
Entitlement used for project			145		Based on critically dry year estimate (Table G.2-2B)
Remaining unsold entitlement outside of project for other residential use			~~145~~ 58		MPWMD Ordinance 109 allows up to 175 AF to be sold to DMF benefited properties. As of September 2011, PBC had sold 117 AF, leaving 58 AF more that could be sold.(3) ~~Of the 175 AF, only 30 AF is being used as of 2011 leaving 145 AF that could be used in future.~~

	Number of Units	Use factor (AFY/unit)	Demand (AFY)	Factor (AFY/unit)	Notes
Unused entitlement			34		Remaining entitlement ~~not previously dedicated currently being used~~ minus amount to be used for project minus remaining amount ~~of unused~~ that can be used for DMF benefited properties.
Other Entitlement Demand					
Amount of entitlement allowed to be transferred to others			175		MPWMD Ordinance 109 allows up to 175 AF to be sold to DMF benefited properties. (3)
Amount of entitlement actually used by others in 2011			30		(3)
Remaining amount that can be used by others			***145***		
Applicant's entitlement used for 45 additional VSC units			9		
Total other Entitlement Use			**154**		Equals 145 AF that can be used by current and future entitlement holders that is not used as of fall 2011 and 9.5 AF used by the Applicant (for the additional 45 units at the Inn and Lodge or other uses).

Sources:

(1) DMF residential development calculations - ICF estimated vacant lots and buildout of X and Y based on Table 3-2 in Chapter 3 of the DEIR.

(2) DMF Average ~~from 1997 EIR for PBC Lot Program.~~ from DEIR for the DMF/PDP (Monterey County, 2004). Macomber Estates average actual use from Revised Water Demand Analysis for the September Ranch Project (Monterey County, 2009).

(3) Entitlement information: Pebble Beach Company 2011, Entitlement Reporting (10/18/11) and MPWMD, 2011, Monthly Entitlement Report, October 17, 2011 (for September 2011).

Following Page H.2-4 and Table H.2-2C, New Tables H.2-2D, H.2-2E, H.2-2F, and H.2-2G are added as follows (note: they have not been underlined):

Table H.2-2D. Water Demand by Housing Type Pebble Beach Company Project and Alternative with Inclusionary Housing at Corporation Yard

		Inclusionary Housing/ Townhouse (3 BR)		SFD < 0.5 ac (4BR)	SFD - > 0.5 ac (6BR)		
	FU Value	No.	FU Count	No.	No.	FU Count	Totals
Wash Basins (lavatory sink) each	1.0	3	3.0	3	5	5.0	
Two washbasins in Master Bathroom	1.0			1	1	1.0	
Toilet (ULF, 1.6 gpf)	1.7						
Toilet (ULF, 1.28 gpf)	1.3	3	3.9	4	6	7.8	
Toilet (ULF, 1.0 gpf)	1.3						
Toilet (ULF, 0.5 gpf)	1.0						
Masterbath (Tub, sep. shower)	3.0		0.0	2	2	6.0	
Large bathtub (w/ showerhead)	3.0			1	2		
Standard bathtub (w/ showerhead)	2.0	3	6.0	1	2	4.0	
Shower, separate stall	2.0		0.0			0.0	
Kitchen sink and dishwasher	2.0	1	2.0	1	2	4.0	
Kitchen sink and UL dishwasher	1.5						
Laundry/utility sink	2.0		0.0	2	1	2.0	
Washing Machine	2.0	1	2.0	1	2	4.0	
Washing Machine (UL, 18 gpc)	1.0						
Washing Machine (UL, 28 gpc)	1.5						
Bidet	2.0		0.0			0.0	
Bar sink	1.0		0.0		1	1.0	
Entertainment sink	1.0			1	1	1.0	
Vegetable sink	1.0		0.0		1	1.0	
Subtotal Interior Fixture Units			*16.9*			*36.8*	
Landscaping (Interior FUs X 0.5)			*8.5*				
Swimming Pools (per 100 SF)	1.0		0.0		4.5	6.0	
Fixture Unit Count			*25.4*			*42.8*	
MAWA (Zone 1)						*0.19*	
MAWA (Zone 3)						*0.27*	

	FU Value	Inclusionary Housing/ Townhouse (3 BR) No.	Inclusionary Housing/ Townhouse (3 BR) FU Count	SFD < 0.5 ac (4BR) No.	SFD - > 0.5 ac (6BR) No.	SFD - > 0.5 ac (6BR) FU Count	Totals
Acre-Feet/Unit (0.01 AF/FU) (Zone 1)						0.62	
Acre-Feet/Unit (0.01 AF/FU) (Zone 3)			0.25			0.70	
Zone 1 Units (U, V, collins) - 25						25	
Zone 3 units (F-2, I-2, J, K, L, Corp) - 65						65	
Inclusionary Housing (Corp) Zone 3			18				
Subtotal			**4.56**			**61.15**	
Treatment Loss (10%)			0.46			6.11	
System Loss (7%)			0.32			4.28	
TOTAL without Inclusionary Housing						**71.54**	**71.54**
Per unit (with treatment and system loss)						*0.79*	*0.79*
DEIR Estimate						**78.00**	**78.00**
DEIR Per unit						*0.87*	*0.87*
TOTAL with Inclusionary Housing			**5.34**			**71.54**	**71.54**
Per unit (with treatment and system loss)			*0.30*			*0.79*	*0.79*
DEIR Estimate						**78.00**	**78.00**
DEIR Per unit						*0.87*	*0.87*

Prepared by ICF using MPWMD Fixture Unit Methodology and MAWA methodology from MPWMD 2006d and California Model Water Efficiency Landscape Ordinance (MWELO). See Table H.2-2F for calculation of MAWA,
All Assumptions by ICF

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Table H.2-2E. Range of Lot Sizes

Size of Lots	<= 0.5 ac	<0.5 ac <1 ac	>=1 ac	Total
Proposed Project				
Residential Areas				
F-2			16	16
I-2			16	16
J		5		5
K	1	7		8
L		10		10
U		7		7
V	14			14
Collins		4		4
Corp	5	5		10
Total	**20**	**38**	**32**	**90**

Source: PBC application set, on file at Monterey County Planning Department.

Table H.2-2F: Estimated Landscape Water Demand Using MPWMD MAWA methodology

Maximum Applied Water Allowance (MAWA)					
	Turf	Xeri	Turf	Xeri	
Evapotranspitation (inches) (ETo)	33.0	33.0	46.3	46.3	Zone 1 or Zone 3
Target ET Adjust Factor (ETAF) = KL/IE or Turf crop Coefficient	0.80	0.42	0.80	0.42	MWELO (1), WUCOLS (2)
Landscaped Area (LA)	*1,500*	*4,500*	*1,500*	*4,500*	*Assumption*
Conversion Factor gallons	0.62	0.6	0.62	0.62	Factor
Gallons per Acre Foot	325,851	325,851	325,851	325,851	Factor
MAWA = (ETo X ETAF X LA X 0.623)/325,851 (MPWMD, 2006d)	0.08	0.12	0.11	0.17	AF
	Zone 1	Zone 1	Zone 3	Zone 3	

Rationale for Landscaped Area:
1. Forest clearing estimated average 15,000 SF. All lots are forested, except at Corp Yard.
2. MCWRA Ordinance 3932 limits turf to 1,500 SF and xeriscape for remaining.
3. ETAF for turf = 0.8 (WUCOLS)
4. ETAF for xeriscape = 0.3 (high end of range from MWELO)
5. Assumed developed area = 15,000 SF = house, driveway, non-landscaped = 9,000 SF; landscaped = 6,000 SF = 1,500 turf (drought tolerant grass species) + 4,500 xeriscape.

	Low	Moderate	High
KL (Plant Factor) from MWELO (1)	0 to 0.3	0.4 - 0.6	0.7 to 1.0
Turf crop coefficient, WUCOLS (2), Cool season species			0.8
	Xeriscape (Low)	Moderate	High
KL (Plant Factor)	0.3	0.5	1.0
IE (Irrigation efficiency, from MWELO)	0.71	0.71	0.71
ET adj (ETAF, calculated	0.42	0.70	1.41

Sources:
MPWMD, 2006d. Water Budget Information (Used for MAWA equation)
MWELO = California Model Water Efficient Landscape Ordinance, 2009. (California Code of Regulations, Title 23, Water, Division 2, Department of Water Resources, Chapter 2.7, Model Water Efficient Landscape Ordinance).
WUCOLS. 2000. University of California Cooperative Extension and California Department of Water Resources. A Guide to Estimating Irrigation Water Needs of Landscape Plantings in California: The Landscape Coefficient Methods and WUCOLS III. August

1 **Table H.2-2G. Comparisons of Residential Water Demand and Actual Residential Water Use**

Comparisons	Interior	Land-scaping	Estimated	Actual (Avg.)	Lot size (acres)	Source
PBC - All Lots using Fixture Unit/Landscape Method	*0.41*	*0.27*	*0.79*		*< 0.5 ac to 2 ac*	Table H.2-2D
PBC - Inclusionary Housing	*0.17*	*0.08*	*0.25*		*< 0.2*	Table H.2-2D
PBC - Current DEIR (+/- 0.5 acre)			*0.50*		*+/- 0.5*	DEIR, 2011 for current PBC project
PBC - Current DEIR (+/- 1.0 acre)			*1.00*		*+/- 1.0*	DEIR, 2011 for current PBC project
Sources for DEIR estimate						
PBC lot program EIR (1997)			1.00		> 1.0	FEIR, 1997 (Monterey County, 1997)
DMF/PDP EIR (2005)			1.00		> 1.0	FEIR, 2005 (Monterey County, 2005) using 1997 EIR, confirmed by MPWMD 2004
MPWMD Factor for Future SFDs in County			0.42			MPWMD 2006c
Reported DMF average			0.80		NA	FEIR, 2005 (Monterey County, 2005)
Other Estimates						
EPA/EBMUD			0.20			Monterey County, 2010
Monterey County - North county			0.41			Monterey County, 2010
Monterey County - Salinas			0.38			Monterey County, 2010
Monterey County- Cal- Am Cities			0.15 to 0.21			Monterey County, 2010
Monterey County- Cal- Am County			0.15 - 0.81			Monterey County, 2010
September Ranch						
September Ranch - Market Rate	0.28	0.26	0.54		4.40	Monterey County, 2010
September Ranch - Inclusionary	0.14	0.10	0.24		0.15	Monterey County, 2010
September Ranch - Work force	0.17	0.12	0.29		0.20	Monterey County, 2010
2008 Usage Data						Monterey County, 2009
Santa Lucia Preserve			0.75	0.57	2 to 100	Monterey County, 2009
Bishop (Pasadera)				0.65	0.8	Monterey County, 2009

Comparisons	Interior	Land-scaping	Estimated	Actual (Avg.)	Lot size (acres)	Source
Monterra Ranch - Market Rate			0.62	0.69		Monterey County, 2009
Monterra Ranch - Inclusionary			0.24	0.27		Monterey County, 2009
Tehama Canada Woods			0.62	0.64		Monterey County, 2009
Ambler Park Water system				0.49		Monterey County, 2009
Hidden Hills Water system				0.45		Monterey County, 2009
Macomber Estates (Del Monte Forest)				**0.81**	up to 10	Monterey County, 2009
City of Pacific Grove				0.16		Monterey County, 2009
City of Carmel				0.19		Monterey County, 2009
City of Monterey				0.17		Monterey County, 2009
Monterey County/Carmel Valley				0.30		Monterey County, 2009
Other Years	**Residential Connections**	**Res (AF)**				
Monterey County/MPPC DMF, 2006	1988	432		0.22		Cal-Am, 2006 - 2011
Monterey County/MPPC DMF, 2007	1998	454		0.23		Cal-Am, 2006 - 2011
Monterey County/MPPC DMF, 2008	1995	444		0.22		Cal-Am, 2006 - 2011
Monterey County/MPPC DMF, 2009	1991	425		0.21		Cal-Am, 2006 - 2011
Monterey County/MPPC DMF, 2010	1999	378		0.19		Cal-Am, 2006 - 2011
Monterey County/MPPC DMF, 2011	1999	370		0.18		Cal-Am, 2006 - 2011
Average, 2006 - 2011				**0.21**		
Monterey County/Pebble Beach, 2006	692	404		0.58		Cal-Am, 2006 - 2011
Monterey County/Pebble Beach, 2007	707	446		0.63		Cal-Am, 2006 - 2011
Monterey County/Pebble Beach, 2008	711	441		0.62		Cal-Am, 2006 - 2011
Monterey County/Pebble Beach, 2009	717	423		0.59		Cal-Am, 2006 - 2011
Monterey County/Pebble Beach, 2010	721	351		0.49		Cal-Am, 2006 - 2011
Monterey County/Pebble Beach, 2011	724	335		0.46		Cal-Am, 2006 - 2011
Average, 2006 - 2011				**0.56**		
Monterey County/MPPC+Pebble Beach, 2006	2680	837		0.31		Cal-Am, 2006 - 2011
Monterey County/MPPC+Pebble Beach, 2007	2705	900		0.33		Cal-Am, 2006 - 2011
Monterey County/MPPC+Pebble Beach, 2008	2706	886		0.33		Cal-Am, 2006 - 2011

Comparisons	Interior	Land-scaping	Estimated	Actual (Avg.)	Lot size (acres)	Source
Monterey County/MPPC+Pebble Beach, 2009	2708	848		0.31		Cal-Am, 2006 - 2011
Monterey County/MPPC+Pebble Beach, 2010	2720	730		0.27		Cal-Am, 2006 - 2011
Monterey County/MPPC+Pebble Beach, 2011	2723	705		0.26		Cal-Am, 2006 - 2011
Average, 2006 - 2011				**0.30**		

Revisions to Appendix H.3 are as shown in the following revised tables.

Following Page H.3-4, Table H.3-4 is revised as shown below:

Table H.3-4. Projection of Project Withdrawals from the Carmel River Through 2016 (in Acre-Feet)

Water Year Type	Wet	Average	Dry	Critically Dry
2011 Existing Conditions	10,393	11,205	11,489	11,773
Project Demand	128	135	142	145
Future Other Entitlement Demand	147 ~~138~~	154 ~~145~~	163 ~~153~~	167 ~~156~~
Carmel River with Project Demand	10,521	11,340	11,631	11,918
Carmel River with Project and Other Entitlement Demand	10,668 ~~10,659~~	11,495 ~~11,485~~	11,794 ~~11,783~~	12,085 ~~12,074~~
Change with Project	**128**	**135**	**142**	**145**
Change with Project and Other Entitlement Demand	*275 ~~266~~*	*289 ~~280~~*	*305 ~~294~~*	*312 ~~301~~*

Sources: Carmel River withdrawals based on Table H.3-3, Project Demand and Future Other Entitlement Data based on data in Appendix H.2.

Following Page H.3-4, Table H.3-5A is revised as shown below:

Table H.3-5A. Cal-Am Withdrawals from the Carmel River 2017 Scenario A/Scenario C: With Regional Supply Project or Equivalent Alternative (in Acre-Feet)

	Wet	Average	Dry	Critically Dry
2011 Existing Conditions	10,393	11,205	11,489	11,773
Cal-Am Withdrawal Limit per SWRCB Order 2009-0060	3,376	3,376	3,376	3,376
Project Demand	128	135	142	145
Future Other Entitlement Demand	147 ~~138~~	154 ~~145~~	163 ~~153~~	167 ~~156~~
Existing Demand Met by Regional Project instead of Carmel River OR Project/Entitlement Demand met by Regional Project	-275 ~~-266~~	-289 -280	-305 ~~-294~~	-312 ~~-301~~
Cal-Am Withdrawals	3,376	3,376	3,376	3,376
Change	**-7,017**	**-7,829**	**-8,113**	**-8,397**
NOTE: Carmel River withdrawals based on Table H.3-2				

Following Page H.3-4, Table H.3-5B is revised as shown below:

Table H.3-5B. Cal-Am Withdrawals from the Carmel River 2017 Scenario B: No Regional Supply Project or Equivalent Alternative (in Acre-Feet)

	Wet	Average	Dry	Critically Dry
2011 Existing Conditions	10,393	11,205	11,489	11,773
Cal-Am Withdrawal Limit per SWRCB Order 2009-0060	3,376	3,376	3,376	3,376
Project Demand at 65% rationing	45	47	50	51
Future Other Entitlement Demand at 65% rationing	51 ~~32~~	54 ~~34~~	57 ~~36~~	58 ~~37~~
Reduction in Service to Existing Demand Due to Project + Entitlement Demand	-96 ~~-77~~	-101 ~~-81~~	-107 ~~-85~~	-109 ~~-88~~
Cal-Am Withdrawals	3,376	3,376	3,376	3,376
Change	**-7,017**	**-7,829**	**-8,113**	**-8,397**
Sources: Carmel River withdrawals based on Table H.3-3, Project Demand and Future Other Entitlement Data based on data in Appendix H.2.				

Following Page H.3-4, Table H.3-6 is revised as shown below:

Table H.3-6. Water Supply and Demand Monterey Peninsula (1)

	2011	2017 with no RWSP	2017 with RWSP Phase 1	2030 with RWSP Phase 2	Sources and Notes
Water Demand					
Existing demand from Carmel River served by Cal-Am	11,015	11,015	11,015	11,015	CPUC 2009. Average year demand.
Existing demand from Seaside Aquifer served by Cal-Am	3,695	3,695	3,695	3,695	CPUC 2009. Average year demand.
Future Monterey Peninsula Demand		455	455	4,546	CPUC 2009 for 2030 estimate (2)
Marina Coast Water District for former Fort Ord area (outside Cal-Am service Area)				2,700	CPUC 2009.
North County (outside Cal-Am service area				5,900	CPUC 2009.
Proposed Project Demand	135	135	135	135	Average year demand.
Future other PBC Entitlement Demand	154 ~~145~~	154 ~~145~~	154 ~~145~~	154 ~~145~~	Average year demand.
Total Demand	***14,999*** ***~~14,990~~***	***15,454*** ***~~15,444~~***	***15,454*** ***~~15,444~~***	***28,145*** ***~~18,136~~***	
Water Supply					
Carmel River (Cal-am water rights)	3,376	3,376	3,376	3,376	CPUC 2009.
Carmel River (Cal-am interim limit over water rights)	7,909	0	0	0	CPUC 2009. Eliminated at end of 2016 per SWRCB order.
Seaside Aquifer (Cal-Am withdrawals)	3,448	1,474	1,474	1,474	Seaside Groundwater Basin Watermaster, 2010 (3)
Seaside Aquifer Storage and Recovery (ASR)	920	920	920	920	CPUC 2009.
Subtotal Existing Sources	*15,653*	*5,770*	*5,770*	*5,770*	
RWSP: Conservation		0	0	0	CPUC 2009.(4)
RWSP: Sand City Desalination	300	300	300	300	CPUC 2009. Desal facility in operation in May 2010.
RWSP: Regional Urban Water Augmentation Project (RUWAP)		0	1,000	1,000	CPUC 2009.

	2011	2017 with no RWSP	2017 with RWSP Phase 1	2030 with RWSP Phase 2	Sources and Notes
RWSP: Seaside ASR Expansion		0	380	380	CPUC 2009. MPWMD estimates it may be able to obtain up to 1,000 AFY, but this analysis assumes only the 380 AFY in CPUC 2009.
RWSP: Desalination		0	10,900	10,900	CPUC 2009. Critically dry year supply; in average years would be 8,800 AFY.
RWSP: Groundwater use in critically dry years		0	1,700	1,700	CPUC 2009. Groundwater use in peak periods offset by desalination production in off peak periods
Total Additional Supply (with Phase 1)	*300*	*300*	*14,280*	*14,280*	
Total Supply (with Phase 1)	***15,953***	***6,070***	***20,050***	***20,050***	
Supply/ Demand Balance	**963**	**-9,374**	**4,606**	**-8,086**	
	~~954~~	~~-9,384~~	~~4,596~~	~~-8,095~~	
RWSP: Phase 2	0	0	0	10,400	Additional amount beyond Phase 1
Total Additional Supply (with Phase 2)	*15,953*	*6,070*	*20,050*	*20,050*	
Total Supply (with Phase 2)	***15,953***	***6,070***	***20,050***	***30,450***	
Supply/ Demand Balance	**963**	**-9,374**	**4,606**	**2,314**	***(5)***
	~~954~~	~~-9,384~~	~~4,596~~	~~2,305~~	

RWSP = Regional Water Supply Project or Regional Project

Notes:

(1) Does not include existing non-Cal-Am demand or supply. Other existing users not supplied by Cal-Am are presumed to derive water from the Carmel River and the Seaside Aquifer per their existing rights.

(2) Due to current moratorium on most new connections, only limited new hookups are allowed (including pursuant to the entitlement from the PBCSD Recycled Water Project and the Sand City Desalination project and certain areas in the Laguna Seca Subareas). The exact amount of new demand in these areas up to 2017 has not been estimate; 10% of 2030 new demand was assumed for the 2017 scenarios, excluding entitlements from the Recycled Water Project which were accounted for separately below.

(3) 2011 amount shown is for 2011 (~3,202 AFY for the coastal subarea and 246 AFY fro the Laguna Seca subareas. Allocation reduced to adjudicated rights (1,474 AFY per CPUC 2009) over time. Analysis assumes reduction to 1,474 AFY will occur by 2017 but may occur later in time.

(4) No number assumed in CPUC 2009. Also excluded 300 AFY mentioned in CPUC 2009 for unaccounted water recovery as unproven water savings.

(5) Although a nominal surplus is shown for 2011, >2016 (with RWSP Phase 1) and 2030 (with RWSP Phase 2), the water demand shown is normal-year demand and does not account for dry or critically dry -year demands. Thus, this should not be considered a true surplus in toto but rather, mostly a reserve for use during critical years. RWSP Phase 1, includes 15,200 AFY (including 920 AFY of existing ASR) to meet the immediate needs of the Monterey Peninsula, and replace a previously approved supply for part of, the former Fort Ord, within the MCWD service area. Similarly, the nominal surplus for

	2011	2017 with no RWSP	2017 with RWSP Phase 1	2030 with RWSP Phase 2	Sources and Notes

2011 and 2030 (with RWSP Phase 2) should not be seen as excess supply but rather reserve for dry or critically-dry years.
Sources:

(1) CPUC, 2009. Final EIR, Coastal Water Project, Chapters 2 and 5.

(2) Project Demand and Other Entitlement Demand from Appendix H.2.

(3) Seaside Basin Watermaster. 2010. Reported Quarterly and Annual Water Production from the Seaside Groundwater Basin.

Following Page H.3-4 and the tables, Figure H.3-3 was revised per the revised tables in Appendix H.3 noted above. The changes are not shown on the figure, but are minor in nature due a slight revision in the other entitlement demand.

Figure H.3-3:
Cal-Am Carmel River Withdrawals through 2016 with Project

