

EVERGREEN VALLEY COLLEGE FACILITIES MASTER PLAN

Draft Environmental Impact Report
SCH# 2021010261

Prepared for
San José Evergreen Community College
District

August 2021



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EXECUTIVE SUMMARY

ES.1 Introduction

This Draft Environmental Impact Report (EIR) assesses the potentially significant environmental effects of implementation of the proposed Evergreen Valley College Vision 2030 Facilities Master Plan (EVC FMP). The EVC FMP is prepared based on the San José Evergreen Community College District (District) analysis for the evolution of programs and facility needs explained in its San Jose City College Educational Master Plan (SJCC EMP).

This EIR provides a program-level analysis of the environmental impacts that could result from the development as envisioned in the EVC FMP and explained in this EIR. The program EIR establishes a framework for tiered or project-level environmental documents that would be prepared in the future in accordance with the overall program. The program-level analysis addresses the effects of the maximum growth and development under this plan. This EIR also provides project-level analysis of specific projects and activities identified in the EVC FMP, based on the level of information available at the time of preparation of this EIR. The EIR identifies mitigation measures to reduce potential significant effects of the EVC FMP.

The District is the “lead agency” for the environmental review of the EVC FMP and for the implementation of the development program as considered under this EIR.

This summary highlights the major areas of importance in the environmental analysis for the proposed FMP, as required by Section 15123 of the *Guidelines for Implementing the California Environmental Quality Act* (CEQA Guidelines). It provides a brief description of the development program based on the EVC FMP, the project objectives, the significant and unavoidable environmental effects, alternatives to the EVC FMP, and any potential areas of controversy known to the District. Additionally, this chapter summarizes (1) the potential environmental impacts that would occur as the result of implementation of the EVC FMP; (2) the recommended mitigation measures that would avoid or reduce significant environmental impacts; and (3) the level of impact significance after mitigation measures are implemented.

ES.2 Project Location and Surrounding Uses

The EVC campus is located at 3095 Yerba Buena Road in southeast San José in Santa Clara County. The campus is situated at the base of Mount Hamilton, within the Diablo Range, and is bounded by Falls Creek Drive to the north, Yerba Buena Road to the south, Montgomery Hill Park to the east, and San Felipe Road to the west.

The 130-acre campus is located in a suburban/rural setting currently experiencing substantial commercial and residential growth. The site is developed with buildings to serve the college's educational and administrative needs, sports and ancillary facilities, parking, and vehicular and pedestrian circulation and access ways. The campus also includes an approximately 2-acre SJECCD warehousing facility and an approximately 7.5-acre SJECCD-owned solar field. EVC also leases a small daycare site and facility to an independent service provider at the southern edge of the campus.

Land uses in the vicinity of the EVC campus include: open space, parklands, and residential neighborhoods to the north and northeast; parklands, open space, single-family developments, and a parcel owned by the Church of the Rock to the south; a retail center to the southwest; and senior housing and single-family residential neighborhoods to the west across San Felipe Road.

ES.3 Project Description

The EVC is an operating community college campus consisting of approximately 644,445 gross square feet (GSF) of built space, including educational, administrative, and other uses. The District proposes facilities improvements as envisioned in the EVC FMP and funded by Bond Measures G and X. Facility improvements contained in the EVC FMP to meet the future program needs include demolition and removal of certain existing buildings on the campus; the construction of certain new buildings and the renovation of certain existing buildings and facilities; improvements to vehicular and pedestrian access and circulation systems; expansion of parking facilities and capacity; and open space improvements.

Overall, the EVC FMP proposes demolition of approximately 100,600 GSF of existing built spaces. No changes are anticipated for approximately 396,000 GSF of existing built space, nor is repurposing or reuse of approximately 148,000 GSF of existing buildings and facilities expected. However, implementation of the proposed EVC FMP would result in the development of approximately 186,000 GSF of new building space. This new development would be supported by associated improvements to the existing circulation network, and parking, open space, and landscaping improvements.

New Construction: The EVC FMP proposes construction of up to five (5) new buildings/facilities. This new construction would represent a cumulative total and net addition to the EVC campus of approximately 186,000 GSF, and would include the following buildings/facilities:

1. General Education for approximately 41,500 GSF
2. Language Arts for approximately 51,000 GSF
3. Sports Complex (previously approved)
4. Nursing for approximately 15,500 GSF
5. Student Services Complex for approximately 78,000 GSF

Renovations/Repurpose of Existing Buildings: The proposed EVC FMP identifies certain existing buildings for renovations and repurposing to accommodate educational programs,

administrative functions, and expansion of central plant. These renovations and expansions would total approximately 147,742 GSF for existing buildings and facilities, which are:

1. Admissions & Records Emergency Operations Center, renovations of approximately 12,373 GSF
2. Campus Police/Central Plan, expansion of 20,087 GSF
3. Sequoia, renovations of 26,773 GSF
4. Student Activities Center (Existing Student Services Center), renovations of 88,509 GSF

Demolition: The EVC FMP identified three buildings for demolition for a total of approximately 100,636 GSF. Demolition of these structures is intended to eliminate non-functioning space and replace the oldest and most aged facilities with new facilities:

1. Racquetball Courts, demolish approximately 9,794 GSF
2. Acacia, demolish approximately 84,142 GSF
3. Sequoia Lecture, approximately 6,700 GSF

Site Access, Parking, and Circulation: The EVC FMP proposes improvement to the existing circulation network, with the addition of vehicular parking spaces and one new vehicular access point, and improvements to existing vehicular access points, entrances that support public transit, bike paths, and pedestrian access and circulation. These improvements include:

- Disconnection of a roundabout in the heart of the EVC campus from the Valle del Lago and repurposing for use as a pedestrian plaza
- Minor reconfiguration of existing roads to provide service to the Student Center and Bookstore
- Construction of a new vehicular entrance to the EVC campus to the east of the existing Yerba Buena-San Felipe intersection at the western edge of the EVC athletic fields
- Connection of the existing North San Felipe Road entrance with the proposed new Yerba Buena Entryway to provide continuous access to the west parking lots
- Automobile parking
- Improvements to pedestrian access and circulation, including:
 - Removal of service vehicle access from primary pedestrian circulation
 - Improvements to existing and creation of new pedestrian gateways to the campus where main pedestrian walkways terminate at parking and drop-off zones
 - Extension and improvement of a series of east-west and north-south pedestrian walkways to provide visual access and support physical movement through the campus from edge to edge
 - Creation of a strong north-south pedestrian connection and open to visually and physically integrate the campus

- Differentiation of all new, extended, and existing pedestrian spines and walkways by their width, hardscape, and landscape treatment, to assist in pedestrian wayfinding and visual understanding of the campus

Open Space and Landscaping: The EVC FMP proposes development of a hierarchy of open spaces, ranging from large, active, formal, and informal gathering spaces to smaller, intimate, and purpose-built spaces.

Utilities: The EVC FMP would include the extension of water, sewage, drainage, electrical, communication, and HVAC services to proposed new structures. Service extensions from existing utility connections to new structures in the existing Academic Core of the campus are also anticipated, but no new utility connections are proposed as a component of implementation of the EVC FMP.

ES.4 Project Objectives

CEQA Guidelines Section 15124(b) requires the description of the project in an EIR to state the objectives sought by the project.

A clearly written statement of objectives will help the lead agency develop a reasonable range of alternatives to evaluate in the EIR and will aid the decision makers in preparing findings or a statement of overriding considerations, if necessary. The statement of objectives should include the underlying purpose of the project.

The proposed EVC FMP aims to achieve the goals and objectives discussed in its FMP and the EVC EMP, as follows:

- Create a functional, usable, and student-oriented space/facilities plan based on the EVC EMP that updates the facility needs to match the projected needs;
- Link the EVC EMP's goals, strategies, and desired productivity to space quantification that balances the current and future curriculum, instructional delivery modes, effective learning environment, and necessary support structures;
- Match space needs and utilization with the curriculum, create modern teaching facilities and learning environments, and provide modern support services sufficient to serve student's needs;
- Reuse some existing buildings that are in good condition and have adequate space for educational and administrative functions;
- Assist the District in meeting its EVC FMP goals and objectives, particularly those related to provision of educational programs, supportive needs, and student retention;
- Implement a well-conceived and well-justified plan for capital outlay projects that are an outcome of a sound master planning process;
- Provide an optimal educational and supportive services to the students of EVC; and
- Provide a program that supports extra-curricular services for students.

ES.5 Proposed Project Impacts: Significant and Unavoidable Environmental Effects

Throughout this EIR, significant environmental impacts are identified, and mitigation measures are described that would eliminate the impacts or decrease them to a less-than significant level. Similarly, many impacts are identified that would be less-than-significant without the need for mitigation measures. There are no impacts that are identified that cannot be eliminated or cannot be decreased to a level of insignificance with the implementation of feasible mitigation measures. Therefore, implementation of the EVC FMP would result in no significant and unavoidable environmental impacts.

ES.6 Alternatives to the Proposed EVC FMP

Chapter 4, *Alternatives*, analyzes a range of reasonable alternatives to the proposed project, including the No Project - Implement EVC 2025 Updated FMP Alternative (Alternative 1), the Reduced Project Alternative (Alternative 2), and the Renovations Only Alternative (Alternative 3). Two other possible alternatives were also considered but were rejected from further evaluation because they offered no clear environmental benefits or did not meet the District's goals and objectives for the EVC as described in their Educational and Facilities Master Plans. These included an alternative to implement the EVC FMP at another site location and a no project - no development alternative.

Chapter 4 discusses the alternatives and provides a comparative analysis of these alternatives to the proposed EVC FMP. Chapter 4 also provides a summary of impact levels within all environmental topic areas for the three alternatives.

The ***No Project - Implement EVC 2025 Updated FMP Alternative (Alternative 1)*** would not implement the renovation, demolition, or new construction included in the proposed EVC FMP. Instead, this alternative would continue to implement the EVC 2025 Updated FMP, the existing facility master plan for the EVC campus. This alternative would meet the District's objectives of expanding the capacity of campus facilities to meet projected future student demand for community college services within the EVC service area and modernizing a number of aged facilities across the campus. Relative to the proposed EVC FMP, though, the No Project - Implement EVC 2025 Updated FMP Alternative would be less effective in achieving the District's objectives related to the provision of structures and programming to support either the District's desired academic program offerings or current desires pertaining to campus layout and function.

Under the ***Reduced Project Alternative (Alternative 2)***, proposed new facilities would be constructed with 50 percent of square footage, resulting in approximately 93,000 GSF of new facilities compared to 186,000 GSF proposed under the EVC FMP. Additionally, similar to the EVC FMP, the Reduced Project Alternative assumes the demolition of the existing racquetball courts, Acacia, and Sequoia Lecture Hall; and renovation of the Admissions and Records Emergency Operations Center; the Cedro, Campus Police, Gullo I Student Center, and Sequoia Buildings; and the Student Activities Center. This alternative would reduce the intensity of some of the project's less-than-significant effects, as development and renovation of campus facilities

would be substantially less than that proposed under the EVC FMP. However, this alternative would not fully meet the objectives of the EVC FMP.

The ***Renovations Only Alternative (Alternative 3)*** assumes only the campus buildings and facilities that are proposed for renovation under the EVC FMP would be implemented, rather than the full suite of demolition and new construction assumed under the EVC FMP. Additionally, campus buildings and facilities that are proposed for demolition under the EVC FMP would be renovated under this alternative. Accordingly, development under this alternative would encompass renovations to the following EVC campus facilities:

1. Admissions and Records/Emergency Operations Center
2. Cedro Building
3. Campus Police/Central Plant Building
4. Sequoia Building
5. Student Services/Student Activities Center
6. Racquetball Courts
7. Sequoia Lecture Hall

The above-listed existing facilities would undergo renovations similar to that described in Chapter 2, *Project Description*. However, there would be no demolition of any existing buildings that were proposed for removal under the EVC FMP. There would also be no construction of new buildings at the campus that are proposed under the EVC FMP (i.e., no General Education, Language Arts, Sequoia Lecture Hall and Nursing, Sports Complex, or Student Services Complex).

While this alternative would help achieve the District goal of reusing and repurposing some of its existing buildings and facilities and providing for land use compatibility, the alternative would fail to meet several objectives of the EVC FMP. Crucially, this alternative would not provide sufficient expansion in capacity to serve anticipated future growth in student demand for community college services in the area served by the EVC.

ES.7 Comments on Initial Study and Notice of Preparation

The District previously circulated a Notice of Preparation (NOP) / Draft Initial Study (IS) for the EVC FMP (State Clearinghouse No. 2021010261). The NOP/IS public review and comment period was January 22, 2021 through February 22, 2021. Based on responses and comments received on the NOP/IS, the District determined that an EIR would be required for the EVC FMP. The NOP/IS is included in **Appendix A** of this EIR. The comments received on the NOP/IS are included in **Appendix G**.

The District sent the NOP/IS to agencies with statutory responsibilities in connection with the project with the request for input on the scope and content of the environmental information that

should be addressed in the EIR. The District received five written comment letters in response to the NOP/IS.

- Native American Heritage Commission, letter dated July 16, 2020
- State of California Department of Fish and Wildlife, letter dated February 19, 2021
- City of San José Department of Transportation, letter dated February 19, 2021

Comments were also received from stakeholders other than agencies with statutory responsibilities during an Initial Study Public Scoping Meeting held on February 10, 2021, and during the NOP comment period. The three Public Scoping Meeting comments and two written email comments received included:

- Robert Reese, comment during Public Scoping Meeting on February 10, 2021
- Daniel Reyes, comment during Public Scoping Meeting on February 10, 2021
- Lee Wesley, comment during Public Scoping Meeting on February 10, 2021
- Robert Reese, email dated February 10, 2021
- Robert Reese, email dated February 22, 2021

ES.8 Summary of Impacts and Mitigation Measures

Table ES-1 summarizes the impacts of the proposed EVC FMP, identifies the significance determination of each impact, and presents the full text of the identified mitigation measures and presents the full text of the applicable mitigation measures and improvement measures for the proposed project.

TABLE ES-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Environmental Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
EIR Section 3.1 Air Quality			
Impact 3.1-1: EVC FMP construction and operation could conflict with or obstruct implementation of the applicable air quality plan.	S	Implement Mitigation Measure 3.1-1: Best Management Practices for Controlling Particulate Emissions during Construction, Mitigation Measure 3.1-2: Construction Health Risk Reduction Plan; and implement Mitigation Measure 3.3-1e, Electric Vehicle Charging in Section 3.3, Greenhouse Gas Emissions.	LTS
Impact 3.1-2: Construction activities associated with the EVC FMP could result in a cumulatively considerable increase in emissions for which the SFBAAB is in non-attainment under an applicable federal or State ambient air quality standard.	S	<p>Mitigation Measure 3.1-1: Best Management Practices for Controlling Particulate Emissions during Construction</p> <p>To reduce impacts from fugitive dust emissions during EVC FMP construction, construction contractors shall be required to implement the following BMPs recommended by the BAAQMD for all projects. These measures will reduce particulate emissions primarily during soil movement, grading and demolition activities but also during vehicle and equipment movement on unpaved project sites:</p> <ul style="list-style-type: none"> • All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. • All haul trucks transporting soil, sand, or other loose material off-site shall be covered. • All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. • All vehicle speeds on unpaved roads shall be limited to 15 mph. • All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. • Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points. • All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. • Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations. 	LTS

LTS = less than significant; NA = not applicable; NI = No Impact; S = significant; SU = significant and unavoidable.

TABLE ES-1 (CONTINUED)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Environmental Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
EIR Section 3.1 Air Quality (cont.)			
Impact 3.1-3: Operation of campus facilities and buildings developed under the EVC FMP could result in a cumulatively considerable increase in emissions for which the SFBAAB is non-attainment under an applicable federal or State ambient air quality standard.	LTS	None required.	NA
Impact 3.1-4: Construction activities associated with the EVC FMP could lead to health risks from exposure of sensitive receptors to substantial concentrations of TACs.	S	<p>Mitigation Measure 3.1-2: Construction Health Risk Reduction Plan</p> <p>EVC shall require construction contractors to implement a Construction Health Risk Reduction Plan that includes the following measures. These measures shall be included as part of contract specifications:</p> <ul style="list-style-type: none"> a) Construction contractors shall be required to demonstrate that all heavy-duty off-road construction equipment with engines greater than 25 horsepower used for construction activities shall be equipped with the most effective Verified Diesel Emissions Control Strategies (VDECS) available for the engine type. In this case, the best available VDECS would be implementation of Tier 4F engines as certified by CARB and EPA. This adherence shall be verified through submittal of an equipment inventory and Certification Statement to the BAAQMD. The Certification Statement must state that each contractor agrees to compliance and acknowledges that a significant violation of this requirement shall constitute a material breach of the contractor's agreement and/or the general contract with the project applicant. b) Use alternative fuels as commercially available, such as renewable diesel, biodiesel, natural gas, propane, and electric equipment, to the extent feasible. Portable equipment shall be powered by grid electricity or alternative, non-fossil fuels (i.e., not diesel) instead of by diesel generators. c) Idling times on all diesel-fueled commercial vehicles weighing more than 10,000 pounds shall be minimized either by shutting equipment off when not in use or by reducing the maximum idling time to two minutes. This limit is more restrictive than the five-minute limit required by the California airborne toxics control measure (California Code of Regulations Title 13, Section 2485s). Clear signage to this effect shall be provided for construction workers at all access points. d) Idling times on all diesel-fueled off-road equipment exceeding 25 horsepower shall be minimized either by shutting equipment off when not in use or by reducing the maximum idling time to two minutes. Fleet operators must develop a written policy as required by California Code of Regulations Title 23, Section 2449 ("California Air Resources Board Off-Road Diesel Regulations"). 	LTS
Impact 3.1-5: The proposed EVC FMP could lead to increased health risks from exposure of sensitive receptors to substantial concentrations of criteria air pollutants.	LTS	None required.	NA

LTS = less than significant; NA = not applicable; NI = No Impact; PS = Potentially Significant; S = significant; SU = significant and unavoidable.

TABLE ES-1 (CONTINUED)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Environmental Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
EIR Section 3.1 Air Quality (cont.)			
Cumulative Impacts			
Impact C-3.1-6: Implementation of the EVC FMP combined with cumulative development in the vicinity would result in a cumulatively considerable net increase of a criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard.	S	Implement Mitigation Measure 3.1-1.	LTS
Impact C-3.1-7: Implementation of the EVC FMP could contribute considerably to cumulative emissions of TACs and PM _{2.5} that could expose sensitive receptors to substantial pollutant concentrations or health risks.	S	Implement Mitigation Measure 3.1-2.	LTS
EIR Section 3.2 Energy			
Impact 3.2-1: The EVC FMP would not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during construction or operation.	LTS	None required.	NA
Impact 3.2-2: Energy use associated with the implementation of the proposed EVC FMP would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.	S	Implement Mitigation Measures 3.3-1a through 3.3-1i in Section 3.3, <i>Greenhouse Gas Emissions</i> , and Mitigation Measure 3.5-1 in Section 3.5, <i>Transportation</i> .	LTS

LTS = less than significant; NA = not applicable; NI = No Impact; PS = Potentially Significant; S = significant; SU = significant and unavoidable.

TABLE ES-1 (CONTINUED)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Environmental Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
EIR Section 3.2 Energy (cont.)			
Cumulative Impacts			
Impact C-3.2-3: Energy use associated with the implementation of the EVC FMP would not result in a cumulatively considerable contribution to a significant energy impact.	S	Implement Mitigation Measures 3.1-1 and 3.1-2 in Section 3.1, Air Quality, Mitigation Measures 3.3-1a through 3.3-1i in Section 3.3, Greenhouse Gas Emissions, and Mitigation Measure 3.5-1 in Section 3.5, Transportation.	LTS
EIR Section 3.3 Greenhouse Gas Emissions			
Impact 3.3-1: Construction and operation of development proposed under the EVC FMP could generate GHG emissions, either directly or indirectly, that could conflict with applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of GHGs and lead to a significant impact on the environment.	S	Mitigation Measure 3.3-1: Implement Transportation Demand Measures <ol style="list-style-type: none"> Carbon-free Electricity. To the extent feasible, electricity used at the campus shall be from renewable carbon-free energy sources (San José Clean Energy provides the option to choose the Total Green program that includes electricity generated entirely from renewable, carbon-free sources like solar and wind). As feasible, construct new buildings as Zero Net Energy with no natural gas infrastructure and relying entirely on carbon-free renewable electricity either purchased (see Mitigation Measure 3.3-1a) or generated onsite (see Mitigation Measure 3.3-1c). As feasible, install on-site photovoltaic systems on building rooftops and parking lots to reduce the total energy needs of the proposed new buildings. As feasible, zero emission vehicles shall constitute at least 25 percent of the operation and maintenance vehicle fleet at the campus by 2025 and increased to 50 percent of the fleet by 2030. Electric Vehicle Charging. As feasible, as part of project design, allocate at least 10 percent of all parking spaces to be equipped with electric vehicle (EV) charging equipment to promote the use of zero-emission vehicles and plug-in electric passenger vehicles. LEED or Equivalent Certification. As feasible, in addition to new buildings, all major renovations shall be constructed to achieve the LEED Silver or equivalent rating. Solid Waste Reduction Plan. The District shall develop and implement a Solid Waste Reduction Plan that evaluates and quantifies current solid waste generation levels at the campus and proposes measures to reduce waste generation. The Solid Waste Reduction Plan shall aim to divert 90 percent of waste from landfills by 2030. Use of Sustainable products and methods. Maximize use of sustainable products and services in construction and operation of the campus. The design team (architect/engineer) shall recommend building materials and methods with life cycles (manufacture, installation, maintenance, repair, and replacement) of reduced environmental impacts. Considerations shall also include energy efficiency, energy required in the manufacturing process, life cycle duration, and maintenance and replacement costs. 	LTS

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TABLE ES-1 (CONTINUED)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Environmental Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
EIR Section 3.3 Greenhouse Gas Emissions (cont.)			
Impact 3.3-1 (cont.)		i) Water Conservation Measures. Project design shall implement measures to conserve water, including such measures to install controls to optimize irrigation water, reduce water usage in restrooms and showers, and promote the use of reclaimed water. The use of decorative fountains shall be minimized. If feasible, campus uses shall use recycled water for all non-potable demands identified such as toilet flushing, irrigation, and cooling. Irrigation water use for landscaping shall be minimized by using plant species that have low water requirements and are well adapted to San Jose's Mediterranean climate. To the extent feasible, storm water shall be reused for beneficial uses on-campus. j) Implement Mitigation Measure 3.5-1 (Transportation Demand Management Plan).	
EIR Section 3.4 Noise			
Impact 3.4-1: Construction activities associated with the implementation of the EVC FMP could result in temporary increases in ambient noise levels in the vicinity of the EVC campus in excess of standards established in the City of San José General Plan or Noise Ordinance, or applicable standards of other agencies.	S	Mitigation Measure 3.4-1: Construction Noise Reduction Plan The District shall prepare a Construction Noise Reduction Plan, to be implemented as development occurs throughout the campus to address noise from demolition, renovation and construction of buildings. This Construction Noise Reduction Plan shall include, at a minimum, the following noise reduction measures: <ol style="list-style-type: none"> Construction Schedule: Construction hours shall be limited to between 7 a.m. and 7 p.m., Monday through Friday. Weekend construction shall be limited to the hours to 10 a.m. to 6 p.m. Extreme noise generating activities with the potential to create noise levels exceeding 90 dBA shall be conducted only between 10 a.m. and 4 p.m. The loudest construction activities, such as demolition and excavation, shall be considered for scheduling during academic breaks when fewer people would be present on campus and be disturbed by construction noise. Stationary Equipment: Stationary noise sources, such as generators and air compressors, shall be located as far from on-site receptors as possible. These noise sources shall be muffled and enclosed within temporary sheds, or shall incorporate insulation barriers to provide additional noise reduction. Temporary Power: Temporary power poles shall be used instead of generators, where feasible. Construction Equipment: All internal combustion-driven equipment shall be equipped with intake and exhaust mufflers that are in good condition and appropriate for the equipment. All equipment shall be properly maintained. Truck Traffic: Individual truck idling shall be restricted to no more than two consecutive minutes per trip end. Trucks shall load and unload materials in the construction areas, rather than idling on local streets. If truck staging is required, to the extent possible, the staging areas shall be located along major roadways with higher traffic noise levels or away from the noise-sensitive receivers. Methods: The construction contractor(s) shall consider alternative, less noise generating equipment and methods wherever feasible. Utilize "quiet" air compressors and other stationary noise sources where technology exists. Unnecessary idling of internal combustion engines shall be prohibited. Signals: The use of noise-producing signals, including horns, whistles, alarms, and bells shall be for safety and warning purposes only. Noise from public address loudspeakers, two-way radio, or music system used during construction shall not be audible at any adjacent noise-sensitive receptor except for emergency uses. 	LTS

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TABLE ES-1 (CONTINUED)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Environmental Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
EIR Section 3.4 Noise (cont.)			
Impact 3.4-1 (cont.)		<p>8. Notification Requirements: A notification including, at a minimum, the estimated duration of the construction, construction hours, and contact information shall be posted at construction site boundaries. On-campus academic and administrative uses shall be notified at least a week ahead of construction activities scheduled nearby.</p> <p>9. Complaint Protocol and Noise Complaint Liaison: A noise complaint liaison shall be identified to field complaints regarding construction noise and interface with the EVC FMP construction team. The liaison shall determine the cause of the noise complaint and require that measures to correct the problem be implemented. Signage that includes the community liaison's telephone number shall be posted at the construction site and the liaison's contact information shall be included in the notice sent to neighboring businesses and residents regarding the construction schedule.</p>	
Impact 3.4-2: Stationary sources associated with operation of the proposed EVC FMP could result in generation of a permanent increase in ambient noise levels in the vicinity of the EVC campus in excess of standards established in the City of San José General Plan or Noise Ordinance, or applicable standards of other agencies.	S	<p>Mitigation Measure 3.4-2: Operational Noise Performance Standard for Stationary Sources</p> <p>The District shall ensure that all mechanical equipment for the Central Plant is selected and designed to reduce impacts on surrounding uses by limiting noise from such equipment to 55 dBA and 60 dBA at the property lines of residential and commercial, receivers, respectively.</p> <p>An acoustical study shall be prepared by a qualified acoustical engineer during final building design to evaluate the potential noise generated by building mechanical equipment and to identify the necessary design measures to be incorporated to meet the City's standards at adjacent offsite receptors.</p>	LTS
Impact 3.4-3: EVC FMP-generated traffic noise would result in permanent increases in ambient noise levels in the vicinity of the EVC campus in excess of standards established in the City of San José General Plan or Noise Ordinance, or applicable standards of other agencies.	LTS	None required.	NA
Impact 3.4-4: Construction activities associated with the implementation of the EVC FMP could result in the generation of excessive groundborne vibration or groundborne noise levels.	LTS	None required.	NA

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TABLE ES-1 (CONTINUED)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Environmental Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
EIR Section 3.4 Noise (cont.)			
Cumulative Impacts			
Impact C-3.4-5: Construction activities associated with the EVC FMP combined with cumulative construction noise in the vicinity of the EVC campus would result in a substantial temporary or periodic increase in ambient noise levels in excess of standards established in the City of San José General Plan or Noise Ordinance.	S	Implement Mitigation Measure 3.4-1, Master Construction Noise Reduction Plan (refer to Impact 3.4-1).	LTS
Impact C-3.4-6: Operation of the EVC FMP when considered with other cumulative development would cause a substantial permanent increase in ambient noise levels in excess of standards established in the City of San José General Plan or Noise Ordinance.	LTS	None required.	NA
EIR Section 3.5 Transportation			
Impact 3.5-1: Implementation of the EVC FMP could conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.	NI	None required.	NA
Impact 3.5-2: Implementation of the EVC FMP could conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivisions (b).	PS	<p>Mitigation Measure 3.5-1: Implement Transportation Demand Management Plan</p> <p>The District shall implement a Transportation Demand Management (TDM) plan that would include measures to reduce student and staff VMT by 0.5 percent, bringing the daily student VMT from 6.42 in 2030 to 6.39. As feasible, the TDM measures in the plan may include, but would not be limited to the following:</p> <ul style="list-style-type: none"> • Make available transit passes to staff and students to make transit an attractive, affordable mode of travel. • Subsidized or discounted transit program: Continue to provide subsidized/discounted transit passes; or • Provide pre-tax commuter benefits for staff to exclude their transit or vanpooling expenses from taxable income or an alternate commuter benefit option consistent with the MTC/BAAQMD Commuter Benefits Program required for employers with 50 or more full-time employees. 	LTS

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TABLE ES-1 (CONTINUED)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Environmental Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
EIR Section 3.5 Transportation (cont.)			
Impact 3.5-2 (cont.)		<ul style="list-style-type: none"> • Use technology-based information, encouragement, and trip coordination services to encourage carpooling, transit, walking, and biking by staff and students. These can include third-party apps to distribute incentives to people who choose to use these modes. • Provide dedicated parking for carpool and vanpool vehicles near building. • Commute Trip Reduction Marketing/Educational Campaign: promote the use of transit, shared rides, walking, and bicycling through a TDM Coordinator • Provide secure and convenient bicycle parking, such as lockers or secured bicycle rooms. • Free direct shuttle/bus service: provide shuttle service between the school and areas with high concentrations of students. 	
Impact 3.5-3: Implementation of the EVC FMP could substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	LTS	None required.	NA
Impact 3.5-4: Implementation of the EVC FMP could result in inadequate emergency access.	LTS	None required.	NA
Impact 3.5-5: Construction activities under the EVC FMP could temporarily impact travel conditions along sidewalks and roadways serving the EVC site.	PS	<p>Mitigation Measure 3.5-2: Construction Coordination and Monitoring Measures</p> <p>a) Construction Traffic Control Plan – In order to reduce potential conflicts between construction activities and pedestrians, transit and autos during construction activities at the EVC campus, the District shall require construction contractor(s) to prepare a traffic control plan for major phases of project construction (e.g., demolition, construction, or renovation of individual buildings). The District and their construction contractor(s) will meet with relevant City and County agencies to coordinate feasible measures to reduce traffic congestion and potential traffic and transit disruption and pedestrian circulation effects during major phases of construction of the EVC FMP projects.</p> <p>b) Reduce Drive Alone Mode Share for Construction Workers – In order to minimize parking demand and vehicle trips associated with construction workers, the District shall require the construction contractor to include in the Construction Traffic Control Plan methods to encourage walking, bicycling, carpooling, and transit access to the campus site by construction workers.</p> <p>c) Project Construction Updates for Adjacent Residents and Businesses – In order to minimize construction impacts on access for nearby residences, institutions, and businesses, the District shall provide nearby residences and businesses with regularly-updated information regarding project construction, including construction activities, peak construction vehicle activities (e.g., concrete pours, excavation), and travel lane closures via a newsletter, website, and/or construction update meetings with neighbors.</p>	LTS

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TABLE ES-1 (CONTINUED)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Environmental Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
EIR Section 3.5 Transportation (cont.)			
Cumulative Impacts			
Impact C-3.5-6: Implementation of the EVC FMP, in combination with other development, could conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivisions (b).	LTS	None required.	NA
Impact C-3.5-7: Implementation of the EVC FMP, in combination with other development, could result in inadequate emergency access.	LTS	None required.	NA
Impact C-3.5-8: The proposed EVC FMP would cause construction-related traffic impacts that would be cumulatively considerable under cumulative conditions.	PS	Implement Mitigation Measure 3.5-1: Construction Coordination and Monitoring Measures.	LTS
EIR Section 3.6 Utilities and Service Systems			
Impact 3.6-1: The EVC FMP would not require or result in the relocation or construction of new or expanded water or stormwater facilities, the construction or relocation of which could cause significant environmental effects.	LTS	None required.	NA
Impact 3.6-2: Sufficient water supplies would be available to serve the EVC FMP and reasonably foreseeable future development during normal, dry, and multiple dry years.	LTS	None required.	NA

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TABLE ES-1 (CONTINUED)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Environmental Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
EIR Section 3.6 Utilities and Service Systems (cont.)			
Impact 3.6-3: The proposed EVC FMP would not result in a determination from the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.	LTS	None required.	NA
Impact 3.6-4: Implementation of the EVC FMP would not generate waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair attainment of solid waste reduction goals; and would comply with federal, State, or local management and reduction statutes and regulations related to solid waste.	LTS	None required.	NA
Cumulative Impacts			
Impact C-3.6-5: Implementation of the EVC FMP in combination with past, present, and reasonably foreseeable future projects, would not substantially contribute to cumulative impacts related to utilities and service systems.	LTS	None required.	NA
Initial Study: Aesthetics			
Impact I.d: Would the project create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	S	Mitigation Measure AES-1: Minimize Spillover Light and Nighttime Glare. All new exterior lighting for future projects on the EVC campus shall incorporate downward-directed lighting or cutoff-type lighting, and/or other design measures as appropriate, in order to minimize light spill and nighttime glare.	LTS

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TABLE ES-1 (CONTINUED)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Environmental Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
Initial Study: Biological Resources			
Impact IV.a: Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	S	<p>Mitigation Measure BIO-1a: Avoidance and Minimization Measures for Nesting Birds</p> <ul style="list-style-type: none"> No preconstruction surveys or avoidance measures are required for construction activities that would be completed entirely during the non-nesting season (September 1 to January 31). For all construction activities scheduled to occur during the nesting season (February 1 to August 31), a qualified biologist (i.e., experienced with the nesting behavior of bird species of the region) shall conduct a preconstruction avian nesting survey no more than 14 days prior to the start of staging, site clearing, and/or ground disturbance. If there is a break of 14 days or more in construction activities during the breeding season, a new nesting bird survey shall be conducted before reinitiating construction. The surveying biologist shall be capable of determining the species and nesting stage without causing intrusive disturbance. The surveys shall cover all potential nesting sites within 500 feet of the project area for raptors and within 300 feet for other birds. <p>If active nests are found in the proposed project area or vicinity, a no-disturbance buffer shall be created around the active nests, as determined by a qualified biologist. The buffer distance can be reduced in coordination with CDFW if construction activities would not cause an adult to abandon an active nest or young or change an adult's behavior so it could not care for an active nest or young. If the nest(s) are found in an area where ground disturbance is scheduled to occur, ground disturbance shall be delayed until after the birds have fledged.</p> <p>If work must occur within the established buffers, nests shall be continuously surveyed for the first 24 hours prior to any construction related activities to establish a behavioral baseline and, once work commences, all nests shall be continuously monitored to detect any behavioral changes as a result of the project, if feasible. If behavioral changes are observed, work causing the change shall cease and CDFW shall be consulted for additional avoidance and minimization measures. The avoidance and minimization measures shall ensure that the construction activities do not cause the adult to abandon an active nest or young or change an adult's behavior so it could not care for an active nest or young.</p> <p>Mitigation Measure BIO-1b: Western Burrowing Owl Surveys</p> <p>Prior to the implementation of the project that would disturb undeveloped portions of Montgomery Hill, a burrowing owl habitat evaluation shall be conducted of the disturbance footprint and a surrounding 500-foot area. If it is determined that habitat conditions are not suitable for burrowing owl at the time of the habitat evaluation (taking into consideration factors such as height and density of vegetation and absence of suitable small mammal burrows), then no further actions would be required. If it is determined that suitable burrowing owl habitat is present, then the following action shall be implemented:</p> <ul style="list-style-type: none"> Focused burrowing owl surveys shall be conducted according to the accepted CDFW protocol (see Staff Report on Burrowing Mitigation, CDFW 2012). If nesting burrowing owls are observed on or within 500 feet of the disturbance area, then the nest sites shall not be disturbed during the nesting season (February 1 through August 31) or until all young have fledged as determined by a qualified biologist. If non-nesting burrowing owls are observed in the disturbance area, then the owls shall be excluded through the use of the methods described in the Staff Report on Burrowing Owl Mitigation (CDFW 2012). 	LTS

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TABLE ES-1 (CONTINUED)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Environmental Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
Initial Study: Biological Resources (cont..)			
Impact IV.a (cont.)		<p>Mitigation Measure BIO-1c: Tricolored Blackbird Surveys</p> <p>To avoid direct impacts of covered activities on nesting tricolored blackbird colonies, the following procedures will be implemented.</p> <p>Habitat Survey</p> <p>Projects require surveys if the project-specific verified land cover map shows that the project area is within 250 feet of any riparian, coastal and valley freshwater marsh (perennial wetlands), or pond land cover types. If a project meets this criterion, a qualified biologist will conduct a field investigation to identify and map potential nesting substrate. Nesting substrate generally includes flooded, thorny, or spiny vegetation (e.g., cattails, bulrushes, willows, blackberries, thistles, or nettles). If potential nesting substrate is found, the project proponent may revise the proposed project to avoid all areas within a 250-foot buffer around the potential nesting habitat and surveys will be concluded.</p> <p>Preconstruction Survey</p> <p>If the project proponent chooses not to avoid the potential nesting habitat and the 250-foot buffer, additional nesting surveys are required. Prior to any ground disturbance related to covered activities, a qualified biologist will:</p> <ol style="list-style-type: none"> 1. Make his/her best effort to determine if there has been nesting at the site in the past 5 years. This includes checking the CNDDDB, contacting local experts, and looking for evidence of historical nesting (i.e., old nests). 2. If no nesting in the past 5 years is evident, conduct a preconstruction survey in areas identified in the habitat survey as supporting potential tricolored blackbird nesting habitat. Surveys will be made at the appropriate times of year when nesting use is expected to occur. The surveys will document the presence or absence of nesting colonies of tricolored blackbird. Surveys will conclude no more than two calendar days prior to construction. <p>To avoid last minute changes in schedule or contracting that may occur if an active nest is found, the project proponent may also conduct a preliminary survey up to 14 days before construction. If a tricolored blackbird nesting colony is present (through step 1 or 2 above), a 250-foot buffer will be applied from the outer edge of all hydric vegetation associated with the site and the site plus buffer will be avoided (see below for additional avoidance and minimization details). The Wildlife Agencies will be notified immediately of nest locations.</p> <p>Avoidance and Minimization</p> <p>Covered activities must avoid tricolored blackbird nesting habitat that is currently occupied or have been used in the past 5 years. If tricolored blackbird colonies are identified during the breeding season, covered activities will be prohibited within a 250-foot no-activity buffer zone around the outer edge of all hydric vegetation associated with the colony. This buffer may be reduced in areas with dense forest, buildings, or other habitat features between the construction activities and the active nest colony, or where there is sufficient topographic relief to protect the colony from excessive noise or visual disturbance.</p> <p>Depending on site characteristics, the sensitivity of the colony, and surrounding land uses, the buffer zone may be increased. Land uses potentially affecting a colony will be observed by a qualified biologist to verify that the activity is not disrupting the colony. If it is, the buffer will be increased. Implementing Entity technical staff will coordinate with the Wildlife Agencies and evaluate exceptions to the minimum no-activity buffer distance on a case-by-case basis.</p>	

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TABLE ES-1 (CONTINUED)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Environmental Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
Initial Study: Biological Resources (cont..)			
Impact IV.a (cont.)		<p>Construction Monitoring</p> <p>If construction takes place during the breeding season when an active colony is present, a qualified biologist will monitor construction to ensure that the 250-foot buffer zone is enforced. If monitoring indicates that construction outside of the buffer is affecting a breeding colony, the buffer will be increased if space allows (e.g., move staging areas farther away). If space does not allow, construction will cease until the colony abandons the site or until the end of the breeding season, whichever occurs first. The biological monitor will also conduct training of construction personnel on the avoidance procedures, buffer zones, and protocols in the event that tricolored blackbirds fly into an active construction zone (i.e., outside the buffer zone).</p> <p>Mitigation Measure BIO-1d: Special-Status Bat Surveys</p> <p>A qualified biologist shall conduct a roosting bat habitat evaluation prior to the demolition of any buildings. The evaluation shall determine if any buildings proposed for demolition provide potential bat roosting habitat. If it is determined that the building to be removed does not provide potential roosting habitat, no further action would be required. If suitable roost structures are identified, then surveys shall be conducted to determine if roosting bats are present. If it is determined that roosting bats are present, then a site-specific bat protection plan shall be developed by the qualified biologist to prevent disturbance of an active maternity or hibernation roost; the plan may include the use of passive bat exclusion devices, adjusting project timing to when the roost is not active, or other protective measures. It should be noted that there are two acceptable seasonal time windows for humane exclusion:</p> <ul style="list-style-type: none"> • Between about March 1, when bats become active again after heavy winter rains and when evening temperatures are above 45 °F, and April 15, when females start giving birth to pups. • Between August 31 and about October 15, or before heavy winter rains and when evening temperatures are above 45 °F. After that time, torpid bats are unable to fly out through the one-way exits. <p>Additionally, conducting bat surveys during the hibernation period (generally October 16 through February 28) may not provide conclusive results as bats are inactive and may be difficult or impossible to detect. Therefore, the timing of these seasonal time windows must be taken into consideration in planning and conducting the bat habitat evaluation/surveys.</p>	
Impact IV.d: Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	S	Implement Mitigation Measure BIO-1.	LTS

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TABLE ES-1 (CONTINUED)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Environmental Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
Initial Study: Biological Resources (cont.)			
Impact IV.f: Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	S	Mitigation Measure BIO-2 Mitigation for Nitrogen Deposition The SJECCD shall provide a one-time payment of \$5.31 per new vehicle trip associated with implementation of the project to the Santa Clara Valley Habitat Agency for use in acquiring and managing land consistent with the adopted Santa Clara Valley HCP/NCCP.	LTS
Initial Study: Cultural Resources			
Impact V.b: Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	S	Mitigation Measure CUL-1: Accidental Discovery of Cultural Resources If prehistoric or historic-period archaeological resources are encountered, all construction activities within 100 feet shall halt and the SJECCD shall be notified. Prehistoric archaeological materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or toolmaking debris; culturally darkened soil ("midden") containing heat-affected rocks, artifacts, or shellfish remains; and stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered stone tools, such as hammerstones and pitted stones. Historic-era materials might include deposits of metal, glass, and/or ceramic refuse. A Secretary of the Interior-qualified archaeologist shall inspect the findings within 24 hours of discovery. If the SJECCD determines, based on recommendations from a qualified archaeologist and a Native American representative (if the resource is Native American-related), that the resource may qualify as a historical resource or unique archaeological resource (as defined in CEQA Guidelines § 15064.5) or a tribal cultural resource (as defined in PRC § 21080.3), the resource shall be avoided if feasible. Consistent with Section 15126.4(b)(3), this may be accomplished through planning construction to avoid the resource; incorporating the resource within open space; capping and covering the resource; or deeding the site into a permanent conservation easement. If avoidance is not feasible, the SJECCD shall consult with appropriate Native American tribes (if the resource is Native American-related), and other appropriate interested parties to determine treatment measures to avoid, minimize, or mitigate any potential impacts to the resource pursuant to PRC Section 21083.2, and CEQA Guidelines Section 15126.4. This shall include documentation of the resource and may include data recovery (according to PRC Section 21083.2), if deemed appropriate, or other actions such as treating the resource with culturally appropriate dignity and protecting the cultural character and integrity of the resource (according to PRC Section 21084.3).	LTS
Impact V.c: Would the project disturb any human remains, including those interred outside of dedicated cemeteries?	S	Mitigation Measure CUL-2: Accidental Discovery of Human Remains If potential human remains are encountered, all work will halt within 100 feet of the find and the on-site construction crew will immediately contact the SJECCD. The SJECCD will contact the Santa Clara County coroner in accordance with PRC Section 5097.98 and Health and Safety Code Section 7050.5. If the coroner determines the remains are Native American, the coroner will contact the Native American Heritage Commission (NAHC). As provided in PRC Section 5097.98, the NAHC will identify the person or persons believed most likely to be descended from the deceased Native American. The most likely descendent will make recommendations for means of treating, with appropriate dignity, the human remains and any associated grave goods as provided in PRC Section 5097.98.	LTS

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TABLE ES-1 (CONTINUED)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Environmental Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
Initial Study: Geology and Soils			
Impact VII.f: Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	S	<p>Mitigation Measure GEO-1: Preconstruction Training and Treatment, Salvage, and Curation of Paleontological Resources.</p> <p>Prior to construction, a qualified paleontologist meeting the standards of the Society of Vertebrate Paleontology (SVP) (SVP, 2010) with expertise in California paleontology and on-site construction worker training shall complete an institutional record and literature search and shall develop a paleontological resources training program for all construction personnel and field personnel who are involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering fossils, the appearance and types of fossils that are likely to be seen during construction, the proper notification procedures should fossils be encountered, and the laws and regulations protecting paleontological resources.</p> <p>If paleontological resources, such as fossilized bone, teeth, shell, tracks, trails, casts, molds, or impressions are discovered during ground-disturbing activities, all earthwork or other types of ground disturbance within 25 feet of the find shall stop immediately and the monitor shall notify the SJECCD. Work shall not resume until a qualified professional paleontologist can assess the nature and importance of the find. Based on the scientific value or uniqueness of the find, the qualified paleontologist may record the find and allow work to continue, or recommend salvage and recovery of the fossil. The qualified paleontologist may also propose modifications to the stop-work radius and the monitoring level of effort based on the nature of the find, site geology, and the activities occurring on the site, and in consultation with the SJECCD.</p> <p>If treatment and salvage is required, recommendations shall be consistent with the SVP 2010 Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources, and currently accepted scientific practice, and shall be subject to review and approval by the SJECCD. If required, treatment for fossil remains may include preparation and recovery of fossil materials so that they can be housed in an appropriate museum or university collection (e.g., the University of California Museum of Paleontology), and may also include preparation of a report for publication describing the finds. Upon receipt of the fossil collection, a signed repository receipt form shall be obtained and provided to the SJECCD. The qualified paleontologist shall prepare a paleontological resources report documenting the treatment, salvage, and, if applicable, curation of the paleontological resources. The SJECCD shall be responsible for the costs necessary to prepare and identify collected fossils, and for any curation fees charged by the paleontological repository. The SJECCD shall ensure that information on the nature, location, and depth of all finds is readily available to the scientific community through university curation or other appropriate means.</p>	LTS

LTS = less than significant; NA = not applicable; NI = No Impact; PS = Potentially Significant; S = significant; SU = significant and unavoidable.

CHAPTER 1

Introduction

1.1 Introduction and Background

This Draft Environmental Impact Report (EIR) assesses the potentially significant effects of implementation of the Evergreen Valley College Vision 2030 Facilities Master Plan (EVC FMP). The EVC FMP is prepared based on the San José Evergreen Community College District (SJECCD or District) analysis for the growth and projections explained in its Evergreen Valley College Educational Master Plan (EVC EMP). The relationship between the student-educational needs and the facilities updates and planning for growth is crucial to the District's mission.

The District is one of the oldest community colleges in the Bay area, operating out of two main campuses; one located close to Downtown San José (San José City College, or SJCC) and the more recent campus in the Evergreen community in southeast San José (Evergreen Valley College, or EVC). The EVC campus opened in 1975.

The EVC FMP provides a framework for campus development to support current and future academic and support service spaces and buildings, as well as overall college/campus core amenity improvements at the EVC campus. The EVC FMP serves as a planning document for an existing operational college, and provides a roadmap for physical improvements on the EVC campus. These improvements include:

- reallocation of spaces for educational programs;
- use of existing buildings through strategic renovations and re-use of existing buildings;
- identification of need for new buildings and other facilities improvements;
- improvements to traffic circulation and pedestrian wayfinding with a goal of enhancing student access and safety; and
- provision of a well-conceived and well-justified plan for capital outlay projects.

The EVC FMP includes space projections and provides linkages to the EVC EMP for projected educational programs that will grow and require future facility space. The EVC FMP also outlines sequencing and phased construction for the proposed Building/Facilities Program through the year 2030.

As part of the proposed project, the EVC FMP provides for the development of approximately 186,000 gross square feet (GSF) of new building space and demolition of approximately 100,600 GSF of existing built space. No changes are envisioned for approximately 396,000 GSF

of existing built space. However, the EVC FMP includes the repurposing/reuse of approximately 148,000 GSF of existing buildings.

Three Proposition 39 general obligation bond measures – Measure G (2004), Measure G (2010), and Measure X (2016) – provide the funding for the repairs, upgrades, demolition, and construction of new and existing facilities. These bond measures will help the District meet the facilities, safety, technology, programs, and services needs for the EVC campus.

As required by the California Environmental Quality Act (CEQA), this EIR: (1) assesses the potentially significant direct and indirect environmental impacts, as well as the potentially significant cumulative impacts, associated with implementation of the EVC FMP; (2) identifies feasible means of avoiding or substantially lessening significant adverse impacts; and (3) evaluates a range of reasonable alternatives to the proposed project, including the required No Project Alternative.

The District is the Lead Agency under CEQA for environmental review of the EVC FMP in compliance with the California Code of Regulations, Title 5, Division 6, Section 57121. Specifically, the CEQA Guidelines are expressly adopted as part of the regulations set forth to implement the Community College Construction Act of 1980.

With the District’s approval of the Final EIR, the EIR and the EVC FMP will guide the development of the college campus through 2030.

1.2 Purpose of the Draft Environmental Impact Report

The District has prepared this Draft EIR on the EVC FMP in compliance with CEQA and the CEQA Guidelines for the following purposes:

- To inform the general public, the local community, and responsible, trustee, and federal public agencies of the nature of the EVC FMP, its potentially significant environmental effects, feasible measures to mitigate those effects, as well as reasonable and feasible alternatives;
- To enable the District to consider the environmental consequences of implementing the EVC FMP;
- To enable responsible agencies to consider the environmental consequences of those EVC FMP for which they have a role in approving or issuing permits; and
- To satisfy CEQA requirements.

As described in CEQA and the CEQA Guidelines, public agencies cannot approve projects that may cause a significant environmental impact without adopting mitigation measures or alternatives to avoid or substantially lessen those significant environmental effects, where feasible. In discharging this duty, a public agency has an obligation to balance the project’s significant effects on the environment with its benefits, including economic, social, technological, legal, and other benefits. Per CEQA Guidelines Section 15121(a), this EIR is an informational document intended to identify and assess the potential environmental impacts of a proposed

project, as well as to indicate mitigation measures and alternatives to the proposed project which could reduce or avoid adverse environmental impacts.

This EIR also identifies any significant and unavoidable adverse impacts which cannot be mitigated to less-than-significant levels. Reasonable and feasible alternatives to the EVC FMP are identified which would avoid or substantially lessen any significant adverse environmental effects of the EVC FMP.

The District is required to consider the information in the EIR along with any other available information in deciding whether to approve the EVC FMP. Although the EIR does not determine the ultimate decision that the District Board of Trustees (BOT) will make regarding implementing the EVC FMP or any individual project, CEQA requires the District to consider the information in the EIR and make findings regarding each significant effect identified in the EIR. If the District BOT determines the EIR to be adequate and comply with CEQA, it will certify the Final EIR prior to authorizing the implementation of the EVC FMP. It is not the intent of this EIR to recommend either approval or denial of the EVC FMP.

1.3 Environmental Review and Approval Process

1.3.1 Initial Study

In accordance with Section 15063 of the CEQA Guidelines, an Initial Study is a preliminary environmental analysis which may be used by the lead agency to focus an EIR on environmental effects resulting from a proposed project which may be significant. The District prepared an Initial Study for the proposed EVC FMP. The Initial Study identified activities under the EVC FMP that would clearly result in no impact or a less-than-significant impact under the CEQA significance criteria. No further analysis beyond that provided in the Initial Study is necessary for those activities and environmental topics.

The Initial Study also identified potential environmental effects that require detailed study in the EIR. As discussed in the Initial Study, these effects consist of: less-than-significant impacts that were included in this EIR in order to provide a more comprehensive analysis; impacts for which further analysis is necessary or desirable before determinations about significance could be made; impacts that were potentially significant but may be reduced to less-than-significant levels with the adoption of mitigation measures; and impacts that may be significant and unavoidable.

Appendix A of this EIR includes the Initial Study for the EVC FMP.

1.3.2 Notice of Preparation

In accordance with Section 15082 of the CEQA Guidelines, the District prepared a Notice of Preparation (NOP) for this EIR. The NOP was circulated to local, State, and federal agencies on January 22, 2021. The standard 30-day comment period concluded on February 22, 2021.

The NOP provided a general description of the proposed project and identified possible environmental impacts that could result from implementation of the EVC FMP. **Appendix B** of this EIR includes the NOP and comments received on the NOP.

1.3.3 Draft EIR

Publication of this Draft EIR will mark the beginning of a 45-day public review period. During this period, the Draft EIR will be available to the public and local, state, and federal agencies for review and comment.

This Draft EIR, including supporting technical appendices and reference materials, can be found at: <http://cboc.sjebond.com/program-documents/>. Notice of the availability and completion of this Draft EIR will be sent directly to every agency, person, and organization that commented on the NOP, as well as the Office of Planning and Research. Written comments concerning the environmental review contained in this Draft EIR during the 45-day public review period should be sent to:

Terrance S. DeGray
Associate Vice Chancellor, Physical Plant Development and Operations
San José Evergreen Community College District
40 S. Market Street
San José, CA 95113
(408) 270-6401
Terrance.DeGray@sjeccd.edu

1.3.4 Comments and Responses

Following the close of the public and agency comment period of this Draft EIR, the District will prepare responses to all written and oral comments received during the public review that raise CEQA-related environmental issues regarding the EVC FMP and the analysis in this EIR. The responses will be published in the Final EIR.

1.3.5 Final EIR and Approval Process

The Final EIR will be considered by the District BOT in a public meeting and certified if it is determined to be in compliance with CEQA. Upon certification of the Final EIR, the District will consider approval of any individual projects under the EIR that are brought forth at that time.

1.3.6 Mitigation Monitoring and Reporting Program

Throughout this EIR, mitigation measures which will facilitate establishment of a Mitigation Monitoring and Reporting Program (MMRP) have been described. Section 15097 of the CEQA Guidelines mandates that an MMRP which identifies the specific timing and roles and responsibilities for implementation of adopted mitigation measures be prepared and presented to the District at the time of certification of the Final EIR for the proposed EVC FMP.

1.4 Uses of the EVC FMP EIR

The EVC FMP EIR will be used by the District to evaluate the environmental implications of implementing the EVC FMP.

The District has prepared a program EIR for the EVC FMP pursuant to CEQA Guidelines Section 15168. The program EIR establishes a framework for tiered or project-level environmental documents that would be prepared in the future in accordance with the overall program. The program-level analysis addresses the effects of the maximum growth and development under this plan. Per CEQA Guidelines Section 15168, a program EIR is appropriate for a series of actions that can be characterized as one large project and are either: (1) related geographically, (2) logical parts in a chain of contemplated actions, (3) connected as part of a continuing program, or (4) carried out under the same authorizing statute or regulatory authority and have similar environmental impacts that can be mitigated in similar ways. This EIR also provides project-level analysis of specific projects and activities identified in the EVC FMP, based on the level of information available at the time of preparation of this EIR.

1.5 Scope of this EIR

As discussed above, the SJECCD prepared an Initial Study to describe the EVC FMP and identify any potentially significant project-specific or cumulative environmental effects, and to identify and mitigation measures or alternatives that may avoid or mitigate any identified effects to less-than-significant levels. Based on the findings of the Initial Study, it is anticipated that the following topics could have potentially significant impacts:

- Air Quality
- Energy
- Greenhouse Gas Emissions
- Noise
- Transportation
- Utilities and Service Systems

This EIR describes and evaluates these subjects and further evaluates project alternatives that may reduce or avoid any identified significant adverse impacts of the EVC FMP.

Unless new information is presented during the environmental process, the following topics have less-than-significant impacts or can be mitigated to less-than-significant levels, as discussed in the Initial Study: aesthetics, agriculture and forestry resources; biological resources; cultural and tribal cultural resources; geology and soils; hazards and hazardous materials; hydrology and water quality; land use and planning; mineral resources; population and housing; public services; recreation; and wildfire.

1.6 Organization of this Draft EIR

Summary of Environmental Impacts and Mitigation Measures, summarizes the environmental impacts that would result from implementation of the proposed EVC FMP, lists proposed mitigation measures and indicates the level of significance of impacts after mitigation. A summary of the alternatives to the EVC FMP, as well as the environmentally superior alternative, is also provided.

Chapter 1, *Introduction*, provides an introduction and overview of the EVC FMP, describes the intended uses of the EIR, including the review and certification process, and discusses the organization of the EIR.

Chapter 2, *Project Description*, provides a detailed description of the proposed facilities improvements based on the EVC FMP, a discussion of project need and objectives, a description of proposed physical development and growth at the EVC campus site under the EVC FMP and the Bond Program.

Chapter 3, *Environmental Analysis*, provides an introduction to analysis, describes the environmental setting and regulatory framework, and discusses the methodology used for each environmental impact category. This section also provides an impact analysis for implementation of the EVC FMP, as well as analysis of cumulative impacts, and identifies mitigation measures to reduce or avoid those impacts as presented.

Chapter 4, *Alternatives*, describes the alternatives to the proposed EVC FMP that could avoid or substantially reduce significant effects and evaluates their environmental effects in comparison to the proposed FMP.

Chapter 5, *Other CEQA Considerations*, summarizes significant and unavoidable impacts, significant irreversible environmental changes, and any growth-inducing impacts.

Chapter 6, *Acronyms and Other Abbreviations*, lists the acronyms and abbreviations used in this Draft EIR in alphabetical order.

Chapter 7, *Report Preparers, and Persons and Organizations Consulted*, identifies the individuals who prepared the EIR as well as those consulted during its preparation.

Appendices. The appendices include the NOP and Initial Study, written comments on the NOP and the proposed EVC FMP and various supporting technical information for the Draft EIR.

1.7 Potential Impactions of COVID-19

The current Coronavirus disease 2019 (COVID-2019) pandemic has introduced a substantial amount of uncertainty in human lives. The pandemic has directly affected human behavior, requiring people to shelter in place, implement social distancing, and make other changes to the manner in which they live. It has indirectly affected the economy, resulting in reduced consumer spending, business closures, and widespread unemployment. Although some of these trends are

considered short-term and are expected to reverse, it is likely that there could be more permanent changes in the ways humans live and behave in the post-pandemic world. As with humans, public agencies such as the District are also expected to make changes to the manner in which they operate. However, the net effect of the pandemic at the EVC campus site development and operations cannot be predicted at this point in time without speculation.

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CHAPTER 2

Project Description

2.1 Introduction and Background

The Evergreen Valley College (EVC), located in the southeast part of the City of San José, in the Evergreen area, is part of the San José-Evergreen Community College District (SJECCD, or District). The District serves students within an approximately 300-square-mile service area of northeastern Santa Clara Valley.

EVC serves the larger San José/Santa Clara/Morgan Hill communities with broad community college-level education with approximately 9,576 full-time-equivalent (FTE) students in the 2018-2019 academic year and 8,868 FTE students in the 2019-2020 academic year. In order to serve projected future demand and plan for on-going and future educational needs, to accommodate an anticipated 10,169 FTE students by 2030, the SJECCD prepares several plans, including educational and facilities plans. The Evergreen Valley College Educational Master Plan (EVC EMP),¹ examines college-wide and discipline-specific projections for student instructional contact hours. The most recent EVC EMP plans through the year 2030.

The EVC Vision 2030 Facilities Master Plan (EVC FMP), developed on the basis of the projections of future growth from the EVC EMP, provides a comprehensive plan for the physical development of the campus through the year 2030. The EVC FMP is an update to the prior FMP as well. The EVC FMP also provides an assessment of the current physical conditions of the facilities and options for future development scenarios, and is the basis for the proposed project description as a master plan.

General obligation bond measures, Measure X (2016) and Measure G (2004 and 2010) provide funding to upgrade the college facilities, construct energy-efficient technology-driven classrooms and laboratories, upgrade electric, plumbing, heating/ventilation systems and the physical infrastructure at the EVC campus.

This programmatic EIR is prepared in accordance with CEQA statutes and guidelines to analyze potential environmental impacts that could result from the approval and implementation of projects identified in the EVC FMP and further refined and funded by Bond Measures X and G. The proposed development program is referred to in this document as the EVC FMP, and accounts for development proposed in the EVC FMP and subsequent changes included in the project management plan for the bond program administering Measure X and Measure G funds.

¹ Evergreen Community College Educational Master Plan (EVC EMP), available at <https://www.evc.edu/President/Documents/Educational-Master-Plan.pdf>.

The SJECCD is the CEQA lead agency for the proposed implementation of the EVC FMP as funded by these bond measures and further described and discussed in this EIR. Pursuant to CEQA Guidelines Section 15168, the program-level analysis addresses the effects of the maximum growth and development under this plan. This EIR also provides project-level analysis of specific projects and activities identified in the EVC FMP, based on the level of information available at the time of preparation of this EIR.

2.2 Need for Project

The EVC FMP provides the conceptual master plan for the EVC campus in alignment with the 2030 EMP. It provides scenarios and options regarding future development of the educational, administrative facilities, parking, circulation, way-finding signage and retrofit of some existing facilities.

The EVC FMP plans for growth based on trends in higher education, service area population. And economic opportunities for future. Based on the EVC EMP and FMP, projections for additional instructional spaces are identified for the Language Arts and Library Division, the Math, Science, and Engineering Division, the Nursing and Allied Health Division, and the Social Sciences, Arts, Humanities, and Physical Education Division.

2.3 Project Area

2.3.1 Project Location

The EVC campus is located at 3095 Yerba Buena Road in southeastern area of the City of San José in Santa Clara County. The campus is located at the base of Mount Hamilton, a mountain in California's Diablo Range. The campus is bounded by San Felipe Road to the west, Yerba Buena Road to the south, Montgomery Hill Park to the east, and Falls Creek Drive to the north.

In addition to campus facilities, the 130-acre college site includes an SJECCD warehousing facility (approximately 2 acres) and an SJECCD-owned solar field (approximately 7.5 acres). The college leases a small daycare site and facility at the south edge of campus to an independent service provider. The location of the EVC campus within Santa Clara County and the City of San José is shown on **Figure 2-1** (Regional Location).

2.3.2 Surrounding Land Use and Development

The EVC campus is in a suburban/rural setting that is currently experiencing substantial commercial and residential development growth. A retail center occupies the northeast corner of the San Felipe-Yerba Buena intersection, and abuts the SJECCD property boundary. A 27-acre parcel, which is owned by the District but is not part of the EVC campus, is located north and east of the aforementioned retail development. This parcel was designated by the District as surplus land in 2004. That land is subject to a separate planning process, and does not currently have an approved plan or active proposal for development. Future development on this site would be anticipated to be a use consistent with the general plan land use designation and zoning for the site.



SOURCE: Esri, 2021; ESA, 2021

Evergreen Valley College Facilities Master Plan - San José Evergreen Community College District

Figure 2-1
Regional Location

The Church on the Rock owns and occupies a parcel south of the campus athletic fields, providing a break in an otherwise continuous campus frontage along Yerba Buena Road.

Evergreen Creek runs along the north campus boundary, south of Falls Creek Drive. Residential neighborhoods are located further north of the campus, across Falls Creek Drive. Montgomery Hill Park abuts the northeast edge of the campus.

Additional parklands and open space are located south of the campus along Yerba Buena Creek, immediately south of Yerba Buena Road. Single family developments are located across Yerba Buena Road, south of Yerba Buena Creek.

Senior housing and single-family residential neighborhoods are located to the west of the campus across San Felipe Road, west of Thompson Creek. **Figure 2-2** (EVC Campus and Surrounding Land Uses) depicts the location of these land uses in relation to the EVC campus.

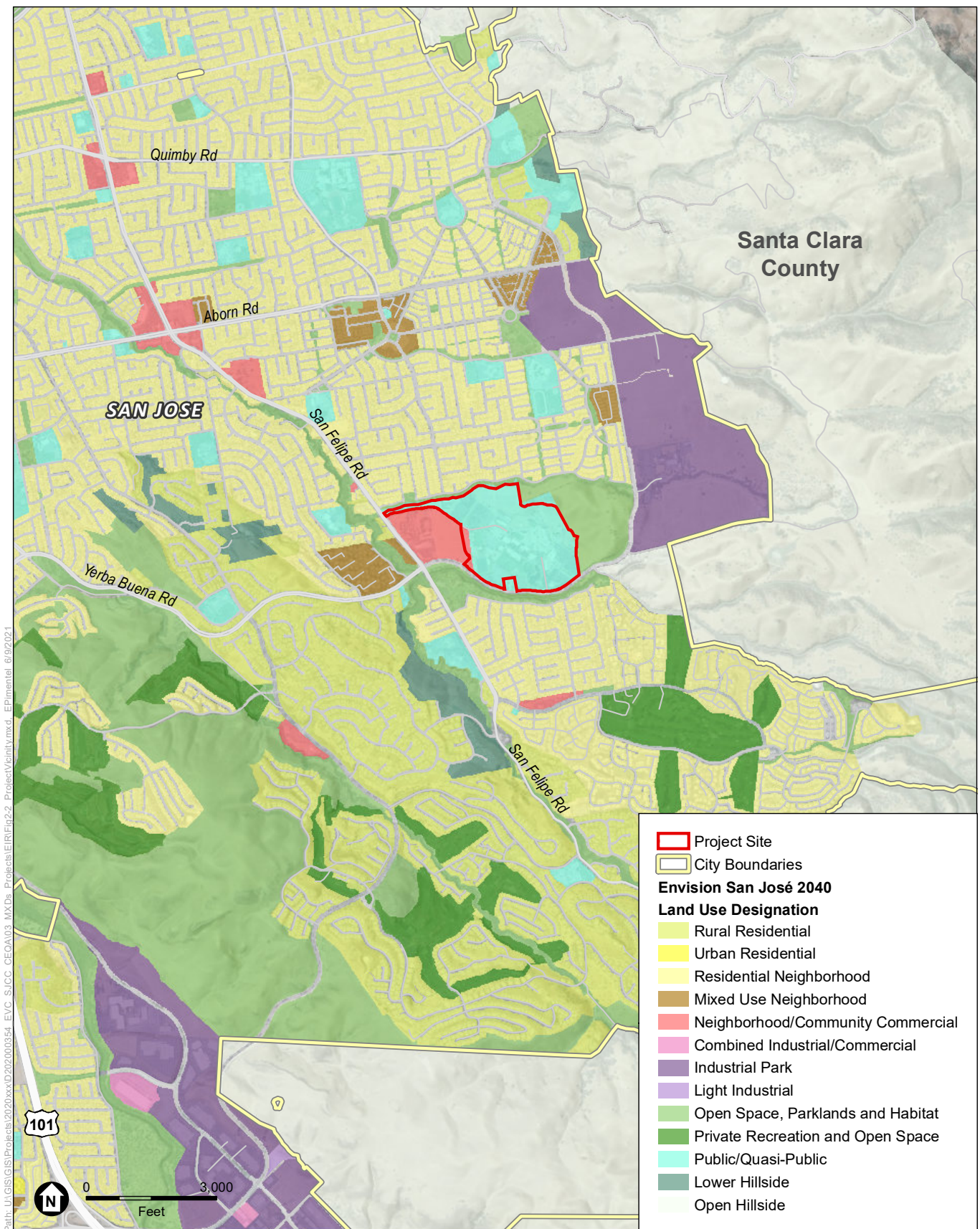
2.3.3 Existing Evergreen Valley College Campus

Existing Campus Layout and Facilities

The existing EVC campus was established at this site in 1967 with initial buildings completed in the 1975. EVC opened its doors in 1975 to 3,000 students and currently serves more than 9,000 students. The campus is generally defined by a compact, centralized zone of one- and two-story academic buildings (referred to as Academic Core) surrounding an open green. Surface parking occupies the west and east ends of campus. South of the Academic Core are athletic fields and additional surface parking. A large retention pond and small amphitheater occupy the southeast of the campus. The existing EVC campus encompasses approximately 644,445 gross square feet (GSF) of educational, administrative, and other uses. **Figure 2-3** (Evergreen Valley College) shows the layout of the EVC campus, key buildings and facilities, and the age and assessed condition of facilities.

The age and condition of campus facilities varies widely. The remaining original campus facilities are approximately 45 years of age, and include the Acacia (A), Admissions & Records (AR), District Warehousing (DW), Library/Education Technology Center (L), Physical Education (PE), and Student Services (SS) buildings. By the end of the 2030 planning period addressed in the FMP, these original facilities will be up to 55 years of age. Newer buildings on the EVC campus include the Visual and Performing Arts Center (2009), the Montgomery Hill Observatory (2005), the Gullo I Student Center (2001), the Gullo II Building (2005), the Library Education Technology Center (2004), and the Sequoia and Sequoia Lecture Hall (2001). According to the EVC FMP, past Bond measures in 1998, 2004 and 2010 have supported facilities construction for the classrooms and labs for biological sciences and nursing education programs, a robust Library and Learning Resource Center, a center to accommodate student life, and the Montgomery Hill Observatory.

The campus site generally slopes from the northeast to the southwest with substantial grade differences (approximately 30 feet) between the buildings at the north edge of the Academic Core and the south campus and athletic playfields. These grade differences create notable Americans with Disabilities Act (ADA) and universal accessibility considerations.



SOURCE: Esri, 2021; ESA, 2021

Evergreen Valley College Facilities Master Plan - San José Evergreen Community College District

Figure 2-2
EVC Campus and Surrounding Land Uses



SOURCE: Brailsford & Dunlavey

Evergreen Valley College Facilities Master Plan - San José Evergreen Community College District

Figure 2-3
Evergreen Valley College

The EVC campus is partly designated *Public/Quasi-Public (P/QP)* and partly *Neighborhood/Community Commercial (NCC)* in the Envision San José 2040 General Plan. The campus encompasses City of San José land use zoning designations: Single-Family Residential (R-1-5) and Agriculture (A).

Existing Vehicular Access, Circulation, and Parking

As seen above in Figure 2-3, the campus is served by two arterials, San Felipe Road, which provides vehicular access to the west side of campus via Paseo de Arboles; and Yerba Buena Road, which provides access to the south and east areas of campus.

Yerba Buena Road further connects the campus to U.S. Highway 101 two miles to the west. The San Felipe Road entrance to the campus is signalized. Both the Yerba Buena entrances are unsignalized. All entries access major surface parking lots on the campus.

The campus includes pedestrian access ways to the Academic Core from east and west parking lots. Pedestrian access ways from parking lots to the Academic Core are generally well defined in the form of linear plazas. Pedestrian access to the Academic Core from the south parking areas is limited to walkways primarily intended to serve the athletic facilities in the southern portion of the campus, where improvements to pedestrian walkways are intermittent.

Parking is concentrated in the west, south and east areas of the Academic Core with direct pedestrian access into campus. There are currently 2,585 parking spaces serving the EVC campus. Existing campus vehicular access, circulation, parking facilities can be observed in Figure 2-3.

Existing and Projected EVC Operations

Student Enrollment

The EVC currently provides in-person and online community college educational programming to approximately 8,868 enrolled students (2019-2020 academic year). The existing baseline for student enrollment used in this EIR is the 2018-2019 academic year, as it was the last year of EVC operations not affected by the physical and policy effects of the COVID-19 global pandemic. Accordingly, the existing baseline student enrollment is approximately 9,576 FTE students, of which 958 FTE students (10 percent) participate only in online courses, and the remaining approximate 8,618 FTE students constitute the on-campus student population, against which changes to on-campus student enrollment under the EVC FMP will be evaluated in this EIR.

The District projects a small amount of growth in student enrollment between now and the year 2030. The District projects annual population growth of between 1.0 and 1.8 percent, resulting in a total enrollment of 10,169 FTE students in the 2029-2030 academic year. In addition, the District projects that a greater number of students will shift from in-person learning to online learning over the course of the EVC FMP, changing from approximately 10 percent of the overall student enrollment in the 2018-2019 academic year to an estimated 15 percent of overall student enrollment in the 2029-2030 academic year. This would result in a nominal change in on-campus student population across the same time-period, from 8,618 FTE (2018-2019) to 8,644 FTE (2029-2030).

Staff

Based on the above student enrollment projections, the District estimates that existing staff numbers would be sufficient to serve the limited projected growth in student enrollment during implementation of the EVC FMP. Current staffing numbers are approximately 580 combined full time and part time workers. The District projects that the staff numbers up to and including the 2029-2030 academic year, will remain the same.

2.4 Project Objectives

CEQA Guidelines Section 15124, requires the EIR contain a statement of the objectives for the proposed project. The proposed EVC FMP aims to achieve the goals and objectives enumerated in its FMP and the EVC EMP, as follows:

- Create a functional, usable, and student-oriented space/facilities plan based on the EVC EMP that updates the facility needs to match the projected needs;
- Link the EVC EMP's goals, strategies, and desired productivity to space quantification that balances the current and future curriculum, instructional delivery modes, effective learning environment, and necessary support structures;
- Match space needs and utilization with the curriculum, create modern teaching facilities and learning environments, and provide modern support services sufficient to serve student's needs;
- Reuse some existing buildings that are in good condition and have adequate space for educational and administrative functions;
- Assist the District in meeting its EVC FMP goals and objectives, particularly those related to provision of educational programs, supportive needs, and student retention;
- Implement a well-conceived and well-justified plan for capital outlay projects that are an outcome of a sound master planning process;
- Provide an optimal educational and supportive services to the students of EVC; and
- Provide a program that supports extra-curricular services for students.

2.5 Proposed Project Components

The proposed project is a development program based on the proposed facilities improvements and, structures, and demolition of existing structures, identified in the EVC FMP and refined by Bond Measures X and G bond program project management plan.

Facility improvements included in the EVC FMP are intended to meet the SJECCD's current understanding of future program needs, and includes demolition and removal of certain existing buildings on the campus; the construction of certain new buildings and the renovation of certain existing buildings and facilities; improvements to vehicular and pedestrian access and circulation systems; expansion of parking facilities and capacity; and open space improvements. **Table 2-1** summarizes proposed changes to campus facilities that would take place under the EVC FMP, identifying structures to remain as is, to be renovated, to be demolished, and new structures that would be built under the plan. **Figure 2-4** shows the proposed EVC campus layout with implementation of the EVC FMP.

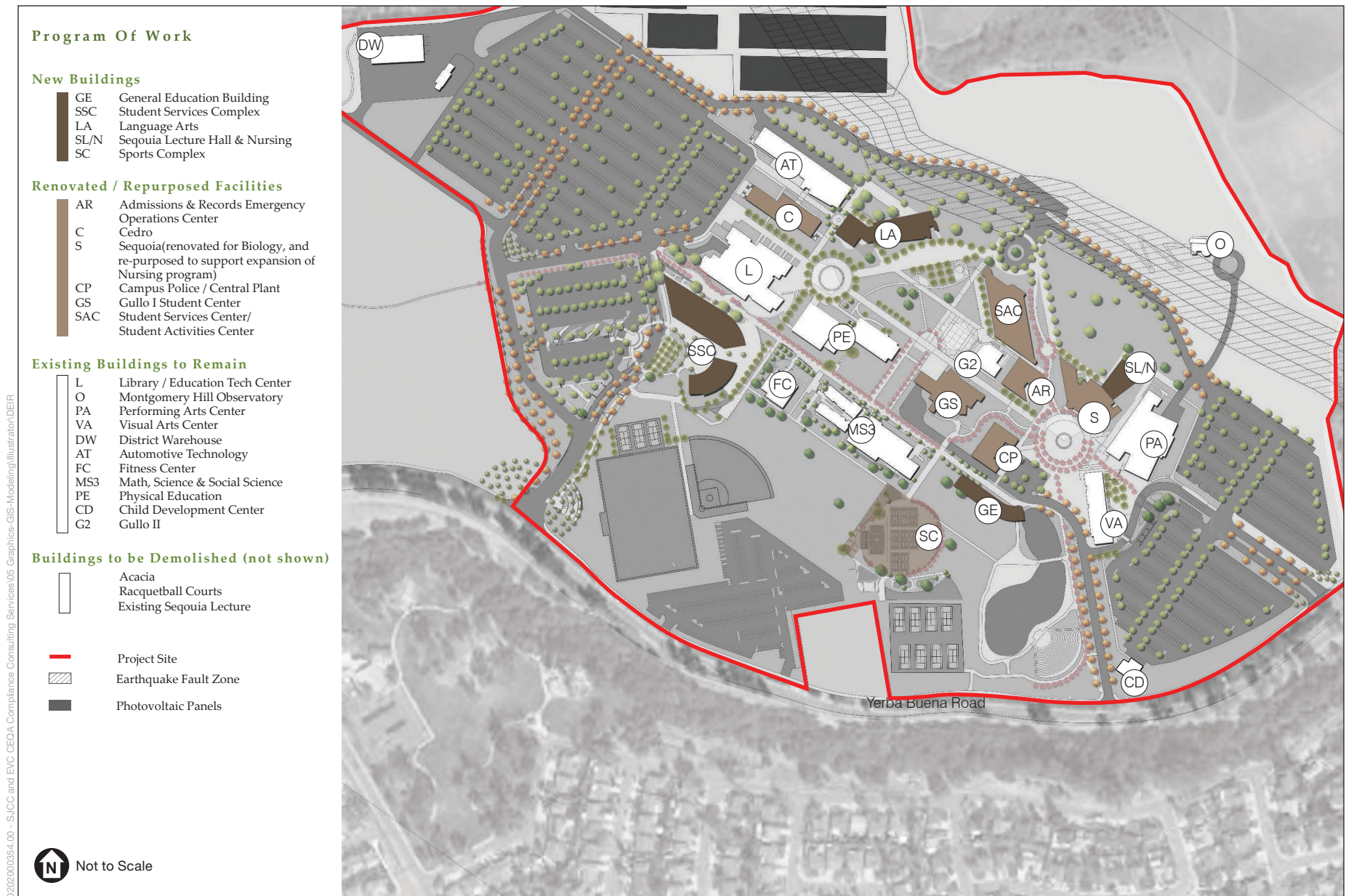
**TABLE 2-1
EVERGREEN VALLEY COLLEGE FACILITIES MASTER PLAN BUILDING PROGRAM**

Key	Facility	Physical Change Proposed	Existing Building Gross Square Feet (GSF) ¹	Proposed Building Gross Square Feet (GSF)	Net Change (GSF)
Existing Facilities to Remain Unchanged					
AT	Automotive Technology	None	39,251	39,251	N/A
C	Cedro	None	25,060	25,060	N/A
CD	Child Development Center	None	4,219	4,219	N/A
DW	District Warehouse	None	13,584	13,584	N/A
FC	Fitness Center	None	8,045	8,045	N/A
GS	Gullo I Student Center	None	29,993	29,993	N/A
G2	Gullo II	None	6,290	6,290	N/A
LE	Library/Education Technology Center	None	86,311	86,311	N/A
MS3	Math, Science & Social Science	None	67,630	67,630	N/A
O	Montgomery Hill Observatory	None	1,170	1,170	N/A
PE	Physical Education	None	57,631	57,631	N/A
VA	Visual Arts Center	None	56,883	56,883	N/A
<i>Subtotal</i>			<i>396,067</i>	<i>396,067</i>	<i>N/A</i>
Existing Facilities to be Renovated					
AR	Admissions & Records Emergency Operations Center	Internal Renovation	12,373	12,373	N/A
CP	Campus Police / Central Plan	Internal Expansion	20,087	20,087	N/A
S	Sequoia	Partial Renovation	26,773	26,773	N/A
SAC (SS)	Student Activities Center (Existing Student Services Center)	Internal Renovation	88,509	88,509	N/A
<i>Subtotal</i>			<i>147,742</i>	<i>147,742</i>	<i>None</i>
New Facilities					
GE	General Education	New Building and Landscaping	N/A	41,500	41,500
LA	Language Arts	New Building	N/A	51,000	51,000
SC	Sports Complex (Previously Approved)	New Facility (No Buildings)	N/A	N/A	N/A
N	Nursing	New Building	N/A	15,500	15,500
SSC	Student Services Complex	New Building	N/A	78,000	78,000
<i>Subtotal</i>			<i>N/A</i>	<i>186,000</i>	<i>186,000</i>
Existing Facilities to be Demolished					
R	Racquetball Courts	Demolish	9,794	N/A	-9,794
A	Acacia	Demolish	84,142	N/A	- 84,142
SL	Sequoia Lecture	Demolish	6,700	N/A	-6,700
<i>Subtotal</i>			<i>100,636</i>		<i>-100,636</i>
Total			644,445	729,809	85,364

NOTE:

¹ Gross square feet (GSF) comprises the building's total footprint.

Source: SJECCD, 2021; ESA 2021.



SOURCE: San Jose Evergreen Community College District, 2021

Evergreen Valley College Facilities Master Plan - San José Evergreen Community College District

Figure 2-4
Proposed Site Plan - Evergreen Valley College Facilities Master Plan

2.5.1 Proposed New Structures

As summarized in Table 2-1, the proposed EVC FMP would include construction of up to five (5) new buildings/facilities, which would be developed along individual project planning and construction timelines. Construction of the proposed new buildings would rely on the timing of demolition of existing structures. District plans for maintaining educational programming throughout the implementation of the EVC FMP implementation are described below.

The SJECCD currently requires that new facilities be designed to meet a LEED Silver or equivalent standard, as part of the sustainability initiative proposed by the State Chancellor's Office. Each of the proposed new structures would be designed to meet or exceed the LEED Silver or equivalent standards.

General Education

The EVC FMP proposes construction of the General Education (GE) building, a new three-story multi-disciplinary academic building on the southeast edge of the Academic Core, south of the existing Gullo I Student Center and Campus Police building.

The GE building would provide classroom space for projected student growth. It would also replace the classroom and lab space vacated through the previous demolition of the Roble building, the proposed demolition of the Acacia building, and the general education classrooms currently located in the existing Physical Education (PE) building. The estimated square footage of the new building is approximately 41,500 GSF.

Language Arts

The EVC FMP initially envisioned the addition of building space for the nursing program to the Engineering/Applied Technology and Nursing Building on the previously-demolished Roble Building site. The current EVC FMP proposes the construction of a new Language Arts (LA) building in the location of the former Roble Building site. This building would be designed to consolidate the language arts functions and services currently dispersed throughout the campus and to meet future growth needs. The estimated square footage of the new building is approximately 51,000 GSF.

Sports Complex

The SJECCD previously completed environmental review and approved the construction and operation of a sports complex in the southern area of the campus in November of 2020,² to the southeast of the existing Math, Science & Social Science (MS3) building. The sports-related facilities do not include new building construction. Development of the Sports Complex is not part of the EVC FMP being analyzed in this Draft EIR, but project construction would be anticipated to take place within the development period considered for the EVC FMP. Therefore, this project is identified in this Draft EIR for consideration.

² San José Evergreen Community College District, 2020. Initial Study/Mitigated Negative Declaration for the Evergreen Valley College Sports Complex. November 17, 2020.

Nursing

The SJECCD proposes to demolish the existing Sequoia Lecture Hall and construct a new structure – Nursing (N) building – that would accommodate lecture and nursing instruction. The proposed new structure would be approximately 15,500 GSF.

The EVC FMP initially envisioned the addition of building space for the nursing program to the Engineering/Applied Technology and Nursing Building on the previously-demolished Roble Building site. However, the current development program proposes to construct the Language Arts Building at the site of the former Roble Building (described in the *Language Arts* and *Student Activities Center* descriptions)

The EVC FMP called for a Nursing Building. The location of this program is more appropriately located adjacent to the current Nursing Program in the Sequoia Building. The renovation of Sequoia Building is discussed in a separate section which identifies facilities to be retained and renovated.

Student Services Complex

The FMP proposes the EVC student service facilities, which are currently scattered on campus, should be consolidated and relocated to a new two-story Student Services Complex (SSC) on the southwest edge of the Academic Core, south of the Library and west of the Fitness Center, at the current location of parking lots 4 and 5.

The proposed SSC would consolidate the uses currently housed in the existing Student Services (SS) Building, the Admissions and Records Building, and the Acacia Building which is proposed for demolition. It would also include programs housed outside of the existing Student Services building that are critical to student retention and engagement. The estimated square footage of the new building is approximately 78,000 GSF.

2.5.2 Renovated and Repurposed Buildings

The proposed EVC FMP identifies existing buildings for renovations and repurposing to accommodate educational programs, student center, and physical education programs.

Admissions and Records/Emergency Operations Center

The District proposes to remodel the Admissions and Records (AR) building. The remodel would primarily remove interior walls and finishes in order to install an Emergency Operations Center. The renovated space would improve campus security and safety. The estimated square footage to be remodeled is approximately 8,200 GSF, although the overall gross square footage of the building (approximately 12,400 GSF) would remain the same.

Campus Police/Central Plant

The existing Campus Police/Central Plant would be renovated internally to accommodate the central plant capacity upgrades to support the EVC FMP. The existing building footprint would remain the same.

Sequoia

The Sequoia (S) building would be subject to partial interior renovation as part of the EVC FMP. Existing building footprint and square footage would not be changed. The renovated Sequoia building would continue to serve existing uses under the EVC FMP.

Student Services/Student Activities Center

The Student Services (SS) building, located south of the Acacia building, was planned for major renovation in the EVC FMP to make way for the construction of a new Language Arts building. The SJECCD has revised its development plan to retain the SS building and develop a new Language Arts building in the former location of the Roble building, to the west.

The SJECCD proposes to renovate the interior of the SS building to develop a Student Activities Center (SAC). The renovation would be primarily interior reconfiguration, and would not begin until the completion and move-in of the SSC. The estimated square footage to be renovated is approximately 41,250 GSF, although the overall gross square feet of this building (approximately 88,500 GSF) would remain the same.

2.5.3 Buildings to be Demolished

The EVC FMP and subsequent revisions identifies few buildings for demolition and removal, to eliminate non-functioning space and replace the oldest and most aged facilities with new facilities. Facilities identified for demolition as part of the proposed EVC FMP include the Acacia building, Sequoia Lecture building, and Racquetball Courts, and would total approximately 100,600 GSF of building demolition. Proposed new structures to be constructed within those building footprints are described above.

The EVC FMP also included the Roble building in the list of structures to be demolished. Demolition of the Roble building was the subject of a prior District approval, and this building has since been demolished, and that site is currently undeveloped.

2.5.4 Other Updates to the Facilities Master Plan

Since completion of the EVC FMP, the SJECCD's academic and structural programming needs have evolved. Thus, some changes proposed in the EVC FMP are no longer proposed, or have evolved as described above.

The EVC FMP planned for the elimination of the Physical Education Building to make way for a future building pad, which would occur beyond the buildout horizon of the EVC FMP. The SJECCD has revised its plan for the Physical Education Building and proposes to retain the existing structure, and proposes no substantive improvements as part of the development plan.

The EVC FMP also planned for internal renovations to Gullo I Student Center. Those renovations were completed in September of 2019. No new changes to the Gullo I Student Center are proposed.

In evaluating the student growth and curriculum of the physical education department, the SJECCD determined the Sports Complex was a necessary campus enhancement to provide for the

department's needs through 2030. As previously stated, the District completed environmental review and approve the Sports Complex project in 2020, but it is considered in this Draft EIR for its potential to contribute to construction impacts that would occur pursuant to implementation of the EVC FMP.

2.5.5 Site Access, Parking, and Circulation

Vehicular Access

The EVC FMP proposes improvement to the existing circulation: vehicular and transit access and circulation. **Figure 2-5** (Project Site Access and Circulation) illustrates the proposed improvements and additions as further described below.

Vehicular Access Additions and Improvements

The EVC FMP proposes improvement of existing EVC vehicular access points and the addition of one new vehicular access point. The proposed access improvements and additions are described in this section. In addition to providing access to the west and east parking lots, the EVC FMP recommends new improved entrances that support public transit, bike paths, and pedestrian access from the campus perimeter. The EVC FMP proposes parallel parking be considered for both sides of these roads to provide additional spaces where most desired for students, spectators, and athletes. The EVC FMP also cites parallel parking and bike paths as effective traffic-calming features.

Existing East Yerba Buena Street Entries

There are two existing entries from Yerba Buena into the EVC campus. One connects to Valle del Lago and leads towards a roundabout in the heart of campus. Under the District's proposed development plan the roundabout would be disconnected and re-purposed as a pedestrian plaza.

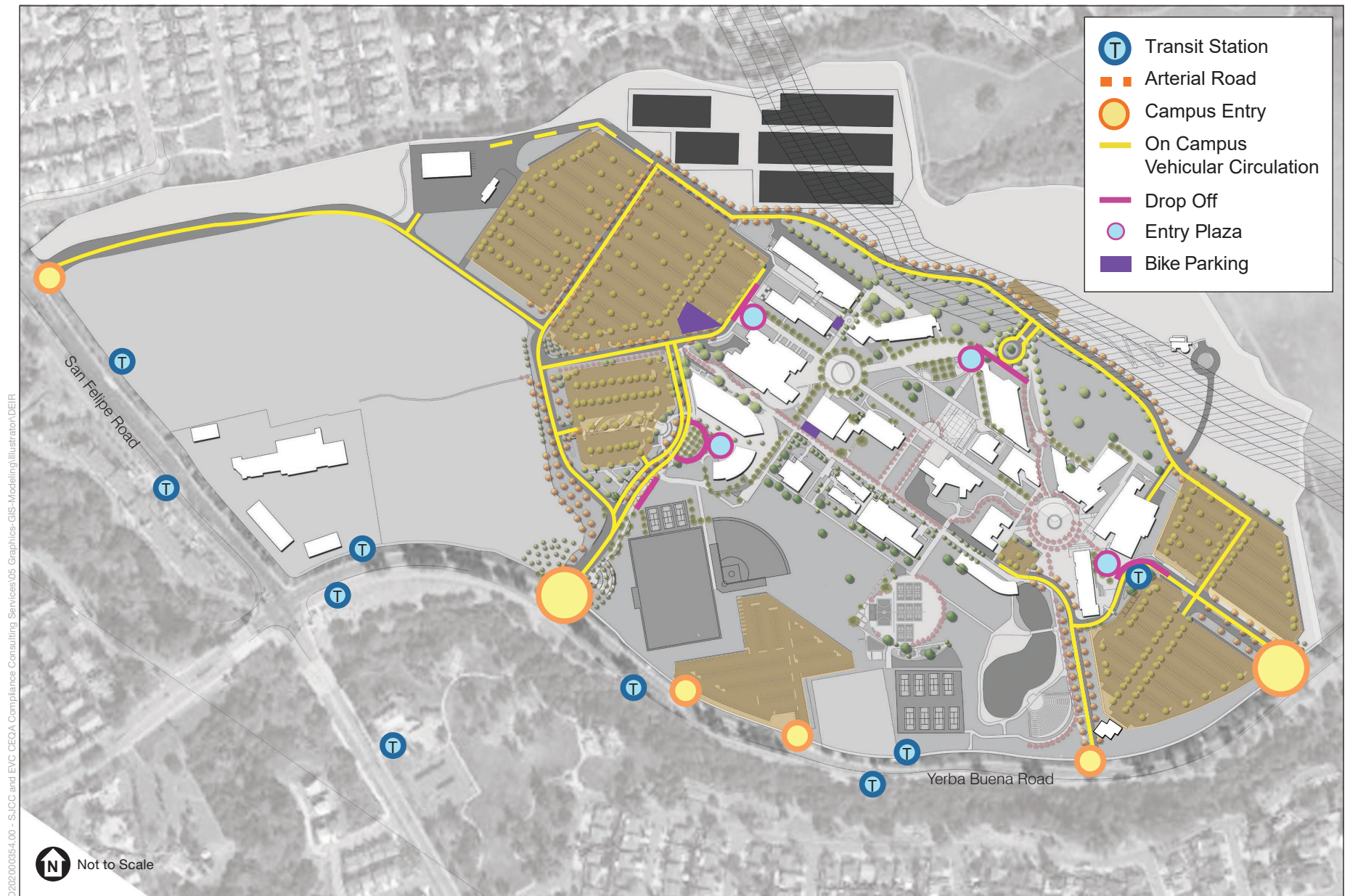
Once the Valle del Lago entry is disconnected from the current roundabout, minor reconfiguration of existing roads may be required to provide service access to the Student Center and Bookstore.

New West Yerba Buena Street Entry

A new primary entrance to the campus to the east of the existing Yerba Buena-San Felipe intersection at the western edge of the EVC athletic fields is planned as part of the EVC FMP.

The new West Yerba Buena Street entrance would be highly visible from the San Felipe and Yerba Buena intersection and serve as the main entry to the campus. In addition, it is intended to serve the southwest sector of campus, providing a second point of access to the west parking lots and public access to the west end of a future Athletic Zone (not part of the EVC FMP).

The new West Yerba Buena Street entrance is planned to extend to Paseo de Arboles to provide access to the southern edge of parking lot 3 and the buildings on the west side of the campus. It will support pedestrian access to the campus core and arrival of first-time students to the proposed SSC (described in Section 2.5.1, *Proposed New Structures*) south of the existing Library.



SOURCE: San Jose Evergreen Community College District, 2021

Evergreen Valley College Facilities Master Plan - San José Evergreen Community College District

Figure 2-5
Project Site Access and Circulation

Existing North San Felipe Road Entry

The existing North San Felipe Road entrance is planned to connect with the proposed new Yerba Buena Entryway to provide continuous access to the west parking lots. This improvement would promote a connected network to the campus.

Parking

The 2030 EVC FMP calls for a total of 3,536 spaces by the 2030 buildout, the majority of which have already been realized through previously implemented restriping and painting projects. The District's proposed building program would include relocation of Lots 4 and 5 further west to allow for new building construction adjacent to the Library. However, the number of parking spaces would not be anticipated to change substantially from the existing number of parking spaces.

2.5.6 Pedestrian Access and Circulation Improvements

The EVC FMP proposes the following pedestrian access and circulation improvements:

- Remove service vehicle access from primary pedestrian circulation (At Gullo I Student Center)
- Improve existing and create new pedestrian gateways to the campus where main pedestrian walkways (or spines) terminate at parking and drop-off zones. These gateways should reflect a consistent landscape/hardscape character and signage program to assist in wayfinding and to signify pedestrian entry to the campus.
- Extend and improve a series of east-west and north-south pedestrian walkways (or spines) to provide visual access and support physical movement through the campus from edge to edge. These spines are intended to support a high volume of pedestrian traffic, visually and physically integrate the south campus with the campus quad, and facilitate emergency vehicle access to the core of the campus.
- Create a strong north-south pedestrian connection and open space west of the proposed SSC [described in the Building and Facilities Program description] to visually and physically integrate the south campus and current campus green.
- Differentiate all new, extended, and existing pedestrian spines and walkways by their width, hardscape, and landscape treatment, to assist in pedestrian wayfinding and visual understanding of the campus.

2.5.7 Open Space and Landscaping

The EVC FMP proposes development of a hierarchy of open spaces, ranging from large, active, formal and informal gathering spaces to smaller, intimate, and purpose-built spaces. Open space features described in the EVC FMP are not proposed for construction as part of implementation of the EVC FMP.

2.5.8 Utilities

The EVC campus facilities infrastructure provides water, sewer, drainage, electrical, communication, and HVAC services to each building on campus. Implementation of the EVC FMP would include the extension of these services to proposed new structures. Proposed new

construction is planned within the existing Academic Core area of the campus, and would be anticipated to utilize service extensions from existing utility connections, to provide services to new structures. Thus, no new utility connections are proposed as part of implementation of the EVC FMP.

The EVC FMP does not include the placement of new emergency generators or removal of existing emergency generators on site.

2.5.9 Implementation and Phasing Schedule

The program of campus development under the EVC FMP includes the following development sequence. **Table 2-2** EVC Facilities Master Plan Implementation and Phasing Schedule lists the proposed demolition, renovation, and new construction under the EVC FMP.

**TABLE 2-2
EVERGREEN VALLEY COLLEGE FACILITIES MASTER PLAN IMPLEMENTATION AND PHASING SCHEDULE**

Project	Demolition/Construction year					
	2021	2022	2023	2024	2025	After 2025
Facility Demolition						
Acacia						TBD
Racquetball courts	2021					
Sequoia Lecture		2022				
Facility Renovation						
Admissions & Records / Emergency Operations Center				2024 – 2025		
Campus Police / Central Plant						TBD
Sequoia				2024		
Student Activities Center				2024 – 2025		
New Construction						
General Education			2023 – 2024			
Language Arts		2021 – 2023				
Sports Complex	2021					
Nursing		2022 – 2024				
Student Services Complex		2022 - 2024				
Source: SJECCD, 2021						

2.5.10 Project Construction

Site preparation for new and expanded facilities would include the demolition of certain existing landscaped and paved areas, partial demolition of existing structures and infrastructure, excavation and trenching for utilities, hauling and stockpiling of building materials, and preparation of sites for construction and staging for the proposed new buildings and infrastructure.

Structures scheduled for renovation and expansion could be partially demolished in areas planned for renovation, which may include full demolition of sections of those structures or internal demolition of existing features. Construction of proposed new structures would include site clearing and grading, excavation, pouring of foundations, extension of utilities, erection of structures, installation of utilities, building interior finishing, and exterior hardscaping and landscaping improvements. Pile-driving is not anticipated to be necessary for construction of building foundations.

Staging for construction activities pursuant to the EVC FMP would all take place at the campus site in paved parking areas or undeveloped areas owned by the SJECCD.

2.5.11 Operations Under the EVC FMP

Campus operations under the EVC FMP would change to utilize the programming capabilities provided by the new and renovated facilities. Campus administrative operations would also utilize the upgraded and new facilities constructed under the EVC FMP. The District anticipates that student enrollment would remain as currently projected, under the EVC FMP, experiencing minor growth in on-campus student population and substantial growth in online students. EVC staff levels would be anticipated to remain at existing levels (580), under the EVC FMP.

2.6 Required Permits and Approvals

This EIR would provide decision-makers in the District (the CEQA Lead Agency), responsible agencies, and the general public with relevant environmental information to use in considering the EVC FMP. The District anticipates that the following discretionary actions by the City of San José will be required to implement the EVC FMP:

- Encroachment permit for the construction of the new driveway onto Yerba Buena Road;
- Demolition permits, as needed
- City of San José Public Works Permit for Street Access/Driveway Improvements, as needed

The District, anticipates that discretionary approvals by responsible agencies, including but not limited to the following, may be required to implement the proposed EVC FMP:

- Division of State Architect
- San Francisco Bay Area Water Quality Regional Water Quality Control Board
- Bay Area Air Quality Management District
- City of San José Fire Department
- South Bay Water Recycling (SBWR)

Adoption of the EVC FMP is anticipated to require, but may not be limited to, the following District actions:

- Certification of the Final EIR for compliance with the requirements of CEQA;

- Adoption of a Mitigation Monitoring and Reporting Plan (MMRP), which specifies the methods for monitoring mitigation measures required to eliminate or reduce the EVC FMP's significant effects on the environment; and
- Adoption of Findings of Fact, and for any impacts determined to be significant and unavoidable, a Statement of Overriding Considerations.

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CHAPTER 3

Environmental Analysis

3.0 Introduction to the Environmental Analysis

This chapter describes the environmental setting, assesses impacts, and identifies measures that would avoid or lessen the severity of the significant impacts of the proposed EVC FMP. This section, Section 3.0, *Introduction to the Environmental Analysis*, outlines the issues analyzed in this chapter, describes the overall approach to the impact analysis, explains the significant determinations and terminology used in the impact analysis, and provides for the basic cumulative impact analysis.

3.0.1 Definition of Terms Used in the EIR

This EIR uses several terms that have specific meaning under CEQA. Among the most important of the terms used in the EIR are those that refer to the significance of environmental impacts. The following terms are used to describe environmental effects of the proposed EVC FMP:

- **Significance Criteria:** The criteria used by the District, as lead agency under CEQA, to determine whether the magnitude of an adverse, physical, environmental impact would be considered significant. In determining the level of significance, the analysis recognizes that the proposed EVC FMP must comply with relevant and applicable federal, State, regional, and/or local regulations and ordinances which are regularly enforced through building codes and standards and/or other means.
- **Significant Impact:** An impact is considered significant if any of the proposed projects implemented by the EVC FMP *could* result in a substantial adverse change in the physical conditions of the environment. Significant impacts are identified by the evaluation of a project-related or cumulative physical change from baseline conditions, compared to a specified significance criterion. A significant impact is defined as “a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by implementation of the EVC FMP including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance.”¹
- **Less-than-Significant Impact:** An impact is considered less than significant when the impact caused by a proposed project implementing the EVC FMP would not exceed the applicable significance criterion.
- **Less-than-Significant Impact with Mitigation:** An impact is considered less than significant with mitigation if any of the proposed projects implemented by the EVC FMP

¹ CEQA Guidelines Section 15382.

could result in a substantial adverse change when evaluated with respect to one or more significance criteria, but feasible mitigation is available that would effectively reduce the impact to a less-than-significant level.

- **Significant and Unavoidable Impact:** Significant impacts resulting from implementation of the EVC FMP that cannot be feasibly avoided or mitigated to a less-than-significant level, that is, to a magnitude below the applicable significance criterion.
- **Cumulative Impact:** Under CEQA, a cumulative impact refers to “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.”² A significant cumulative impact is one in which the cumulative adverse physical environmental effect would exceed the applicable significance criterion and the contribution of the proposed project would be “cumulatively considerable.”³ If the contribution of the project to a significant cumulative impact is less than considerable, the cumulative impact is considered less than significant.
- **Mitigation Measure:** A mitigation measure is a feasible action that could be taken which would avoid or reduce the magnitude of a significant impact. Section 15370 of the CEQA Guidelines defines mitigation as:
 - a) Avoiding the impact altogether by not taking a certain action or parts of an action;
 - b) Minimizing impacts by limiting the degree of magnitude of the action and its implementation;
 - c) Rectifying the impact by repairing, rehabilitating, or restoring the affected environment;
 - d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; and
 - e) Compensating for the impact by replacing or providing substitute resources or environments.

3.0.2 Scope of Analysis

This Draft EIR for the EVC FMP discloses the impacts that could result from the approval and implementation of the EVC FMP. Accordingly, this EIR provides a program-level analysis of the environmental impacts from the facility improvements contained in the EVC FMP from future scenarios and options regarding future program needs such as: demolition and removal of certain facilities on campus; the construction of certain new buildings and the renovation and replacement of certain existing buildings and facilities; improvements to vehicular and pedestrian access and circulation systems; reconfiguration and/or expansion of parking facilities and capacity; and open space improvements.

Analytical Horizon

This EIR evaluates the foreseeable impacts under the proposed EVC FMP through Year 2030, consistent with District’s EVC planning horizon for buildout of development under the proposed EVC FMP, and based on the existing EMP. In the absence of any specific proposal by EVC at this time for additional development at the EVC campus site beyond this planning horizon, 2030

² CEQA Guidelines Section 15355.

³ CEQA Guidelines Section 15130(a).

is considered the longest feasible timeframe for analyzing potential environmental impacts in this EIR with any level of reliability. As such, this EIR does not assess potential environmental impacts beyond 2030.

Effects of the Environment on the Project

In a change since the certification of the EVC 2025 Updated Facilities Master Plan Final EIR, in 2015 the California Supreme Court held that “CEQA generally does not require an analysis of how existing environmental conditions will impact a project’s future users or residents.”

California Building Industry Association v. Bay Area Air Quality Management District (2015) 62 Cal.4th 369, 386. The Supreme Court explained that, where existing hazards exist, an agency is only required to analyze the potential impact of such hazards on future residents if the project would exacerbate those existing environmental hazards or conditions. Thus, with respect to such issues as geologic and seismic hazards, exposure to existing levels of air pollution and noise, and the like, CEQA does not require consideration of the effects of bringing a new population into an area where such hazards exist, as long as the project itself would not increase or otherwise affect the conditions that create those hazards.

Economic and Social Effects

Under CEQA, economic and social effects by themselves are not considered to be significant impacts, and are relevant only insofar as they may serve as a link in a chain of cause and effect that may connect the proposed project with a physical environmental effect, or they may be part of the factors considered in determining the significance of a physical environmental effect.⁵ In addition, economic and social factors may be considered in the determination of feasibility of a mitigation measure or an alternative to the proposed project.⁶ As such, the potential effect of the EVC FMP on economic and social issues in and of themselves, such as tax revenues, crime, the cost of public services, or property values, are not part of this EIR. That being said, the District may evaluate a wide range of factors, including social or economic effects, in its consideration of the merits of the proposed EVC FMP.

3.0.3 Organization of the Impact Analysis

Chapter 3 is organized as follows and focuses on the environmental resource topics listed below:

- 3.1 Air Quality
- 3.2 Energy
- 3.3 Greenhouse Gas Emissions
- 3.4 Noise
- 3.5 Transportation
- 3.6 Utilities and Service Systems

⁵ CEQA Guidelines Section 15131.

⁶ CEQA Guidelines Section 15364.

Each environmental topic discussion includes these main subsections:

- *Environmental Setting*, which includes a description of the existing environmental setting;
- *Regulatory Setting*, including relevant federal, State, regional, and local laws, regulations, and policies; and
- *Analysis, Impacts, and Mitigation*, which describes the (1) significance criteria, (2) approach analysis, (3) impact analysis, and (4) cumulative impacts.

This EIR identifies all environmental impacts with a numeric designation that corresponds to the section number of the environmental resource topic (e.g., Air Quality impacts are labeled as 3.1, Energy impacts are labeled as 3.2, etc.). The impact section identifier is followed by a number that indicates the sequence in which the impact statement occurs within the section. For example, “Impact 3.1-1” is the first (i.e., “1”) air quality impact identified in the EIR. All impact statements are presented in bold text. The significance of the impacts prior to implementation of mitigation measures is stated in parentheses immediately following the impact statement (further discussed below).

Similarly, each mitigation measure is numbered to correspond with the impact that it addresses. Where multiple mitigation measures address a single impact, each mitigation measure is numbered sequentially. For example, “Mitigation Measure 3.1-1” would be the first mitigation identified to address the first air quality impact (i.e., “Impact 3.1-1”). All mitigation measure statements are presented in bold text.

3.0.4 Section Structure

Each environmental resource section in Chapter 3 follows a set structure, as described below.

Introduction

This subsection summarizes the applicable topic analysis and its relevance to the proposed EVC FMP.

Environmental Setting

According to Section 15125 of the CEQA Guidelines, an EIR must include a description of the existing physical environmental conditions in the vicinity of the project to provide the “baseline condition” against which project-related impacts are compared. Normally, the baseline condition is the physical condition that exists when the Notice of Preparation (NOP) is published. The NOP for the proposed EVC FMP was published in January 2021, and the baseline conditions contained in this EVC FMP EIR are generally taken from this time frame. However, the CEQA Guidelines and applicable case law recognize that the date for establishing an environmental baseline cannot always be rigid. For this reason, some baseline conditions contained in this EVC FMP EIR are taken from representative timeframes that are not obscured by the temporary effects of COVID-19.

Physical environmental conditions may vary over a range of time periods; thus, the use of environmental baselines that differ from the date of the NOP may be reasonable and appropriate

when conducting the environmental analyses. Some sections rely on a variety of data to establish an applicable baseline, as described in those sections.

Regulatory Framework

The regulatory setting presents relevant information about federal, State, regional, and/or local laws, regulations, ordinances, plans, policies, and standards that pertain to the environmental resources addressed in each section.

Significance Criteria

According to CEQA Guidelines Section 15382, a significant effect on the environment means “a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project.” Significance criteria are identified for each environmental issue area in each resource section. The environmental criteria and considerations applied to determine the significance of EVC FMP-related changes in the environment are based on the CEQA Guidelines Appendix G, as applicable. The significance criteria serve as benchmarks for determining if proposed activities or conditions would result in a significant adverse environmental impact when evaluated against the baseline conditions.

Analysis, Impacts, and Mitigation

Each section describes the significance criteria, approach to analysis, and analytical methods used to evaluate effects of the proposed EVC FMP.

Impacts and Mitigation Measures

The EIR evaluates the environmental consequences and potentially significant impacts that would result from implementation of the proposed EVC FMP. The impacts identified are compared with predetermined significance criteria (discussed above) and classified according to significance categories discussed above.

To the extent the residual impact may still be significant even after implementation of the conditions, laws, and regulations, applicable mitigation measures are described which would eliminate or substantially reduce the severity of the impact. The effectiveness of a mitigation measure is determined by evaluating the residual impact remaining after its application. Those impacts meeting or exceeding the impact significance criteria, after applicable mitigation measures are incorporated, are identified as residual impacts that remain significant and unavoidable. Implementation of more than one mitigation measure may be needed to reduce an impact below a level of significance.

Cumulative Impact Analysis

An analysis of cumulative impacts follows the project-specific impacts and mitigation measures evaluation in each section. A cumulative impact consists of an impact which results from the combination of the project-specific impact evaluated in the EIR together with the impacts from other past, present, and reasonably foreseeable projects causing related impacts.⁷

⁷ CEQA Guidelines Section 15355.

As noted above, where a cumulative impact is significant when compared to baseline conditions, the analysis must address whether the project's contribution to the significant cumulative impact is "considerable." If the contribution of the project is considerable, then the EIR must identify potentially feasible measures that could avoid or reduce the magnitude of the project's contribution to a less-than-considerable level. If the project's contribution is not considerable, it is considered less than significant and no mitigation for the project's contribution is required.⁸

The geographic scope of the cumulative impact analysis varies depending upon the specific environmental issue area being analyzed. The geographic scope defines the geographic area within which projects may contribute to a specific cumulative impact. Therefore, past, present, and future reasonably foreseeable projects within the defined geographic area for a given cumulative issue must be considered. The cumulative impact analysis in each technical section includes a description of the cumulative analysis methodology and the geographic or temporal context in which the cumulative impact is analyzed (e.g., the San Francisco Bay Area Air Basin, other activity concurrent with EVC FMP construction, etc.).

Consistent with CEQA Guidelines Section 15130(b), the cumulative impact analysis considers the EVC FMP's effects in combination with the projections contained within previously approved planning documents and forecasting models, including but not limited to the regional planning documents from the Association of Bay Area Governments (ABAG), Bay Area Air Quality Management District, and applicable associated environmental review documents.

In addition, consistent with CEQA Guidelines Section 15130(b), the cumulative impact analysis also considers other known or reasonably foreseeable projects which could combine with potential impacts from implementation of the EVC FMP within the local geographic area. Please refer to each environmental resource section for the context in the cumulative scenario for the corresponding resource.

⁸ CEQA Guidelines Section 15130(a)(3).

3.1 Air Quality

This section describes existing air quality in the EVC campus vicinity and the region, analyzes the proposed EVC FMP's potential air pollutant emissions and resulting impacts, and identifies mitigation measures to reduce any significant impacts associated with the EVC FMP. For more information regarding the analysis methods and assumptions, refer to **Appendix B**.

The California Environmental Quality Act (CEQA) requires the analysis of potential adverse effects of a project on the surrounding environment. A CEQA evaluation is generally not required to consider potential effects of the environment on a project's future users or local residents, except when the project may exacerbate existing hazards or existing conditions.¹ The Bay Area Air Quality Management District (BAAQMD or District) *California Environmental Quality Act Air Quality Guidelines* (CEQA Guidelines) recommend evaluating the potential effects of existing air quality conditions on the project (BAAQMD, 2017a) which may be used to provide information to decision-makers and the public.

3.1.1 Environmental Setting

Topography and Climate

Climate and meteorological conditions such as wind speed, wind direction, and air temperature gradients interact with the physical features of the landscape to determine the movement and dispersal of air pollutants. The EVC campus is located in the city of San José and is within the boundaries of the San Francisco Bay Area Air Basin (SFBAAB or Bay Area). The SFBAAB encompasses the nine-county region including all of Alameda, Contra Costa, Santa Clara, San Francisco, San Mateo, Marin, and Napa Counties, and the southern portions of Solano and Sonoma Counties.

The climate of the Bay Area is determined largely by a high-pressure system that is often present over the eastern Pacific Ocean off the west coast of North America. During winter, the Pacific high-pressure system shifts southward, allowing an increased number of storms systems to pass through the region. During summer and early fall, when fewer storms pass through the region, emissions generated in the Bay Area accumulate as a result of the more stable conditions. The combination of abundant sunshine, restraining influences of topography and subsidence inversions creates conditions conducive to the formation of photochemical pollutants, such as ground-level ozone and secondary particulates, including nitrates and sulfates.

Air Pollutants of Concern

Air pollutants of concern within the SFBAAB include certain criteria air pollutants and toxic air contaminants (TACs).

¹ *California Building Industry Association v. Bay Area Air Quality Management District* (December 17, 2015) 62 Cal.4th 369.

Criteria Air Pollutants

Criteria air pollutants are a group of six common air pollutants for which the United States Environmental Protection Agency (EPA) has set ambient air quality standards. Criteria air pollutants include ground level ozone, carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), particulate matter (PM), and lead. PM is classified by particle size—PM₁₀ consists of particulate matter that is 10 microns² or less in diameter, while PM_{2.5} refers to the subset of PM₁₀ that is less than 2.5 microns or less in diameter. Most of the criteria air pollutants are directly emitted; however, ozone is a secondary pollutant that is formed in the atmosphere by chemical reactions between nitrogen oxides (NO_x), and reactive organic gases (ROG) in the presence of sunlight as discussed below. In addition to the criteria air pollutants identified by the EPA, California has added four criteria air pollutants including visibility reducing particles, sulfates, hydrogen sulfide, and vinyl chloride.

Carbon Monoxide

CO is an odorless, colorless gas usually formed as the result of the incomplete combustion of fuels. The single largest source of CO is motor vehicles, which have their highest emissions during low travel speeds, idling, stop-and-go driving, cold starts, and hard acceleration. When inhaled at high concentrations, CO combines with hemoglobin in the blood and reduces the blood's oxygen-carrying capacity. The most common effects of CO exposure are fatigue, headaches, confusion, and dizziness caused by inadequate oxygen delivery to the brain. Short-term exposure to elevated CO may result in reduced oxygen to the heart, accompanied by chest pain, also known as angina (EPA, 2016a). For people with cardiovascular disease, short-term CO exposure can further reduce their body's already compromised ability to respond to the increased oxygen demands of exercise, exertion, or stress. Inadequate oxygen delivery to the heart muscle leads to chest pain and decreased exercise tolerance. Unborn babies, infants, elderly people, and people with anemia or with a history of heart or respiratory disease are most likely to experience health effects with exposure to elevated levels of CO (California Air Resources Board [CARB], 2019a).

Ozone

Ozone is a secondary air pollutant produced in the atmosphere through a complex series of photochemical reactions involving ROG (also referred to by some regulatory agencies as volatile organic compounds [VOCs]) and NO_x in the presence of sunlight. The main sources of ROG and NO_x, often referred to as ozone precursors, are the evaporation of solvents, paints, and fuels and combustion processes (including motor vehicle engines). In the Bay Area, automobiles are the single largest source of ozone precursors. Short-term exposure to ozone can irritate the eyes and constrict the airways. According to the EPA and CARB, besides causing shortness of breath, ozone can aggravate existing respiratory diseases such as asthma, bronchitis, and emphysema; increase frequency of asthma attacks; cause coughing and sore or scratchy throat; make the lungs more susceptible to infection; and cause chronic obstructive pulmonary disease. Exposure to higher concentrations of ozone may also be linked to permanent lung damage, such as abnormal lung development in children (EPA, 2018a; CARB, 2019b). EPA states that the people most at risk from breathing air containing ozone include those with asthma, children, older adults, and people who are active outdoors, especially outdoor workers (EPA, 2018a).

² A micron is one-millionth of a meter.

Nitrogen Dioxide and Oxides of Nitrogen

NO₂ is a major component of the group of gaseous nitrogen compounds commonly referred to as NO_x, which also includes nitric oxide (NO). NO_x is a reddish-brown gas produced by fuel combustion in motor vehicles, industrial stationary sources, ships, aircraft, and rail transit. NO is converted to NO₂ when it reacts with ozone or undergoes photochemical reactions in the atmosphere. Therefore, NO₂ emissions from combustion sources are typically evaluated based on the amount of NO_x emitted from the source. Nitrogen dioxide is a concern for air quality because it acts as a respiratory irritant and is a precursor of ozone (EPA, 2016b). Short-term exposures can aggravate respiratory diseases, particularly asthma, leading to respiratory symptoms such as coughing, wheezing, or difficulty breathing. Longer exposures to elevated concentrations of NO₂ may contribute to the development of asthma and potentially increase susceptibility to respiratory infections, requiring hospital admissions and visits to emergency rooms. Infants and children are particularly at risk from exposure to NO₂ because of their more rapid breathing rate for their body weight and their typically greater duration of outdoor exposure. In adults, the greatest risk is to people who have chronic respiratory diseases, such as asthma and chronic obstructive pulmonary disease (CARB, 2019c).

Particulate Matter

Sources of PM, such as wood burning in fireplaces, demolition, and construction activities, are more local, while other sources, such as vehicular traffic, have a more regional effect. As discussed above, PM₁₀ and PM_{2.5} represent fractions of PM that can be inhaled into the air passages and lungs causing adverse health effects, particularly at concentrations above the federal and State ambient air quality standards. PM_{2.5} (including diesel exhaust particles) is thought to have greater effects on health because these particles are so small and thus can penetrate to the deepest parts of the lungs. Larger dust particles (diameter greater than 10 microns) settle out of the ambient air rapidly and are filtered by human breathing passages; therefore, this dust is of more concern as a soiling nuisance rather than as a health hazard. Scientific studies have suggested links between fine particulate matter and numerous health problems including asthma, bronchitis, and acute and chronic respiratory symptoms such as shortness of breath and painful breathing.

Other Criteria Pollutants

SO₂ is a combustion product of sulfur or sulfur-containing fuels such as coal and diesel. SO₂ is also a precursor to the formation of PM, atmospheric sulfate, and atmospheric sulfuric acid formation that could precipitate downwind as acid rain. According to EPA, short-term exposures to SO₂ can harm the human respiratory system and make breathing difficult (EPA, 2018b). It can irritate lung tissue and increase the risk of acute and chronic respiratory disease (BAAQMD, 2017a).

Leaded gasoline (phased out in the United States beginning in 1973), lead based paint (on older houses and cars), smelters (metal refineries), and manufacture of lead storage batteries have been the primary sources of lead released into the atmosphere. Lead has a range of adverse neurotoxic health effects, which puts children at special risk. Some lead-containing chemicals cause cancer in animals. Lead levels in the air have decreased substantially since leaded gasoline was eliminated. Ambient lead concentrations are only monitored on an as-warranted, site-specific basis in California.

In addition to the above pollutants, California also regulates emissions of hydrogen sulfide, sulfates, visibility-reducing particles, and vinyl chloride; however, these are not considered impactful for the EVC FMP.

Toxic Air Contaminants, PM_{2.5}, and Health Risks

In addition to criteria air pollutants, sources from individual projects emit TACs, a diverse group of air pollutants that may cause chronic and acute adverse effects on human health, including birth defects, neurological damage, cancer, and death. TACs are generated from a variety of sources and activities, including gasoline stations, automobiles, dry cleaners, industrial operations, solvent use, and painting operations. In general, mobile sources contribute more substantially than stationary sources to health risks.

There are hundreds of different types of TACs with varying degrees of toxicity. Thus, the health risks of individual TACs vary greatly; at a given level of exposure, one TAC may pose a hazard that is many times greater than another. For the purpose of providing background information, the most recent estimate (2011–2016) of cancer rates from all causes in the SFBAAB, presented by the Cancer Prevention Institute of California, shows cancer rates for males at 428 per 100,000 and for females at 382 per 100,000 (The Greater Bay Area Cancer Registry, 2019). These levels are below the national average annual cancer rate of 442.0 new cases of cancer per 100,000 men and women per year (National Cancer Institute, 2020). This is the *rate* of new cancer cases per year per 100,000 individuals, not the lifetime risk of an individual to develop cancer.

Diesel Particulate Matter

CARB identified diesel particulate matter (DPM) as a TAC in 1998, based primarily on evidence demonstrating cancer effects in humans. The exhaust from diesel engines includes hundreds of different gaseous and particulate components, many of which are toxic. Mobile sources such as trucks and buses are among the primary sources of diesel emissions, and concentrations of DPM are higher near heavily traveled highways.

The statewide risk from DPM, as determined by CARB, declined from 750 in 1 million in 1990 to 570 in 1 million in 1995; by 2012, CARB estimated the average statewide cancer risk from DPM at 520 in 1 million (CARB, 2009; CARB, n.d.-a; American Cancer Society, 2020).³ These rates have declined as a result of better emissions controls, statewide and local regulatory actions, and more fuel-efficient technology.

Naturally Occurring Asbestos

Asbestos is a fibrous mineral that occurs naturally in ultramafic rock (a rock type commonly found in California) and was formerly used as a processed component of building materials. Asbestos is strictly regulated because it has been proven to cause serious adverse health effects, including asbestosis and lung cancer.

³ This calculated cancer risk value from ambient air exposure in the Bay Area can be compared against the lifetime probability of being diagnosed with cancer in the United States, from all causes, which is approximately 40 percent, or greater than 400,000 in 1 million, according to the American Cancer Society.

Existing Air Quality

Air Monitoring Data

BAAQMD and CARB operate a regional monitoring network that measures the ambient concentrations of the six criteria air pollutants. Criteria air pollutants of concern in the SFBAAB include ozone and particulate matter (PM₁₀ and PM_{2.5}) as the region is in non-attainment with respect to the federal and State standards for these pollutants. The national ambient air quality standards (NAAQS or “national standards”) and California ambient air quality standards (CAAQS or “state standards”) are discussed further in Section 3.1.2, *Regulatory Framework*. CO, NO₂, SO₂, lead, visibility reducing particles, sulfates, hydrogen sulfide, and vinyl chloride in the SFBAAB are not of concern as the project would emit negligible volumes of these pollutants.

The monitoring station closest to the EVC campus is the San José–Knox Avenue station located approximately 5 miles northwest of the campus and monitors NO₂ and PM_{2.5}. The San José–Jackson Street station, approximately 7.8 miles northwest of the campus monitors ozone, SO₂, PM₁₀, and toxics (CARB, n.d.-b). In addition, the EPA monitors CO at the San José – Jackson Street monitoring station (EPA, 2020). **Table 3.1-1** provides a three-year summary of air pollutant concentration data for ozone, CO, NO₂, PM₁₀, and PM_{2.5} measured at two BAAQMD monitoring stations in San José for the years 2017–2019 along with CO data from the EPA monitoring station. Because of the proximity of the EVC campus to these stations, air quality measurements collected at these stations are understood to be generally representative of conditions in the EVC campus vicinity.

As shown in Table 3.1-1, the project area has experienced exceedances of the 1-hour and 8-hour ozone standards, the 24-hour PM₁₀ standards, and the 24-hour PM_{2.5} standard.

Existing Health Risk in the Surrounding Area

As discussed previously, the EPA and CARB recognize that exposure to elevated levels of ground-level ozone and PM can be a cause of respiratory and cardiovascular health effects. Through its Community Air Risk Evaluation (CARE) program, BAAQMD compiled estimates of TAC emissions in the SFBAAB for all major source categories including oil refineries, power plants, landfills, dry cleaners, gasoline stations, on-road vehicles, off-road vehicles and equipment, ships, and trains. BAAQMD’s cancer-risk weighted emissions inventory shows that a small subset of TACs account for approximately 95 percent of the total cancer risk from air pollutants in the Bay Area, and that DPM is by far the largest driver of cancer risk from TACs. CARE estimates are based on the cancer risk calculation methods adopted by the California Environmental Protection Agency’s Office of Environmental Health Hazard Assessment (OEHHA) in 2015.

The Bay Area has benefited from dramatic reductions in public exposure to TACs over time. Based on ambient air quality monitoring, the estimated lifetime cancer risk from all TACs for Bay Area residents declined from 4,100 cases per million in 1990 to 690 cases per million people in 2014. This represents an 83 percent decrease between 1990 and 2014. The cancer risk from DPM, which accounts for most of the cancer risk from TACs as discussed above, has declined substantially over the past 15 to 20 years as a result of CARB regulations and BAAQMD

**TABLE 3.1-1
SUMMARY OF AIR QUALITY MONITORING DATA (2017–2019)**

Pollutant	National / State Standard	2017	2018	2019
Ozone				
Maximum 1-hour concentration, ppm	0.09 ^a	0.121	0.078	0.095
Days above State 1-Hour standard		3	0	1
Maximum 8-hour concentration, ppm	0.070 / 0.070	0.098 / 0.099	0.061 / 0.061	0.081 / 0.082
Days above National and State 8-Hour standard		4	0	2
Nitrogen Dioxide (NO₂)				
Annual average concentration, ppm	0.053 / 0.030	NA / 0.017	NA / 0.016	NA / 0.014
Maximum 1-Hour concentration, ppm	0.1 / 0.18	0.077 / 0.076	0.086 / 0.088	0.065 / 0.065
Days above National 1-Hour standard		0	0	0
Days above State 1-Hour standard		0	0	0
Respirable Particulate Matter (PM₁₀)				
Annual average concentration, µg/m ³	20 ^a	21.3	23.1	19.1
Maximum 24-Hour concentration (national/state), µg/m ³	150 / 50	69.4 / 69.8	115.4 / 121.8	75.4 / 77.1
Estimated number of days above National 24-Hour standard ^c		0	0	0
Estimated number of days above State 24-Hour standard ^c		19	12	12
Fine Particulate Matter (PM_{2.5})				
Annual average, µg/m ³	12.0 / 12	10.7 / 10.8	12.2 / NA	7.3 / 7.3
Maximum 24-Hour, µg/m ³	35 ^b	48.4	138.4	32.8
Carbon Monoxide (CO)				
Maximum 8-Hour concentration, ppm	9 / 9.0	1.8	2.1	1.3
Number of days above National or State 8-hour standard		0	0	0
Maximum 1-Hour concentration, ppm	35 / 20	2.1	2.5	1.7
Number of days above National or State 1-hour standard		0	0	0

NOTES:

NO₂ and PM_{2.5} monitoring data from the Knox Avenue station. Ozone and PM₁₀ monitoring data from the Jackson Street Station. The CARB and EPA use different methods to calculate the emissions for certain criteria air pollutants for comparisons to the state and national standards.

Bold values are in excess of applicable standard.

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

a. State standard, not to be exceeded.

b. National standard, not to be exceeded.

c. PM₁₀ concentrations are measured once every 6 days. Estimated days exceeded mathematically estimate of the total number of days in a year the standards would be exceeded had each day been monitored.

SOURCES: CARB, 2021; EPA, 2020.

programs to reduce emissions from diesel engines. However, DPM still accounts for roughly 82 percent of the total cancer risk related to TACs (BAAQMD, 2017b).

Sensitive Receptors

Air quality does not affect every individual in the population in the same way; some groups are more sensitive to adverse health effects than others. More sensitive population groups include the elderly and the young; those with higher rates of respiratory disease; and those with other environmental or occupational health exposures (e.g., indoor air quality). BAAQMD defines sensitive receptors as children, adults, and seniors occupying or residing in residential dwellings, schools, childcare centers, hospitals, and senior-care facilities. The reasons for greater-than-average sensitivity may include age, pre-existing health problems, proximity to emissions sources, or duration of exposure to air pollutants. Schools, hospitals, and residential care centers are considered relatively sensitive to poor air quality because children, elderly people, and the infirm are more susceptible to respiratory distress and other air quality-related health problems than the general public. Residences are considered sensitive to poor air quality because people usually are present in their home for many hours per day over extended periods of time, resulting in longer exposure to ambient air. Recreational uses are considered sensitive because of the greater exposure to ambient air, because vigorous exercise places a high demand on the human respiratory system. Workers are not considered sensitive receptors because they have other legal protections; specifically, employers must follow regulations set forth by the Occupational Safety and Health Administration (OSHA) to ensure the health and well-being of their employees (BAAQMD, 2012).

There are no sensitive receptors in the immediate vicinity of the proposed construction activity areas under the proposed EVC FMP. Residential uses are located to the north beyond Falls Creek Drive, to the west beyond Buena Park Court, and to the south beyond Park Estates Way. All residential receptors are located beyond 800 feet from the EVC's academic core, where most the EVC FMP-related improvements would take place. Other off-site sensitive receptors in the vicinity of the EVC campus include Evergreen Park to the southwest; Church On the Rock Baptist Church, the Pinnacle Learning Center, and the Child Development Center to the south; Montgomery Hill Park to the east; and the Sunrise Villa assisted-living facility to the west. The nearest off-site receptors would be the children at the Pinnacle Learning Center, located approximately 500 feet south of the construction areas under the EVC FMP.

Figure 2-2 in Chapter 2, *Project Description* shows the land uses in the EVC campus vicinity. Table 3.4-2 in Section 3.4, *Noise* identifies the closest sensitive receptors and their approximate distances to the EVC campus buildings that would undergo either demolition, renovation, or construction under the EVC FMP.

In addition to residential receptors, a Health Risk Assessment (HRA) prepared in support of this EIR also includes discrete receptors in schools and childcare centers located up to 1,000 feet from the EVC campus, consistent with the requirement in the BAAQMD guidelines to analyze health risks (BAAQMD, 2017a). The Pinnacle Learning Center and the EVC's Child Development Center are located within 1,000 feet of the academic core of the campus where development associated with the EVC FMP would take place.

Odors

Odors are generally regarded as an annoyance rather than a health hazard. Manifestations of a person's reaction to odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache). Although offensive odors rarely cause any physical harm, they remain unpleasant and can lead to public distress, generating complaints by residents to local governments. The occurrence and severity of odor impacts depend on the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of receptors. Generally, increasing the distance between the receptor and the odor source would mitigate odor impacts.

The CEQA Guidelines recommend considering odor impacts for any new odor sources proposed near existing receptors, and for any new sensitive receptors located near existing odor sources. BAAQMD provides examples of odor sources, which include wastewater treatment plants, landfills, confined animal facilities, composting stations, food manufacturing plants, refineries, and chemical plants. There are no such odor sources at or in the vicinity of the EVC campus.

3.1.2 Regulatory Setting

Federal

Clean Air Act and National Ambient Air Quality Standards

The federal Clean Air Act (CAA) requires EPA to establish national ambient air quality standards (NAAQS) to protect public health and the environment. NAAQS are classified as either primary or secondary. Primary standards are meant to provide public health protection, including protecting the health of sensitive populations such as asthmatics, children, and the elderly. Secondary standards provide public welfare protection, including protection against decreased visibility and damage to animals, crops, vegetation, and buildings.

EPA has set NAAQS for several criteria air pollutants: ozone, NO₂, SO₂, CO, PM, and lead. PM includes PM_{2.5}, which is 2.5 microns or smaller in diameter, and PM₁₀, which is 10 microns or smaller in diameter.

EPA classifies geographic areas as either attainment or non-attainment for each criteria air pollutant, based on whether the NAAQS have been achieved. Air districts in areas that are designated non-attainment must prepare regional air quality plans, discussed in further detail below, to be included in the overall State Implementation Plan. Areas that have a "maintenance" designation for a certain criteria pollutant have been in non-attainment but have been re-designated as being in attainment. **Table 3.1-2** summarizes the current NAAQS and CAAQS and indicates the attainment status of the Bay Area with respect to these pollutants. As shown in the table, the SFBAAB has been classified as non-attainment with respect to ozone and PM_{2.5} standards.

TABLE 3.1-2
STATE AND NATIONAL AMBIENT AIR QUALITY STANDARDS AND SFBAAB ATTAINMENT STATUS

Pollutant	Averaging Time	National Standards		California Standards	
		Concentration	Attainment Status	Concentration	Attainment Status
Ozone	1 hour	—	—	0.09 ppm	Nonattainment
	8 hours	0.07 ppm	Nonattainment	0.070 ppm	Nonattainment
Carbon Monoxide	1 hour	35 ppm	Attainment	20 ppm	Attainment
	8 hours ^a	9.0 ppm	Attainment	9.0 ppm	Attainment
Nitrogen Dioxide	1 hour	0.100 ppm	Unclassified	0.18 ppm	Attainment
	Annual Avg.	0.053 ppm	Attainment	0.030 ppm	Attainment
Sulfur Dioxide	1 hour	0.075 ppm	Attainment	0.25 ppm	Attainment
	24 hours	0.14 ppm	Attainment	0.04 ppm	Attainment
	Annual Avg.	0.030 ppm	Attainment	—	—
Respirable Particulate Matter (PM ₁₀)	24 hours	150 µg/m ³	Nonattainment	50 µg/m ³	Nonattainment
	Annual Avg.	—	—	20 µg/m ³	Nonattainment
Fine Particulate Matter (PM _{2.5})	24 hours	35 µg/m ³	Nonattainment	—	—
	Annual Avg.	12 µg/m ³	Unclassified/Attainment	12 µg/m ³	Nonattainment
Lead	Monthly Avg.	—	—	1.5 µg/m ³	Attainment
	Quarterly	1.5 µg/m ³	Attainment	—	—
Hydrogen Sulfide	1 hour	—	—	0.03 ppm	Unclassified
Sulfates	24 hours	—	—	25 µg/m ³	Attainment
Visibility-Reducing Particles	8 hours	—	—	Extinction of 0.23/km; visibility of 10 miles or more	Unclassified
Vinyl Chloride	24 hours	—	—	0.01 ppm	—

NOTES:

µg/m³ = micrograms per cubic meter; Avg. = Average; PM_{2.5} = particulate matter 2.5 microns or less in diameter; PM₁₀ = particulate matter 10 microns or less in diameter; ppb = parts per billion; ppm = parts per million

^a A more-stringent 8-hour carbon monoxide state standard exists around Lake Tahoe (6 ppm).

SOURCE: BAAQMD, 2017c.

Hazardous Air Pollutants

Federal law uses the term “hazardous air pollutants” (HAPs) to refer to the same types of compounds that are referred to as TACs under state law; HAPs are a subset of TACs. Please refer to the discussion of state-identified TACs for more detail, below. Currently, 187 substances are regulated as HAPs. The federal CAA requires EPA to identify the National Emission Standards for Hazardous Air Pollutants (NESHAPs) to protect public health and welfare. More than 125 types of stationary sources are regulated under the NESHAPS, while mobile-source emissions of HAPs are regulated through vehicle and fuel standards.

State

California Clean Air Act and California Ambient Air Quality Standards

At the state level, CARB oversees California air quality policies and regulations. California has adopted its own air quality standards, known as CAAQS, as shown in Table 3.1-2. In addition to the pollutants regulated at the federal level, California has set ambient air quality standards for hydrogen sulfide, sulfates, visibility-reducing particles, and vinyl chloride. California's ambient standards are at least as protective as the NAAQS and are often more stringent.

In 1988, California enacted the California Clean Air Act (California Health and Safety Code Section 39600 et seq.), which called for the designation of areas as attainment or non-attainment based on State ambient air quality standards (i.e., the CAAQS), rather than the federal standards. The California Clean Air Act requires each air district in which CAAQS are exceeded to prepare a plan that documents reasonable progress toward attainment. If an air basin (or portion thereof) exceeds the CAAQS for a particular criteria air pollutant, it is considered to be non-attainment for that criteria air pollutant until the area can demonstrate compliance. As indicated in Table 3.1-2, the SFBAAB is classified as non-attainment for 8-hour ozone, 1-hour ozone, annual average PM₁₀, 24-hour PM₁₀, and annual average PM_{2.5}.

Toxic Air Contaminants

The California Health and Safety Code defines TACs as air pollutants that may cause or contribute to an increase in mortality or in serious illness, or that may pose a present or potential hazard to human health. The State Air Toxics Program was established in 1983 under AB 1807. A total of 243 substances have been designated TACs under California law; they include the 187 (federal) HAPs adopted in accordance with State law. The Air Toxics "Hot Spots" Information and Assessment Act of 1987 (AB 2588) seeks to identify, quantify, and evaluate risks from air toxics sources; however, AB 2588 does not regulate air toxics emissions.

As discussed earlier, the main TAC of concern in the Bay Area is DPM. In August 1998, CARB identified DPM emissions from diesel-fueled engines as a TAC (CARB, n.d.-a). Following this designation, in 2000, CARB approved its comprehensive Diesel Risk Reduction Plan to reduce diesel emissions from both new and existing diesel-fueled vehicles and engines (CARB, 2000). Further regulations of diesel emissions by CARB include the On-Road Heavy Duty Diesel Vehicle (In-Use) Regulation, the On-Road Heavy Duty (New) Vehicle Program, the In-Use Off-Road Diesel Vehicle Regulation, and the New Off-Road Compression Ignition Diesel Engines and Equipment Program. All of these regulations and programs have timetables by which manufacturers must comply and existing operators must upgrade their diesel-powered equipment (refer to the detailed discussion below).

Regional

BAAQMD has jurisdiction over the SFBAAB and monitors and regulates air quality in the region by inspecting and issuing permits for stationary sources of air pollution, responding to citizen complaints, and executing programs to reduce air pollution throughout the region.

BAAQMD Air Quality Plans

As demonstrated in Table 3.1-2, the SFBAAB is designated as nonattainment for both the federal and State ozone standards. As a result, BAAQMD is required to prepare air quality plans under the CAA and the California CAA to meet the federal and State air quality standards in areas that are designated non-attainment. Maintenance plans are required for attainment areas that had previously been designated non-attainment to ensure continued attainment of the standards. Because of the SFBAAB's classification as "serious" non-attainment for the 1-hour ozone standard, BAAQMD is required to update its Clean Air Plan every three years to reflect progress toward meeting attainment status.

In April 2017, BAAQMD adopted the most recent update to its Clean Air Plan, the *2017 Clean Air Plan*, whose primary goals are to protect public health and to protect the climate (BAAQMD, 2017b). The *2017 Clean Air Plan* updates the *Bay Area 2010 Clean Air Plan* and complies with State air quality planning requirements, as codified in the California Health and Safety Code (although the 2017 plan was delayed beyond the three-year update requirement of the code). State law requires the Clean Air Plan (CAP) to include all feasible measures to reduce emissions of ozone precursors and to reduce the transport of ozone precursors to neighboring air basins.

The 2017 CAP contains 85 measures to address reduction of several pollutants: ozone precursors, PM, air toxics, and GHGs. Other measures focus on a single type of pollutant: super GHGs such as methane and black carbon that consist of harmful fine particles that affect public health.

BAAQMD CEQA Guidelines and Thresholds of Significance

The *BAAQMD CEQA Air Quality Guidelines* is an advisory document that provides lead agencies, consultants, and project proponents with procedures for assessing air quality impacts and preparing environmental review documents. The document describes the criteria that BAAQMD uses when reviewing and commenting on the adequacy of environmental documents. It recommends thresholds for use in determining whether projects would have significant adverse environmental impacts, identifies methods for predicting project emissions and impacts, and identifies measures that can be used to avoid or reduce air quality impacts.

BAAQMD updated the 1999 CEQA Air Quality Guidelines in 2010. In May 2011, BAAQMD adopted an updated version of its thresholds of significance for use in determining the significance of projects' environmental effects under CEQA (Thresholds), and published its CEQA Guidelines for consideration by lead agencies. The 2011 CEQA Guidelines Thresholds lowered the previous (1999) thresholds of significance for annual emissions of ROG, NO_x, and PM₁₀, and set a standard for PM_{2.5} and fugitive dust. The 2011 CEQA Guidelines also include methods for evaluating risks and hazards for the siting of stationary sources and of sensitive receptors.

The BAAQMD resolution adopting the significance thresholds in 2010 and 2011 was set aside by the Alameda County Superior Court on March 5, 2012. On August 13, 2013, the California Court of Appeals issued a full reversal of the Superior Court's judgment, and on December 17, 2015, the California Supreme Court reversed in part the appellate court's judgment and remanded the case for further consideration consistent with the Supreme Court opinion. The California Supreme Court ruled unanimously that CEQA review is focused on a project's impact on the

environment “and not the environment’s impact on the project” (*California Building Industry Association v. Bay Area Air Quality Management District* [December 17, 2015] 62 Cal.4th 369). The Supreme Court confirmed that “agencies subject to CEQA generally are not required to analyze the impact of existing environmental conditions on a project’s future residents or users.” The Court also held that when a project has “potentially significant exacerbating effects on existing environmental hazards” those impacts are properly within the scope of CEQA because they can be viewed as impacts of the project on “existing conditions” rather than impacts of the environment on the project.

BAAQMD most recently updated its *CEQA Air Quality Guidelines* in May 2017. These guidelines recommend quantitative significance thresholds along with direction on recommended analysis methods. BAAQMD states that the quantitative significance thresholds are “advisory and should be followed by local governments at their own discretion,” and that lead agencies are fully within their authority to develop their own thresholds of significance. However, BAAQMD offers these thresholds for lead agencies to use in order to inform environmental review for development projects in the Bay Area. Lead agencies may also reference the *CEQA Thresholds Options and Justification Report* developed by BAAQMD staff in 2009. This provides lead agencies with a justification for continuing to rely on the BAAQMD 2011 thresholds.

BAAQMD Rules and Regulations

Emissions sources associated with the EVC FMP would be subject to regulatory requirements in the BAAQMD rules and regulations listed below:

Regulation 2, Rules 1 (General Permit Requirements), 2 (New Source Review), and 5 (New Source Review of Toxic Air Contaminants). Under these rules, all stationary sources that have the potential to emit TACs above a certain level are required to obtain permits from BAAQMD. These rules provide guidance for the review of new and modified stationary sources of TAC emissions, including evaluation of health risks and potential mitigation measures. The regulation also reduces health risks by requiring improved pollution control when existing sources are modified or replaced. If it is determined that a facility’s emissions would exceed BAAQMD’s threshold of significance for TACs, the source would then be required to implement BACT for Toxics to reduce emissions. Sources of HAPs may also be required to implement Maximum Achievable Control Technology. The proposed emergency generators would be subject to these rules.

Regulation 6, Rule 6. Controls trackout of solid material onto public paved roads from three types of sites: large bulk material sites, large construction sites, and large disturbed area sites.

Regulation 8, Rule 3. Regulates the quantity of VOCs in architectural coatings supplied, sold, offered for sale, applied, solicited for application, or manufactured.

Regulation 9, Rule 3. Sets limits on emissions of NO_x from new heat transfer operations by requiring that heat transfer operations designed for a maximum heat output of 264 gigajoules per hour not exceed 125 ppm of NO_x when burning gaseous fuel, and not exceed 225 ppm of NO_x when burning liquid fuel.

Regulation 9, Rule 7. Sets limits the emissions of NO_x and CO from industrial, institutional and commercial boilers, steam generators and process heaters of different sizes.

Regulation 9, Rule 8. Imposes emissions limits on spark-ignited engines powered by waste and fossil-derived fuels, compression-ignited engines, and dual fuel pilot compression-ignited engines. limits the hours of operation for emergency standby engines, which must be equipped with a non-resettable totalizing meter that measures either hours of operation or fuel usage.

Regulation 9, Rule 18. BAAQMD regulation being developed to reduce health risks from toxic emissions from existing facilities ranging in size from large-scale plants like factories and oil refineries to smaller operations like back-up generators and gas stations.

Regulation 11, Rule 2. Controls emissions of asbestos to the atmosphere during demolition, renovation, milling, and manufacturing and prohibits the use of asbestos on certain roadways, in molded insulating materials, and on buildings during construction, alteration, and/or repair. The rule also prohibits visible emissions from any operation involving the demolition, renovation, removal, manufacture, or fabrication of asbestos-containing products and specifies procedures to be implemented during these activities.

Planning Healthy Places

In 2016, BAAQMD prepared its *Planning Healthy Places* guidebook to assist local governments, planners, elected officials, developers, community groups, and other parties in addressing and minimizing potential air quality issues associated with local sources of air pollutants, especially TACs and PM. The guidebook provides best management strategies to reduce emissions and human exposure to pollutants that can be implemented in city or county general plans, neighborhood or specific plans, land use development ordinances, or individual projects.

BAAQMD has developed a map identifying areas where best management practices should be applied, and where further study is needed (BAAQMD, 2016). As shown on the Planning Healthy Places map, the project site is located in an area where the recommended best management practices should be applied to reduce exposure and subsequent health impacts associated with air pollution. Best management practices recommended by the Planning Healthy Places guidebook include a number of emissions reduction strategies.

Community Air Risk Evaluation Program

Under the CARE program, BAAQMD has identified areas with high TAC emissions (referred to in this context as “priority” or “impacted” communities) and sensitive populations that could be affected by them, and to uses this information to establish policies and programs to reduce TAC emissions and exposures (BAAQMD, 2014a; BAAQMD, 2014b). To date, BAAQMD has identified Concord, Richmond/San Pablo, central San José, eastern San Francisco, western Alameda County, Vallejo, San Rafael, and Pittsburg/Antioch as CARE-impacted communities where TACs, PM_{2.5}, and ozone have the greatest impact on human health (BAAQMD, 2014a). The main objectives of the program are:

- Evaluate potential health risks associated with exposure to TACs from both stationary and mobile sources.

- Assess potential exposures to sensitive receptors and identify impacted communities.
- Prioritize TAC reduction measures for significant TAC sources in impacted communities.
- Develop and implement mitigation measures—such as grants, guidelines, or regulations—to improve air quality, focusing initially on priority communities.

The EVC campus is not located within a CARE-impacted community as identified by the BAAQMD (BAAQMD, 2014a).

Local

There are no local plans and policies related to air quality that are applicable to the proposed EVC FMP.

3.1.3 Analysis, Impacts, and Mitigation

Significance Criteria

For the purposes of this EIR, an air quality impact would be significant if implementing the EVC FMP would:

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

Significance Thresholds

Table 3.1-3 summarizes the significance thresholds as described in the *CEQA Air Quality Guidelines* and used in this analysis.

Criterion Not Analyzed

As discussed in the Initial Study (see Appendix A), there would be no impact related to the following criterion for the reasons described below, and is therefore not discussed further in this section:

- ***Criterion 4 - Odors.*** With respect to odors, the BAAQMD CEQA Guidelines provide guidance in the form of screening distances to help evaluate potential odor impacts. They identify potential odor sources of concern, such as wastewater treatment plants, oil refineries, asphalt plants, chemical manufacturing, painting/coating operations, coffee roasters, food processing facilities, recycling operations, and metal smelters, and recommend buffer zones around them to avoid potential odor conflicts.

No such sources of odor are located in the vicinity of the EVC campus nor would the EVC FMP result in development that would be a potential source of odors. Further, as the EVC FMP involves improvements to an existing campus, it would not introduce any new receptors to the campus.

**TABLE 3.1-3
BAY AREA AIR QUALITY MANAGEMENT DISTRICT CEQA AIR QUALITY SIGNIFICANCE THRESHOLDS**

Pollutant	Construction Thresholds Average Daily Emissions (pounds per day)	Operational Thresholds	
		Average Daily Emissions (pounds per day)	Maximum Annual Emissions (tons per year)
ROG	54	54	10
NO _x	54	54	10
PM ₁₀	82 (exhaust)	82	15
PM _{2.5}	54 (exhaust)	54	10
Fugitive Dust	BAAQMD best management practices	Not applicable	
Risks and Hazards for New Sources and Receptors (Project)	Same as operational thresholds	<ul style="list-style-type: none"> Increased cancer risk of > 10.0 in 1 million Increased non-cancer risk of > 1.0 Hazard Index (chronic or acute) Ambient PM_{2.5} increase: > 0.3 µg/m³ annual average 	
Risks and Hazards for New Sources and Receptors (Cumulative)	Same as operational thresholds	<ul style="list-style-type: none"> Increased cancer risk of > 100 in 1 million Increased non-cancer risk of > 10.0 Hazard Index (chronic or acute) Ambient PM_{2.5} increase: > 0.8 µg/m³ annual average 	

NOTES:

µg/m³ = micrograms per cubic meter; BAAQMD = Bay Area Air Quality Management District; CEQA = California Environmental Quality Act; CO = carbon monoxide; NO_x = oxides of nitrogen; PM_{2.5} = particulate matter, 2.5 microns or less in diameter; PM₁₀ = particulate matter 10 microns or less in diameter; ppm = parts per million; ROG = reactive organic gases

Zone of influence for risks and hazards is 1,000-foot radius from property line of source or receptor

SOURCE: BAAQMD, 2017a.

Methodology

Project-related air quality impacts fall into two categories: short-term impacts due to construction, and long-term impacts due to project operation. During construction of the EVC FMP, criteria air pollutants would be generated primarily from the combustion of fuel in construction equipment and vehicle trips associated with worker commute, material delivery, and hauling. In addition, construction activities would affect local particulate concentrations due to fugitive dust generated from ground disturbance activities and vehicle travel on unpaved surfaces. Development proposed under the EVC FMP would be constructed over a 9-year period starting in 2021 and would involve the renovation, demolition, and construction of several buildings at the EVC campus.

The EVC campus would continue to operate through the construction period. As buildings are renovated and constructed, they would likely become operational; however, for the evaluation of significance of operational impacts, total operational emissions upon completion of all demolition, renovation and construction activities associated with the EVC FMP are compared to existing baseline levels.

Operational emissions from the EVC FMP would be generated primarily from increase in vehicle trips (due to increased student enrollment), energy use associated with the increased building area, and other area sources (such as landscaping, use of architectural coatings for maintenance activities, etc.).

Construction Impacts

Construction Criteria Air Pollutant Emissions

Criteria air pollutant emissions generated from construction activities include:

- Exhaust emissions from fuel combustion for mobile heavy-duty diesel and gasoline-powered equipment (including construction equipment, on-road haul trucks and vendor trucks and employee vehicles);
- Particulate matter from soil disturbance during site preparation and grading activities (also known as fugitive dust); and
- Evaporative emissions of ROG from paving activity and the application of architectural coatings.

Construction emissions were estimated using the latest version of the California Emissions Estimator Model (CalEEMod version 2020.4.0). Project-specific inputs to the model included types and sizes of land uses proposed for construction, site area, demolition and renovation areas, infill and off-haul volumes (when provided), and starting year of construction. For the estimation of emissions from demolition and new construction of project buildings, CalEEMod defaults were used for the duration of the various construction phases, types, number and activity level of equipment used under each phase as well as the number of worker and truck trips associated with each phase. For the estimation of emissions from renovation, a construction equipment fleet consisting of a crane, a forklift, a loader and an air compressor was assumed.

Total EVC FMP construction emissions as derived using CalEEMod were divided by the total number of workdays over the 9-year construction period (taking into account any overlapping phases) to derive average daily emissions. Estimated average daily construction-related emissions of criteria air pollutants are then compared to BAAQMD's significance thresholds (shown in Table 3.1-3) to determine significance of impacts.

Construction phasing, project-specific assumptions and default CalEEMod settings used to estimate emissions can be found in the CalEEMod outputs included in Appendix B.

Construction Health Risk

An HRA was completed to evaluate increase in health risks to nearby off-campus receptors (i.e., residents and students) from exposure to TACs, associated with the EVC FMP. The HRA focused on construction emissions from the EVC FMP, which is considered a new but temporary source. The construction HRA estimated cancer risks, chronic health hazards, and PM_{2.5} concentrations at off-site residences and schools/pre-schools located within 1,000 feet of the EVC campus. The HRA was conducted using guidelines from the BAAQMD and CAPCOA and analyzes the potential health risk and hazard impacts at the receptor that would be exposed to the maximum risk and hazard.

For construction activities, DPM exposure represents the primary health hazard. As discussed earlier, DPM is a complex mixture of chemicals and particulate matter identified by the State as a TAC with potential cancer and chronic non-cancer effects. DPM emissions would be generated by the operation of off-road construction equipment (e.g., excavators, loaders, cranes, graders)

and on-road diesel-fueled heavy-duty vehicles. Although other exposure pathways exist (i.e., ingestion, dermal contact), the inhalation pathway is the dominant exposure pathway from DPM for both cancer risk and chronic non-cancer health effects. Consequently, the HRA only evaluates the inhalation cancer and chronic non-cancer effects of DPM inhalation. The methodology for the HRA is detailed in Appendix B.

Average annual DPM emissions for each year of construction of the EVC FMP were estimated based on CalEEMod outputs. Annual DPM emissions for each construction year were averaged over the number of construction workdays within each year to generate an annual DPM emission rate for each construction year. PM_{10} is conservatively used as a surrogate for DPM. Similarly, exhaust $PM_{2.5}$ emission rates were also calculated for each construction year.

The AERMOD (version 18081) dispersion model was used to convert construction DPM and $PM_{2.5}$ emission rates derived above to annual DPM and $PM_{2.5}$ concentrations. A receptor grid was placed around the campus site to cover all sensitive receptors up to 1,000 feet of the academic core area of the campus where most development associated with the FMP would take place. In addition to residential receptors, the receptor grid includes the Child Development Center (CDC) on the EVC campus and the off-campus receptors at the Pinnacle Learning Center located to the south. Modeling inputs and assumptions for the AERMOD run can be found in Appendix B. The annual concentration resulting from the dispersion modeling was applied to the yearly DPM and $PM_{2.5}$ emission rates estimated using CalEEMod, to represent the DPM and $PM_{2.5}$ concentrations at each receptor for each construction year.

Finally, the calculated DPM concentrations at the receptors for each construction year were applied to the OEHHA unit risk methodologies to calculate the potential increase in lifetime cancer risk, chronic non-cancer risk and $PM_{2.5}$ concentrations from the EVC FMP's construction activities over the construction duration (OEHHA, 2015). The maximum impacted receptor was identified and the estimated increase in lifetime cancer risk was compared to the BAAQMD project-level threshold of 10 in one million.

Non-cancer health hazards for chronic diseases are expressed in terms of a hazard index (HI), a ratio of TAC concentration to reference exposure level (REL), below which no adverse health effects are expected, even for sensitive individuals. OEHHA has recommended an ambient concentration of $5 \mu\text{g}/\text{m}^3$ as the chronic inhalation REL for DPM exhaust. The maximum HI, calculated as the ratio of maximum annual DPM concentration to the REL is compared to the BAAQMD threshold of 1.0, to determine significance. The estimated maximum annual $PM_{2.5}$ concentrations is compared to the BAAQMD threshold of $0.3 \mu\text{g}/\text{m}^3$ to evaluate impacts.

OEHHA equations and the health impact calculations are detailed in Appendix B.

Operational Impacts

Operational Criteria Air pollutants

Buildout of changes proposed under the EVC FMP would result in an increase in emissions of criteria air pollutants from the EVC campus. The increase would result from the following sources:

- Mobile sources - Increase in vehicle trips to the campus due to increased student enrollment;
- Energy sources - Increase in combustion of natural gas combustion for space and water heating to serve the expanded campus; and
- Area sources - Increase in on-site activities such as landscaping, use of maintenance architectural coatings, and use of consumer products such as cleaning products; and

Each of these sources is further discussed below.

Mobile Sources. Increased vehicle emissions associated with the EVC FMP, notably from increase in student enrollment, would be one of the major sources of operational emissions. The net increase in VMT that would occur from the EVC FMP that was used in this analysis to estimate vehicle-related emissions was derived from the transportation analysis in Section 3.5, *Transportation*. Full buildout from the EVC FMP would result in a net increase of 1,111 daily trips when compared to existing levels and generate approximately 10,734 additional daily VMT (Hexagon Transportation Consultants, Inc., 2021). In addition to exhaust emissions, vehicles would also generate PM₁₀ and PM_{2.5} emissions from entrained road dust and tire and brake wear.

Natural Gas Combustion. Air pollutant emissions would be generated on-site from the combustion of natural gas for space and water heating in project buildings. The Central Plant serves the heating and cooling needs of the majority of the campus buildings. Buildings not served by the Central Plant are served by dedicated package systems. Total natural gas use for the campus under existing and projected future (2030) conditions with the project are estimated based on the *Central Plant Load Study* prepared for the campus (Salas O'Brien, 2020). Emissions from natural gas combustion for the existing and future scenarios were calculated based on these estimates and emission factors for natural combustion within CalEEMod.

The Central Plant currently houses three boilers that are fueled by natural gas. A fourth boiler may be installed to meet the additional heating demands of the buildings based on the recommendations of the *Central Plant Load Study*. The new boiler, if installed, would be a model certified by the BAAQMD for use under Regulation 9, Rule 7 and would be registered with the BAAQMD, or have a BAAQMD operating permit.

Area Sources. The EVC FMP would generate building-related operational emissions of criteria air pollutants from area sources including architectural coatings, landscaping equipment, and use of consumer products such as cleaning products. CalEEMod defaults were used to estimate emissions from these area sources under both existing and project scenarios.

Operational emissions were estimated using the CalEEMod program for the EVC FMP buildout year of 2030. Though buildings renovated or constructed prior to 2030 could become operational

soon after construction, this analysis focuses on the total increase in operational emissions upon full buildout of the EVC FMP as compared to existing levels. The increase in emissions due to the EVC FMP was estimated by separately modeling the existing and FMP scenarios. Inputs and assumptions used in modeling the existing and EVC FMP scenarios are detailed in Appendix B.

Emissions from operations were assumed to occur 365 days a year (i.e., annual emissions were divided by 365 days to arrive at average daily emissions). Impacts were determined by comparing the estimated change in daily operational emissions upon full buildout of the EVC FMP to the BAAQMD's significance thresholds for operation.

Operational Health Risk

Emissions of TACs during campus operation under the EVC FMP would be minimal. The increase in vehicle trips due to the project would primarily be in the form of gasoline-fueled vehicle trips made by the students and staff. DPM emissions from any increase in truck deliveries to the campus would be minimal and would be subject to CARB idling regulations per § 2485, Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling.

The EVC FMP would not install any new emergency generators that could contribute to the operational health risks. Therefore, operational health risks from the project would be less than significant and are not discussed further in the analysis presented below.

Health Effects of Criteria Air Pollutants

In a 2018 decision (*Sierra Club v. County of Fresno*, 6 Cal.5th 502, also referred to as *Friant Ranch*), the California Supreme Court decided that CEQA requires disclosure of the potential for a project's emissions to affect human health when the project's criteria air pollutant emissions exceed applicable thresholds and contribute considerably to a significant cumulative impact. The decision requires EIRs to either (1) make a "reasonable effort" to substantively connect the estimated amount of a given air pollutant a project will produce and the health effects associated with that pollutant, or (2) explain why such an analysis is infeasible.⁴

The Court also clarified that CEQA "does not mandate" that EIRs include "an in-depth risk assessment" that provides "a detailed comprehensive analysis ... to evaluate and predict the dispersion of hazardous substances in the environment and the potential for exposure of human populations and to assess and quantify both the individual and population wide health risks associated with those levels of exposure."⁵

Typically, the health impact of a particular criteria pollutant is analyzed by air districts on a regional scale, based on how close the area is to attaining the ambient air quality standards. Because air districts' attainment plans and supporting air quality modeling tools are regional in nature, they are not typically used to evaluate the impacts of individual projects on ambient concentrations of criteria air pollutants, or to correlate those impacts to potential resultant effects on public health. The complex nature of dispersion of criteria air pollutants and the complex atmospheric chemistry (especially in the case of ozone and fine particulate matter) limit the

⁴ 6 Cal.5th at 510–511.

⁵ 6 Cal.5th at 521.

usefulness of applying the available models to predict health impacts on a project level. The accumulation and dispersion of air pollutant emissions within an air basin depends on the size and distribution of emission sources in the region and meteorological factors such as wind, sunlight, temperature, humidity, rainfall, atmospheric pressure, and topography. Various air districts in California agree that it is very difficult to quantify health impacts and that the specific tools and methods to use are still under development. Therefore, the health effects of criteria pollutants generated by the EVC FMP are discussed qualitatively in this analysis.

Consistency with Clean Air Plan

As discussed above, the applicable air quality plan is the BAAQMD's 2017 CAP, which identifies measures to reduce emissions and ambient concentrations of air pollutants; safeguard public health by reducing exposure to air pollutants that pose the greatest health risk, with an emphasis on protecting the communities most heavily affected by air pollution; and reduce GHG emissions. Consistency with the CAP can be determined if the project supports the goals of the plan, includes applicable control measures from the plan and would not disrupt or hinder implementation of any plan control measures.

BAAQMD guidance states that lead agencies should consider three questions in assessing consistency with the 2017 CAP:

1. Would the project support the primary goals of the Clean Air Plan?
2. Does the project include applicable control measures from the Clean Air Plan?
3. Does the project disrupt or hinder implementation of control measures identified in the Clean Air Plan?

To support the primary goals, the CAP recommends specific control measures and actions. The 2017 CAP includes 85 control measures aimed at reducing air pollution in the SFBAAB. A tabular comparison of applicable control measures in the 2017 CAP and existing implementation mechanisms or elements of the project was completed to determine whether the proposed project would support the primary goals of the 2017 CAP and whether the project includes all applicable control measures. A qualitative assessment of whether the project would disrupt or hinder implementation of any 2017 CAP control measure was also completed.

Non-CEQA Impacts of the Environment on the Project

As discussed in the Regulatory Setting,⁶ CEQA does not generally require lead agencies to consider how existing environmental conditions might impact a project's users or residents, except where the proposed project would exacerbate an existing environmental condition. Accordingly, the identified significance criteria related to exposure of sensitive receptors to substantial pollutant concentrations are valid only to the extent that the proposed project would in some way exacerbate air quality conditions. The EVC FMP does not introduce any new sensitive receptors on-campus that would be exposed to new emissions from the proposed EVC FMP,

⁶ *California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal.4th 369. Opinion Filed December 17, 2015.

during both construction and operational phases. Therefore, this is not discussed further in the analysis presented below.

Cumulative Impacts

Criteria Air Pollutants

By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to, by itself, result in a geographic area being in nonattainment of ambient air quality standards. Instead, in areas of nonattainment, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. Past, present and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. If a project's contribution to the cumulative impact is considerable, then the project's cumulative impact on air quality would be considered significant. As it relates to the project area, the SFBAAB is in nonattainment for each of the criteria air pollutants, with each considered to be existing cumulatively significant adverse air quality impacts, against which the District must determine if emission of criteria air pollutants, pursuant to implementation of the EVC FMP, would have a cumulatively considerable effect. In developing thresholds of significance for air pollutants, BAAQMD considered the emission levels at which a project's individual emissions would be cumulatively considerable. Therefore, per the BAAQMD CEQA Guidelines, if a project exceeds the identified project-level significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. If a project generates emissions less than the identified significance thresholds, its emissions would not be considered cumulatively considerable, resulting in a less than significant adverse air quality impact to the region's existing air quality conditions.

Cumulative Health Risk Assessment

The cumulative HRA tabulates the impact of EVC FMP-related risks plus risks from off-site sources (stationary and mobile) in the vicinity of the campus at the off-site Maximally Exposed Individual Receptor (MEIR). BAAQMD recommends that the cumulative health risk analysis include other air emissions sources within a "zone of influence" of 1,000 feet surrounding the project site. As such, this evaluation includes combined health risks from all sources of TACs and PM_{2.5} for those receptors within 1,000 feet of the project boundary.

The BAAQMD recommends that sources screened for consideration in the cumulative analysis include BAAQMD-permitted stationary sources, roadways with more than 10,000 vehicles per day, highways, major roadways and any other major source of emissions within the zone of influence such as railways. BAAQMD provides tools for screening background health risk impacts for permitted stationary sources, major roadways and highways, and rail. The cumulative analysis relies on these tools. BAAQMD's Health Risk Calculator with Distance Multipliers was used to determine the impact from each permitted source to the MEIRs.

In addition, the cumulative analysis also considered health risks from future sources proposed as part of other projects in the project vicinity. The total cumulative risks to the MEIR is compared to the BAAQMD's cumulative health risk thresholds to determine significance of impacts.

Impacts and Mitigation Measures

Impact 3.1-1: EVC FMP construction and operation could conflict with or obstruct implementation of the applicable air quality plan. (*Less than Significant with Mitigation*)

The most recently adopted air quality plan for the SFBAAB is the 2017 CAP. The CAP is a road map that demonstrates how the Bay Area will implement all feasible measures to attain ambient air quality standards in accordance with the requirements of the California Clean Air Act. It also provides a control strategy to reduce ozone, PM, air toxics, and GHGs.

BAAQMD recommends that consistency of a project with the applicable air quality plan be determined with respect to the following considerations.

- Support the primary goals of the CAP;
- Include applicable control measures from the CAP; and
- Avoid disrupting or hindering implementation of control measures identified in the CAP.

The primary goals of the 2017 CAP are to attain air quality standards, reduce population exposure to air pollutants, to protect public health in the Bay Area, and to reduce GHG emissions and protect the climate. Any project that would not support these goals would not be considered consistent with the 2017 Clean Air Plan. The recommended measure for determining project support of these goals is consistency with BAAQMD-approved CEQA thresholds of significance. Therefore, if the EVC FMP would not result in significant and unavoidable air quality impacts, after the application of all feasible mitigation, it would be considered consistent with the 2017 Clean Air Plan.

As discussed in detail under Impacts 3.1-2 and 3.1-3 below, the EVC FMP would not result in emissions exceeding the applicable BAAQMD thresholds either during construction or operation. Therefore, the EVC FMP would be considered to support the primary goals of the Clean Air Plan.

The Clean Air Plan includes 85 control measures aimed at reducing air pollutants and GHGs in the SFBAAB. These control measures are grouped into various categories and include stationary- and area-source measures, mobile-source measures, transportation control measures, land use measures, and energy and climate measures. The Clean Air Plan recognizes that, to a great extent, community design dictates individual travel mode and that a key long-term control strategy to reduce emissions of criteria pollutants, air toxics, and GHG emissions from motor vehicles is to channel future Bay Area growth into communities where goods and services are located nearby and people have a range of viable transportation options. Many of the Clean Air Plan measures address stationary sources and will be implemented by BAAQMD using its permit authority, and therefore, are not suited for implementation through project approval actions. The measures that are appropriate for implementation through project approvals are identified below.

Table 3.1-4 identifies the Clean Air Plan measures that may apply to the EVC FMP. This table identifies each applicable control strategy and correlates it with specific elements of the project to determine consistency. Mitigation measures identified in Section 3.3, *Greenhouse Gas Emissions*, would also ensure the EVC FMP's consistency with the 2017 Clean Air Plan. These measures

have been referenced in the consistency analysis presented in Table 3.1-4. The mitigation measures are detailed in Section 3.3, *Greenhouse Gas Emissions*.

TABLE 3.1-4
EVC FMP CONSISTENCY WITH POTENTIALLY APPLICABLE 2017 CLEAN AIR PLAN CONTROL MEASURES

Control Measure	Measure Description	Existing or Proposed Implementation Mechanism	EVC FMP Consistent with Measure?
SS21—New Source Review of Toxic Air Contaminants	SS21 requires a health impact review for new and modified sources that emit toxic air contaminants (TACs) in excess of trigger levels as regulated by BAAQMD Regulation 2, Rule 5 (Rule 2-5). It also establishes risk thresholds for mitigation and permit approval.	The EVC FMP does not propose to install any new emergency generators. All existing generators at the EVC campus would continue to comply with all applicable rules of BAAQMD Regulation 2 including Rules 1, 2 and 5.	Yes.
SS25—Coatings, Solvents, Lubricants, Sealants and Adhesives	SS25 will reduce emissions of ROG from architectural coatings and other materials by proposing more stringent ROG limits as appropriate.	The EVC FMP would comply with all applicable BAAQMD rules and regulations regarding ROG emission limits.	Yes.
SS32—Emergency Backup Generators	SS32 will reduce emissions of DPM, TACs, and criteria pollutants from existing sources including emergency backup generators by enforcing Rule 11-18, resulting in reduced health risks to impacted individuals.	This draft regulation applies to existing sources. Existing emergency generators and equipment at the Central Plant would comply with this regulation.	Yes.
SS36—Particulate Matter from Trackout	SS36 developed Regulation 6, Particulate Matter; Rule 6: Trackout (Rule 6-6) to address mud and dirt that can be “tracked out” from construction sites, bulk material storage, and disturbed surfaces onto public paved roads where vehicle traffic will pulverize the mud and dirt into fine particles and entrain them into the air.	Construction activities associated with the EVC FMP would implement BMPs required by the BAAQMD, as part of Mitigation Measure 3.1-1, which would reduce trackout.	Yes, with implementation of Mitigation Measure 3.1-1
SS38—Fugitive Dust	SS38 reduces particulate matter (PM10 & PM2.5) fugitive dust emissions from traffic and other operations on construction sites, large disturbed surfaces, and other sources of fugitive PM emissions.	Construction activities associated with the EVC FMP would implement dust control BMPs required by the BAAQMD as part of Mitigation Measure 3.1-1.	Yes, with implementation of Mitigation Measure 3.1-1.
TR3—Local and Regional Bus Service	TR3 aims to reduce emissions by improving existing transit service in the region’s core transit systems, and include new bus rapid transit lines in San Francisco, Oakland and Santa Clara County.	Existing transit service to the campus is provided by VTA bus routes 31 and 42. Both routes utilize a transit stop in the center of campus at the internal roundabout on Valle del Lago. On-campus access to transit services helps to reduce to reduce emissions associated with automobile trips. The college also provides subsidized bus passes to students to use VTA bus services. In addition, Mitigation Measure 3.5-1 would further implement measures as part of a TDM program that would encourage transit use.	Yes.

TABLE 3.1-4
EVC FMP CONSISTENCY WITH POTENTIALLY APPLICABLE 2017 CLEAN AIR PLAN CONTROL MEASURES

Control Measure	Measure Description	Existing or Proposed Implementation Mechanism	EVC FMP Consistent with Measure?
TR5—Transit Efficiency and Use	TR5 will improve transit efficiency and make transit more convenient for riders through continued operation of 511 Transit, full implementation of Clipper® fare payment system and the Transit Hub Signage Program.	Transit service to the EVC campus is provided by VTA bus routes with bus stops located on-campus. The Clipper® fare payment system can be used on VTA buses, and routes and schedules are available on 511 Transit. Mitigation Measure 3.5-1 would further implement measures as part of a TDM program that would encourage transit use.	Yes.
TR7—Safe Routes to Schools and Safe Routes to Transit	TR7 will facilitate safe routes to schools and transit by providing funds and working with transportation agencies, local governments, schools, and communities to implement safe access for pedestrians and cyclists. Likely projects will include implementation of youth outreach and educational programs to encourage walking and cycling, the construction of bicycle facilities and improvements to pedestrian facilities.	<p>The EVC campus is located near existing bike lanes on Yerba Buena Road and San Felipe Road. The San Jose Better Bike Plan 2025 also proposes protected bike lanes on Yerba Buena Road and San Felipe Road, which would provide direct access to the campus. The existing and proposed network of bicycle facilities provide good connectivity to the residential neighborhoods near the campus. The project would not remove any existing bicycle facilities, nor would it conflict with any adopted plans or policies for new bicycle facilities.</p> <p>The project proposes several improvements that would increase pedestrian safety within the EVC campus such as re-purposing the roundabout at the end of Valle Del Lago as a pedestrian plaza, removing service vehicle access from primary pedestrian circulation at the Gullo I Student Center, improving existing and creating new pedestrian gateways to the campus where main pedestrian walkways terminate at parking and drop-off zones, extending and improving pedestrian walkways to provide visual access and support physical movement through the campus from edge to edge, and provision of parallel parking and bike paths on both sides of internal roads.</p>	Yes.
TR8—Ridesharing	TR8 will promote ridesharing services and incentives through the implementation of the 511 Regional Rideshare Program, as well as local rideshare programs implemented by Congestion Management Agencies. These activities will include marketing rideshare services, operating a rideshare information call center and website, and provide vanpool support services. In addition, this measure includes provisions for encouraging car sharing programs.	Ridesharing services to the EVC campus are available through the 511 Regional Rideshare Program as well as other private rideshare programs.	Yes.

TABLE 3.1-4
EVC FMP CONSISTENCY WITH POTENTIALLY APPLICABLE 2017 CLEAN AIR PLAN CONTROL MEASURES

Control Measure	Measure Description	Existing or Proposed Implementation Mechanism	EVC FMP Consistent with Measure?
TR9—Bicycle and Pedestrian Access and Facilities	<p>The bicycle component of TR9 strives to expand bicycle facilities serving employment sites, educational and cultural facilities, residential areas, shopping districts, and other activity centers. Typical improvements include bike lanes, routes, paths, and bicycle parking facilities. The bicycle component also includes a bike share pilot project that was developed to assess the feasibility of bicycle sharing as a first- and last-mile transit option.</p> <p>The pedestrian component of this measure is intended to improve pedestrian facilities and encourage walking by funding projects that improve pedestrian access to transit, employment sites, and major activity centers. Improvements may include sidewalks/paths, benches, reduced street width and intersection turning radii, crosswalks with activated signals, curb extensions/bulbs, buffers between sidewalks and traffic lanes, and street trees.</p>	<p>The EVC campus is located near existing bike lanes on Yerba Buena Road and San Felipe Road. The San Jose Better Bike Plan 2025 also proposes protected bike lanes on Yerba Buena Road and San Felipe Road, which would provide direct access to the campus. The existing and proposed network of bicycle facilities provide good connectivity to the residential neighborhoods near the campus. The EVC FMP would not remove any existing bicycle facilities, nor would it conflict with any adopted plans or policies for new bicycle facilities.</p> <p>The EVC FMP proposes several improvements that would increase pedestrian safety within the EVC campus such as re-purposing the roundabout at the end of Valle Del Lago as a pedestrian plaza, removing service vehicle access from primary pedestrian circulation at the Gullo I Student Center, improving existing and creating new pedestrian gateways to the campus where main pedestrian walkways terminate at parking and drop-off zones, extending and improving pedestrian walkways to provide visual access and support physical movement through the campus from edge to edge, and provision of parallel parking and bike paths on both sides of internal roads.</p>	Yes.
TR13—Parking Policies	<p>This control measure outlines how MTC and the BAAQMD, in cooperation with regional agency partners, will (1) take actions at the regional level to implement parking policies that will benefit air quality, and (2) encourage and support local agency parking policies to reduce motor vehicle travel and promote focused growth.</p>	<p>The EVC FMP does not propose the addition of parking spaces above the existing number of spaces on campus.</p>	Yes.
TR14—Cars and Light Trucks	<p>This control measure summarizes actions by the BAAQMD, MTC, local businesses, city and county governments, and State and federal agencies to expand the use of Zero Emission Vehicles and Plug-in Electric passenger vehicles and light-duty trucks within the Bay Area.</p>	<p>Consistent with efforts by the BAAQMD, MTC and the City of San Jose to expand the use of Zero Emissions Vehicles, with the implementation of GHG Mitigation Measure 3.3-1e, Electric Vehicle Charging, the EVC FMP would designate a minimum of 10 percent of total parking spaces for EV charging to promote the use of zero-emission vehicles and plug-in electric passenger vehicles.</p>	Yes, with Implementation of GHG Mitigation Measure 3.3-1e.

TABLE 3.1-4
EVC FMP CONSISTENCY WITH POTENTIALLY APPLICABLE 2017 CLEAN AIR PLAN CONTROL MEASURES

Control Measure	Measure Description	Existing or Proposed Implementation Mechanism	EVC FMP Consistent with Measure?
TR22—Construction, Freight and Farming Equipment	TR22 directs the BAAQMD to work to reduce emissions from off-road equipment used in the construction, freight handling and farming industries by pursuing the following strategies: (1) offering financial incentives between 2017 and 2030 to retrofit engines with diesel particulate filters or upgrade to equipment with electric or Tier IV off-road engines; (2) work with the California Air Resources Board, the California Energy Commission and others to develop more fuel-efficient off-road engines and drive trains; and (3) work with local communities to encourage use of renewable electricity and fuels.	The EVC FMP would reduce emissions from off-road construction equipment through the implementation of Mitigation Measure 3.1-2, Construction Health Risk Minimization Plan, which would require that all construction equipment used on-site be certified to Tier 4 Final emission standards.	Yes, with implementation of Mitigation Measure 3.1-2.
EN2—Decrease Energy Use	EN2 would decrease electricity demand through the adoption of additional energy efficiency policies and programs.	All renovated and newly constructed buildings under the EVC FMP would be compliant with the most recent 2019 Title 24 standards. In addition, almost all of the mitigation measures identified in Air Quality and GHG sections while reducing emissions would also reduce energy use.	Yes.
BL1—Green Buildings	BL1 seeks to increase energy efficiency and the use of on-site renewable energy—as well as decarbonize existing end uses—for all types of existing and future buildings.	Mitigation Measure 3.3-1b would require that all new buildings be constructed as part of the FMP be built as all-electricity Zero Net Energy buildings relying entirely on carbon-free electricity. In addition, GHG Mitigation Measure 3.3-1c requires installation of on-site photovoltaic systems sized adequately to meet the energy needs of new buildings at a minimum, as feasible.	Yes, with GHG Mitigation Measures 3.3-1b and 3.3-1c.
BL2—Decarbonize Buildings	BL2 seeks to reduce greenhouse gas emissions, criteria pollutants and TACs by limiting the installation of space- and water-heating systems and appliances powered by fossil fuels.	With the implementation of GHG Mitigation Measure 3.3-1b, the EVC FMP would reduce GHG emissions, criteria pollutants and TACs through the use of all-electric heating systems in all new buildings constructed as part of the EVC FMP. This would reduce emissions from natural gas use.	Yes, with GHG Mitigation Measure 3.3-1b.

SOURCE: Table compiled by Environmental Science Associates in 2021 based on BAAQMD, 2017b.

As demonstrated in Table 3.1-4, with the implementation of the TDM program required under Mitigation Measure 3.5-1, the EVC FMP is consistent with the transportation-related CAP control measures listed in Table 3.1-4 above. Implementation of GHG Mitigation Measure 3.3-1e, Electric Vehicle Charging would ensure the EVC FMP’s consistency with Control Measure TR-14. In addition, mitigation measures proposed for adoption to reduce the effects described under Impacts 3.1-2 and 3.1-4 of this section, and Impact 3.3-1 of Section 3.3, *Greenhouse Gas Emissions* would also support control measures from the 2017 Clean Air Plan.

Lastly, the EVC FMP involves improvements to the existing campus and would not cause the disruption, delay, or otherwise hinder the implementation of any air quality plan control measure. Examples of projects that could cause the disruption or hinder implementation of the Clean Air Plan control measures are projects that would preclude the extension of a transit line or bike path or projects that propose excessive parking beyond parking requirements.

The EVC FMP would maintain the existing character of the educational campus in an urban area with availability of local transit. It would not preclude the extension of a transit line or a bike path or any other transit improvement. Thus, the EVC FMP would not disrupt or hinder implementation of control measures identified in the Clean Air Plan.

Mitigation: Implement Mitigation Measure 3.1-1: Best Management Practices for Controlling Particulate Emissions during Construction, Mitigation Measure 3.1-2: Construction Health Risk Reduction Plan; and implement Mitigation Measure 3.3-1e, Electric Vehicle Charging in Section 3.3, Greenhouse Gas Emissions.

Significance after Mitigation: As described in Table 3.1-4, with implementation of the mitigation measures identified above, the EVC FMP would not conflict with, or obstruct implementation of the *2017 Clean Air Plan*, and the impact would be **less than significant with mitigation incorporated**.

Impact 3.1-2: Construction activities associated with the EVC FMP could result in a cumulatively considerable increase in emissions for which the SFBAAB is in non-attainment under an applicable federal or State ambient air quality standard. (*Less than Significant with Mitigation*)

As discussed earlier, the SFBAAB is a non-attainment area for ozone, PM₁₀ and PM_{2.5} under federal and State air quality standards. The analysis below focuses on the potential for demolition, renovation and construction activities under the EVC FMP to result in a cumulatively considerable net increase in construction emissions of ROG and NO_x (ozone precursors) as well as PM₁₀ and PM_{2.5}. Construction-related emissions of these pollutants would be considered cumulatively considerable if the estimated average daily emissions from these activities would exceed emission thresholds set forth by BAAQMD.

The construction schedule for the implementation of the EVC FMP is shown in Table 2-2 of Chapter 2, *Project Description*. For this analysis, it is conservatively assumed that all FMP-related demolition, construction and renovation would be completed by 2025. This analysis is conservative as impacts would be lower if construction activities are spread out over a longer period. Demolition, renovation and construction activities would generate emissions of criteria air pollutants, including those for which the SFBAAB is non-attainment. Criteria pollutant emissions of ROG, NO_x, PM₁₀, and PM_{2.5} would be generated from heavy-duty construction equipment, application of architectural coatings, paving, and on-road mobile sources from hauling, vendor, and worker trips. As discussed above in the *Methodology section*, emissions from construction equipment usage and vehicle trips were estimated using the CalEEMod program. Average daily emissions were estimated assuming construction activities to occur 5 days per week on average.

Although it is possible that construction may occasionally occur beyond these days and hours, this is not anticipated to occur with enough frequency to materially affect average daily emissions associated with overall construction activities.

Table 3.1-5 presents the EVC FMP's average daily unmitigated emissions of construction-related criteria air pollutants and compares them to BAAQMD's significance thresholds.

**TABLE 3.1-5
AVERAGE DAILY UNMITIGATED CONSTRUCTION CRITERIA POLLUTANT EMISSIONS**

Year	Average Daily Emissions (Pounds per Day) ^a			
	ROG	NO _x	PM ₁₀ Exhaust	PM _{2.5} Exhaust
Project Increase	5.6	23.6	1.1	1.0
BAAQMD Threshold	54	54	82	54
Exceeds Threshold?	No	No	No	No

NOTES:

NO_x = oxides of nitrogen; PM_{2.5} = particulate matter 2.5 microns or less in diameter; PM₁₀ = particulate matter 10 microns or less in diameter; ROG = reactive organic gases

^a Average daily construction emissions represent total emissions over the duration of FMP construction divided by the number of work days accounting for any overlapping activities.

SOURCE: Data compiled by Environmental Science Associates in 2021 (refer to Appendix B).

Unmitigated EVC FMP construction emissions would not exceed BAAQMD's CEQA thresholds of significance for all four pollutants. Thus, construction impacts would be **less than significant**.

Consistent with the BAAQMD's methodology, PM emissions shown in Table 3.1-5 include only exhaust emissions. In addition to exhaust emissions, emissions of fugitive dust would also be generated by construction activities associated with grading and earth disturbance, stockpiling, travel on paved and unpaved roads, and other activities. Such emissions could result in a **potentially significant** impact.

Mitigation Measure 3.1-1: Best Management Practices for Controlling Particulate Emissions during Construction

To reduce impacts from fugitive dust emissions during EVC FMP construction, construction contractors shall be required to implement the following BMPs recommended by the BAAQMD for all projects. These measures will reduce particulate emissions primarily during soil movement, grading and demolition activities but also during vehicle and equipment movement on unpaved project sites:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.

- All vehicle speeds on unpaved roads shall be limited to 15 mph.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Significance after Mitigation: Less than Significant. Implementation of Mitigation Measure 3.1-1 would ensure that dust control measures implemented during construction would be consistent with the guidance from BAAQMD to reduce fugitive dust-related impacts to a less than significant level. With regard to fugitive dust emissions, the BAAQMD CEQA Guidelines focus on implementation of recommended dust control measures rather than a quantitative comparison of estimated emissions to a significance threshold. Studies have shown that the application of BMPs at construction sites substantially control fugitive dust (WRAP, 2006) and individual measures have been shown to reduce fugitive dust by anywhere from 30 percent to 90 percent (BAAQMD, 2009). For all projects, the BAAQMD recommends the implementation of its *Basic Control Mitigation Measures* (BAAQMD, 2017a). These measures would be implemented under **Mitigation Measure 3.1-1**. The BAAQMD considers implementation of these dust control measures to result in a less than significant impact due to construction fugitive dust. Therefore, during construction, the EVC FMP's contribution to the cumulative air quality impact in the SFBAAB would also be less than significant.

Impact 3.1-3: Operation of campus facilities and buildings developed under the EVC FMP could result in a cumulatively considerable increase in emissions for which the SFBAAB is non-attainment under an applicable federal or State ambient air quality standard. (*Less than Significant*)

As discussed earlier, the SFBAAB is a non-attainment area for ozone, PM₁₀ and PM_{2.5} under federal and State air quality standards. The analysis below focuses on the potential for the increase in campus operational activities due to the project that would result in a cumulatively considerable net increase in operational emissions of ROG and NO_x (ozone precursors) as well as PM₁₀ and PM_{2.5}. Project-related emissions of these pollutants would be considered cumulatively considerable if the estimated average daily emissions from these activities would exceed emission thresholds set forth by BAAQMD.

Operation of buildings and facilities, and the associated increase in student population and vehicle trips to the campus under the EVC FMP would result in an increase in criteria air pollutant and precursor emissions, including ROG, NO_x, PM₁₀ and PM_{2.5}. Emissions would be generated from a variety of sources, including onsite area sources (e.g., increased natural gas combustion for space and water heating in the new boiler at the Central Plant, operation of landscape maintenance equipment, maintenance application of paint and other architectural coatings, use of consumer products such as cleaning products) and mobile on-road sources from as student and staff commute trips.

As discussed above in the *Methodology section*, increases in operational emissions associated with the EVC FMP were calculated using the most recent version of the CalEEMod program using inputs detailed in Appendix B. **Table 3.1-6** presents the average daily unmitigated operational emissions of criteria air pollutants for existing and project scenarios. Only those sources affected by the FMP are included in Table 3.1-6. The emergency generators at the campus, for example, would not be affected by the implementation of the FMP and are hence not included. The table also compares the increase in emissions due to the EVC FMP to average daily and annual significance thresholds from the BAAQMD CEQA Guidelines.

**TABLE 3.1-6
INCREASE IN OPERATIONAL CRITERIA POLLUTANT EMISSIONS DUE TO EVC FMP**

Source	Average Daily Emissions ^{a,b} (lbs/day)			
	ROG	NO _x	PM ₁₀	PM _{2.5}
Existing				
Mobile Sources	17.9	24.4	33.4	9.2
Area Sources	15.6	< 0.1	< 0.1	< 0.1
Natural gas Combustion ^c	1.4	12.4	0.9	0.9
Total	34.9	36.8	34.4	10.1
With FMP (2030)				
Mobile Sources	14.4	15.1	41.2	11.1
Area Sources	17.4	< 0.1	< 0.1	< 0.1
Natural Gas Combustion ^c	1.7	15.0	1.1	1.1
Total	34.9	43.1	44.5	12.7
Net Change from Existing (lbs/day)	-1.4	-6.7	8.0	2.2
BAAQMD Significance Threshold	54	54	82	54
Exceeds Threshold?	No	No	No	No
Net Change from Existing (tons/year)	-0.3	-1.2	1.5	0.4
BAAQMD Significance Threshold	10	10	15	10
Exceeds Threshold?	No	No	No	No

NOTES:

NO_x = oxides of nitrogen; PM_{2.5} = particulate matter 2.5 microns or less in diameter; PM₁₀ = particulate matter 10 microns or less in diameter; ROG = reactive organic gases

^a Operational emissions are presented for the full buildout year of 2030.

^b Average daily construction emissions represent total annual emissions divided by 365 days per year.

^c Includes emissions from the potential additional boiler at the Central Plant.

SOURCE: Table compiled by Environmental Science Associates in 2021 (refer to Appendix B)

As shown in Table 3.1-6, the increase in operational emissions due to the EVC FMP would not exceed BAAQMD's mass daily or annual significance thresholds for ROG, NO_x, PM₁₀, and PM_{2.5}. In fact, ROG and NO_x emissions would reduce with the implementation of the FMP despite an increase in vehicle trips and VMT generated by the FMP. This is due to the greater efficiency of the overall vehicle fleet mix predicted for year 2030 when compared to the 2020 fleet. These efficiencies are created by greater fleet fuel efficiency, increase in percentage of EVs in the fleet and automobile emissions controls. Thus, the proposed EVC FMP would result in a **less than significant** impact with respect to operational emissions of ROG, NO_x, PM₁₀, and PM_{2.5}.

Mitigation: None required.

Impact 3.1-4: Construction activities associated with the EVC FMP could lead to health risks from exposure of sensitive receptors to substantial concentrations of TACs. (*Less than Significant with Mitigation*)

DPM represents the primary TAC of concern resulting from construction activities. Construction activities associated with the EVC FMP would generate DPM emissions from the combustion of diesel in internal combustion engines of construction equipment such as loaders, excavators, backhoes, cranes, as well as diesel-fueled heavy-duty haul trucks. Existing sensitive receptors in the vicinity of the campus are detailed earlier in this section. The BAAQMD considers a 1000-foot radius from the emissions source as the zone of influence within which receptors are likely to be exposed to substantial pollutant concentrations. Therefore, this analysis focusses on impacts to residential uses and schools located within 1,000 feet of the academic core of the campus, where most of the FMP related construction would take place.

The key drivers to exposure sensitivity are concentration of pollutants and duration of exposure. Exposure is a function of the concentration of a substance or substances in the environment and the extent of exposure. According to OEHHA, health risk assessments should be based on a 30-year exposure period (OEHHA, 2015). However, such assessments should be limited to the period/duration of activities associated with the EVC FMP.

To assess the EVC FMP's potential to expose sensitive receptors to substantial concentrations of TACs, an HRA was conducted to assess increased cancer risk, non-cancer chronic health effects, and localized annual average PM_{2.5} concentrations from project construction to off-site residential, off-site school (Pinnacle Learning Center) and on-campus preschool (Child Development Center). The HRA analyzes maximum risks to off-site residential receptors assuming exposure to a third-trimester fetus.⁷ To determine whether significant impacts would occur, the estimated cancer risk, non-cancer chronic risk, and annual average PM_{2.5} concentration results were compared to the project-level health risk significance thresholds of an increase in cancer risk level greater than 10 in 1 million, a non-cancer chronic HI greater than 1.0, and an annual average PM_{2.5} concentrations greater than 0.3 µg/m³ of PM_{2.5}, respectively.

⁷ As discussed above, adults are much less susceptible to increased cancer risk, so to assess worst-case scenario, this analysis accounts this "age sensitivity factor" by including results for child receptors.

Table 3.1-7 presents the results of the unmitigated HRA for these receptors. The maximally exposed off-site child resident MEIR would occur at a residence south of the campus on Par Estates Way. The estimated maximum risk to a child resident at the MEIR would occur when the third trimester exposure starts in 2022 and would result in an increase in lifetime cancer risk of 8.1 in 1 million, less than the BAAQMD's 10 in a million threshold. Child receptors at the Child Development Center would experience an increase in cancer risk of 10.2 in a million, exceeding the BAAQMD threshold while receptors at the Pinnacle Learning Center would experience a less than significant increase in cancer risk due to FMP construction. As shown in Table 3.1-7, all off-site and on-campus receptors analyzed would experience an increase in chronic non-cancer risks below the BAAQMD threshold for Hazard Index of 1.0 PM_{2.5} concentrations at all analyzed off-site receptors would also be less than the BAAQMD threshold.

**TABLE 3.1-7
UNMITIGATED INCREMENTAL INCREASE IN LIFETIME CANCER RISK, CHRONIC HAZARD INDEX, AND ANNUAL AVERAGE PM_{2.5} CONCENTRATION FROM PROJECT CONSTRUCTION**

Receptor Type/	Exposure Period	Incremental Increase in Lifetime Cancer Risk (in 1 million) ^a	Chronic Hazard Index ^{a,b}	Annual Average PM _{2.5} Concentration (µg/m ³) ^{a,b}
Off-Site Receptors				
Resident Child MEIR ^c	2022 – 2025	8.1	0.01	0.03
Child at Pinnacle Learning Center	2022 - 2025	<0.01	0.004	0.02
Significance Threshold		10	1.0	0.3
Exceeds Threshold (Yes or No)?		No	No	No
On-Site Receptors				
Child at Child Development Center	2022 - 2025	10.2	0.013	0.06
Significance Threshold		10	1.0	0.3
Exceeds Threshold (Yes or No)?		Yes	No	No

NOTES:

µg/m³ = micrograms per cubic meter; HI = Hazard Index; MEIR = Maximally Exposed Individual Receptor; PM_{2.5} = particulate matter 2.5 microns or less in diameter

^a **Bold values** represent risks that exceed thresholds.

^b Hazard index values and annual average PM_{2.5} concentrations represent the worst year of exposure, not a summation

^c The resident child cancer risk MEIR is located at a residence south of the campus on Park Estates Way.

SOURCES: Data compiled by Environmental Science Associates in 2021 (refer to Appendix B).

As the incremental lifetime cancer risk to existing on-campus receptors at the CDC would be above the 10 in one million risk threshold, this impact would be considered **significant**.

Mitigation Measure 3.1-2 identified below would require construction contractors to use construction equipment that meet the Tier 4 Final emission standards.

Mitigation Measure 3.1-2: Construction Health Risk Reduction Plan

EVC shall require construction contractors to implement a Construction Health Risk Reduction Plan that includes the following measures. These measures shall be included as part of contract specifications:

- a) Construction contractors shall be required to demonstrate that all heavy-duty off-road construction equipment with engines greater than 25 horsepower used for construction activities shall be equipped with the most effective Verified Diesel Emissions Control Strategies (VDECS) available for the engine type. In this case, the best available VDECS would be implementation of Tier 4F engines as certified by CARB and EPA. This adherence shall be verified through submittal of an equipment inventory and Certification Statement to the BAAQMD. The Certification Statement must state that each contractor agrees to compliance and acknowledges that a significant violation of this requirement shall constitute a material breach of the contractor's agreement and/or the general contract with the project applicant.
- b) Use alternative fuels as commercially available, such as renewable diesel, biodiesel, natural gas, propane, and electric equipment, to the extent feasible. Portable equipment shall be powered by grid electricity or alternative, non-fossil fuels (i.e., not diesel) instead of by diesel generators.
- c) Idling times on all diesel-fueled commercial vehicles weighing more than 10,000 pounds shall be minimized either by shutting equipment off when not in use or by reducing the maximum idling time to two minutes. This limit is more restrictive than the five-minute limit required by the California airborne toxics control measure (California Code of Regulations Title 13, Section 2485s). Clear signage to this effect shall be provided for construction workers at all access points.
- d) Idling times on all diesel-fueled off-road equipment exceeding 25 horsepower shall be minimized either by shutting equipment off when not in use or by reducing the maximum idling time to two minutes. Fleet operators must develop a written policy as required by California Code of Regulations Title 23, Section 2449 ("California Air Resources Board Off-Road Diesel Regulations").

Significance after Mitigation: Less than significant. Implementation of Mitigation Measure 3.1-2 would reduce construction-related health risks to less than the BAAQMD' project level thresholds by requiring use of Tier 4F lower-emissions equipment meeting the most stringent EPA standards.

Table 3.1-8 presents the mitigated health risks for all receptor types analyzed.

With mitigation, incremental lifetime cancer risk, chronic HI and PM_{2.5} concentrations at all analyzed off-site and on-site receptors would be less than the respective BAAQMD project level thresholds for health risks. This impact would be **less than significant with mitigation**.

TABLE 3.1-8
MITIGATED INCREMENTAL INCREASE IN LIFETIME CANCER RISK, CHRONIC HAZARD INDEX, AND ANNUAL AVERAGE PM_{2.5} CONCENTRATION FROM EVC FMP CONSTRUCTION

Receptor Type/	Exposure Period	Incremental Increase in Lifetime Cancer Risk (in 1 million) ^a	Chronic Hazard Index ^{a,b}	Annual Average PM _{2.5} Concentration (µg/m ³) ^{a,b}
Off-Site Receptors				
Resident Child MEIR ^c	2022 - 2025	0.6	0.001	0.003
Child at Pinnacle Learning Center	2022 - 2025	<0.001	<0.001	0.001
Significance Threshold		10	1.0	0.3
Exceeds Threshold (Yes or No)?		No	No	No
On-Site Receptors				
Child at Child Development Center	2022 - 2025	0.8	0.001	0.005
Significance Threshold		10	1.0	0.3
Exceeds Threshold (Yes or No)?		No	No	No

NOTES:

µg/m³ = micrograms per cubic meter; HI = Hazard Index; MEIR = Maximally Exposed Individual Receptor; PM_{2.5} = particulate matter 2.5 microns or less in diameter

^a Mitigation assumes use of construction equipment that meet the EPA's Tier 4 Final emission standards.

^b Hazard index values and annual average PM_{2.5} concentrations represent the worst year of exposure, not a summation.

^c The resident child cancer risk MEIR is located at a residence south of the campus on Park Estates Way.

SOURCES: Data compiled by Environmental Science Associates in 2021 (refer to Appendix B).

Impact 3.1-5: The proposed EVC FMP could lead to increased health risks from exposure of sensitive receptors to substantial concentrations of criteria air pollutants. (*Less than Significant Impact*)

The health effects associated with emissions of criteria pollutants are described in the Air Pollutants of Concern discussion in Section 3.1.1 above. As described in the Criteria Air Pollutants discussion in Section 3.1.2, *Regulatory Setting*, compliance with the ambient air quality standards (NAAQS and CAAQS) indicates that regional air quality can be considered protective of public health.

The EVC FMP would generate less than significant quantities of criteria pollutant emissions ROG, NO_x, and particulate matter during both construction and operation, as discussed under Impacts 3.1-2 and 3.1-3. However, the health impacts of these emissions on sensitive receptors is difficult if not speculative to quantify. Given that ozone is a secondary pollutant formed through a complex reaction between its precursors (i.e., NO_x and ROG) in the atmosphere with the presence of sunlight and meteorological conditions, the impacts of ozone are analyzed at a basin-wide or regional level rather than local (SCAQMD, 2014; SJVAPCD, 2014). The health-based ambient air quality standards for ozone are therefore the concentrations of ozone, not the mass emissions of their precursor pollutants, NO_x and ROG. Because of the complexity involved with ozone formation, ozone concentrations, and the state of environmental science modeling in use at this time, it is infeasible to quantify targeted ozone concentrations from NO_x or ROG emissions attributable to a particular project or an area. Since the EVC FMP would not exceed the numeric

indicator for ROG and NO_x emissions during either construction or operation and would result in a decrease in operational emissions of ROG and NO_x, it is not likely that ROG and NO_x emissions due to the FMP could result in an increase in ground-level ozone concentrations in proximity to the EVC campus or elsewhere in the SFBAAB.

As expressed in the *amicus curiae* brief submitted for the *Sierra Club v. County of Fresno* case (also known as the *Friant Ranch Case*; SJVAPCD, 2014), the CEQA significance thresholds for criteria pollutants from the air districts are set at emission levels tied to the region's attainment status and are emission levels at which stationary pollution sources permitted by the air district must offset their emissions. Therefore, given that the project would not exceed the mass emissions thresholds established by the BAAQMD, it is not likely that emissions from project-related activities will cause or contribute to the exposure of sensitive receptors to ground-level concentrations in excess of health-protective levels.

In addition, while specific ROG may be TACs; they are not expected to present significant health risk impacts from project construction and operational activities. Construction would involve use of equipment and trucks powered by diesel engines that produce substantially fewer ROG emissions than gasoline powered motor vehicles. Potential health risks from DPM emissions generated by diesel equipment and trucks, discussed above under Impact 3.1-4, far outweigh the risks associated with ROG. ROG emissions generated by the project would be from motor vehicles, construction equipment, and architectural coatings, but the level of emissions generated would not result in the exceedances of the BAAQMD's significance thresholds as shown in Tables 3.1-5 and 3.1-6. Additionally, the EVC FMP would comply with BAAQMD Regulation 8, Rule 3, which restricts the ROG content of coatings for both construction and operational applications.

As discussed under Impacts 3.1-2 and 3.1-3, construction and operation of the EVC FMP would not result in NO_x or ROG emissions that exceed the BAAQMD's average daily or total annual emission thresholds that are established at health protective levels with an adequate margin of safety. Therefore, individual project emissions less than these levels would not be anticipated to result in an adverse health effects from exposure to ROG or NO_x. The EVC FMP's impact would be **less than significant**.

Mitigation: None required.

Cumulative Impacts

Impact C-3.1-6: Implementation of the EVC FMP combined with cumulative development in the vicinity would result in a cumulatively considerable net increase of a criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard. (Less than Significant with Mitigation)

The BAAQMD has developed thresholds of significance for both construction and operation with consideration of individual project emission levels that would be cumulatively considerable. If a project exceeds the identified project significance levels, then its emissions would also be

cumulatively considerable. The analysis in Impact 3.1-2 demonstrates that, with mitigation, the EVC FMP's construction emissions would not exceed emission thresholds for ROG, NO_x, PM₁₀ or PM_{2.5}. Likewise, the analysis under Impact 3.1-3 shows that operational emissions under the EVC FMP would not exceed emission thresholds for ROG, NO_x, PM₁₀ or PM_{2.5}. Therefore, the EVC FMP's contribution to the cumulative air quality impact of the area would be less than significant during both construction and operation.

Impact 3.1-1 above, addresses potential impacts with respect to consistency with the BAAQMD 2017 Clean Air Plan. Because the 2017 Clean Air Plan focuses on reducing population exposure to air pollutants throughout the region, the assessment in Impact 3.1-1 is a cumulative analysis as it assesses consistency with a region wide air quality plan. Therefore, a separate cumulative assessment of consistency with the 2017 Clean Air Plan is not required.

Mitigation: Implement Mitigation Measure 3.1-1.

Significance after Mitigation: Less than Significant.

Impact C-3.1-7: Implementation of the EVC FMP could contribute considerably to cumulative emissions of TACs and PM_{2.5} that could expose sensitive receptors to substantial pollutant concentrations or health risks. (Less than Significant with Mitigation)

In addition to a project's individual TAC impacts during construction and operation, the BAAQMD recommends evaluating the potential cumulative health risks to sensitive receptors from existing and reasonably foreseeable future sources of TACs. The method for determining cumulative health risk requires the tallying of health risk from permitted stationary sources, major roadways, and any other identified substantial sources of TACs in the vicinity of a project site (i.e., within a 1,000-foot radius) and then adding the individual sources to determine whether the BAAQMD's cumulative health risk thresholds are exceeded.

There are no -BAAQMD-permitted stationary sources within 1,000 feet of this receptor. The nearest sources are the EVC's emergency generators located beyond the 1,000-foot zone of influence. There are also no highway, rail routes or major streets that carry a traffic of more than 10,000 vehicle a day within 1,000 feet of the MEIR. Lastly, there are no foreseeable off-site cumulative construction projects in the project vicinity that could occur at approximately the same time as the project. Therefore, the cumulative health risks at the MEIR is primarily the EVC FMP's mitigated construction risks. As shown in Table 3.1-8, the with the implementation of Mitigation Measure 3.1-2, the EVC FMP-related construction health risks to the off-site MEIR would be less than the BAAQMD's project-level thresholds and hence, also less than the cumulative thresholds. This impact would therefore be **less than significant with mitigation**.

Mitigation: Implement Mitigation Measure 3.1-2.

Significance after Mitigation: Less than Significant.

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3.2 Energy

This section describes and evaluates the potential effects on energy resources such as electricity, natural gas, and transportation fuels, that could result from construction and operation of development proposed in the EVC FMP. The section describes the existing energy infrastructure serving the EVC campus and the existing energy consumption at the campus; summarizes federal, state, regional, and local laws and regulations related to energy demand and conservation; analyzes the potential impacts of the EVC FMP related to energy demand; and identifies feasible measures that could mitigate significant impacts.

The information has been prepared in accordance with Public Resources Code (PRC) Section 21100(b)(3), CEQA Guidelines Section 15126.2(b), and CEQA Guidelines Appendix F. Section 15126.2(b) and Appendix F provide that an EIR should evaluate potential impacts of a proposed project as a result of the demand for energy during the project's construction and operational phases and encourage measures to avoid or reduce inefficient, wasteful, or unnecessary consumption of energy.

The analysis in this section was developed based on project-specific construction and operational features described in Chapter 2, *Project Description*, Section 3.7, *Utilities and Service Systems* as well as the *Evergreen Valley College Central Plant Load Study*. The analysis also accounts for and is consistent with assumptions made in Section 3.1, *Air Quality*, Section 3.3, *Greenhouse Gas Emissions*, and Section 3.5, *Transportation*.

3.2.1 Environmental Setting

State Energy Profile

Total energy usage in California was 7,967 trillion British thermal units (Btu) in 2018 (the most recent year for which data is available), which equates to an average of 202 million Btu per capita per year. These figures place California second among the 50 states in total energy use and 48th in per-capita consumption. Of California's total energy usage, the breakdown by sector is roughly 40 percent transportation, 23 percent industrial, 19 percent commercial, and 18 percent residential. Electricity and natural gas in California are generally consumed by stationary users such as residences and commercial and industrial facilities, whereas petroleum-based fuel consumption is generally accounted for by transportation-related energy use (U.S. Energy Information Administration, 2021).

California relies on a regional power system composed of a diverse mix of natural gas, renewable, hydroelectric, coal, and nuclear generation resources. Approximately 68 percent of the electrical power needed to meet California's demand is produced in the state; the balance, approximately 32 percent, is imported from the Pacific Northwest and the Southwest regions. In 2018, California's in-state electricity use was derived from natural gas (43 percent); large hydroelectric resources (16.5 percent); nuclear sources (8 percent); and renewable resources that include geothermal, biomass, small hydroelectric resources, wind, and solar (32 percent). Coal, oil, and other sources generated the remaining 0.5 percent of California's in-state electricity use (CEC, 2021a).

Regional Setting

Electricity

Electricity, as a consumptive utility, is a man-made resource. The production of electricity requires the consumption or conversion of resources—including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources—into usable energy. The delivery of electricity involves several system components for distribution and use. Electricity is distributed through a network of transmission and distribution lines commonly called a power grid.

Energy capacity, or electrical power, is generally measured in watts (W), while energy use is measured in watt-hours. For example, if a light bulb has a capacity rating of 100 W, the energy required to keep the bulb on for 1 hour would be 100 watt-hours. On a utility scale, the capacity of a generator is typically rated in megawatts (MW), which is 1 million watts, while energy usage is measured in megawatt-hours (MWh) or gigawatt-hours, which is one billion watt-hours.

Pacific Gas and Electric Company (PG&E) provides electrical and natural gas services to approximately 16 million people throughout its 70,000-square-mile service area, across central, coastal, and Northern California, an area bounded by Humboldt County to the north and Kern County to the south (PG&E, 2021a). PG&E produces and purchases energy from a mix of conventional and renewable generating sources.

PG&E generates power from a variety of energy sources, including large hydropower (greater than 30 MW), natural gas, nuclear sources, and renewable resources, such as wind, solar, small hydropower (less than 30 MW), and geothermal sources. Approximately 29 percent of PG&E's 2019 electricity purchases were from renewable sources with 27 percent from large hydroelectric resources and 44 percent from nuclear (PG&E, 2020). In 2018, PG&E sold approximately 87,375,000 MWh to customers (PG&E, 2018). Refer to **Table 3.2-1** for a summary of electricity use at the state, regional and local levels.

In the City of San José, electricity is provided by San José Clean Energy (SJCE), a Community Choice Program organized under California law. SJCE is one of 23 existing Community Choice Aggregators (CCA) in California, a number which is anticipated to grow in the near future. The SJCE purchases electricity directly from generators, which is then delivered by PG&E over its existing utility lines. Residences and businesses in the City of San José are automatically enrolled in the GreenSource program, which provides 86 percent greenhouse-gas-emissions-free electricity, or can elect to enroll in the “TotalGreen” program, which provides 100 percent greenhouse-gas-emissions-free electricity from entirely renewable sources. Customers can also opt out at any time and continue purchasing electricity from PG&E.

Natural Gas

Natural gas is a combustible mixture of simple hydrocarbon compounds (primarily methane) that is used as a fuel source. In California, natural gas is obtained from naturally occurring reservoirs and delivered through high-pressure transmission pipelines. Natural gas satisfies almost one-third of California's total energy demand. It can be measured in terms of both cubic feet and Btu.

**TABLE 3.2-1
EXISTING ANNUAL STATE, REGIONAL, AND COUNTY ENERGY USE**

Source	Amount per year
Electricity	
State ^b	279,401,880 MWh
PG&E ^b	87,375,000 MWh
Santa Clara County ^b	16,664,461 MWh
Natural Gas	
State	12,327,096,996 MMBtu
PG&E	1,016,713,000 MMBtu
Santa Clara County	45,972,076 MMBtu
Gasoline	
State	15,365,000,000 gallons
Santa Clara County	713,000,000 gallons
Diesel	
State	3,658,330,000 gallons
Santa Clara County	87,500,000 gallons
NOTES: MMBtu = million metric British thermal units; MWh = megawatt-hours; PG&E = Pacific Gas and Electric Company Sources: ^a CPUC, 2021a; PG&E, 2018. ^b PG&E, 2021b. ^c CEC, 2020a.	

PG&E provides natural gas transportation services to “core” customers and to “non-core” customers (industrial, large commercial, and natural gas-fired electric generation facilities) that are connected to its gas system in its service territory. Core customers can purchase natural gas procurement service (natural gas supply) from either PG&E or non-utility third-party gas procurement service providers (referred to as “core transport agents”). When core customers purchase gas supply from a core transport agent, PG&E still provides gas delivery, metering, and billing services to those customers. When PG&E provides both transportation and procurement services, PG&E refers to the combined service as “bundled” natural gas service. Currently, more than 95 percent of core customers, representing nearly 80 percent of the annual core market demand, receive bundled natural gas service from PG&E.

PG&E does not provide procurement service to non-core customers, who must purchase their gas supplies from third-party suppliers. PG&E offers backbone gas transmission, gas delivery (local transmission and distribution), and gas storage services as separate and distinct services to its non-core customers. Access to PG&E’s backbone gas transmission system is available for all-natural gas marketers and shippers, as well as non-core customers. PG&E also delivers gas to off-system customers (i.e., outside of PG&E’s service territory) and to third-party natural gas storage customers.

Table 3.2-1 provides a summary of natural gas use at the state, regional and local levels.

Transportation Energy

According to the California Energy Commission (CEC), transportation accounted for nearly 40 percent of total energy consumption in California during 2017 (CEC, 2020b). In 2019, 15.4 billion gallons of gasoline and 3.7 billion gallons of diesel fuel were consumed in California (CEC, 2020a).¹ Petroleum-based fuels currently account for more than 90 percent of transportation fuel use in California (CEC, 2016).

The state has developed and is implementing strategies to reduce petroleum use. Over the last decade, California has implemented several policies, rules, and regulations to improve vehicle efficiency, increase the development and use of alternative fuels, reduce air pollutants and GHG emissions from the transportation sector, and reduce vehicle miles traveled (VMT). Accordingly, total gasoline consumption in California has declined. The CEC predicts that the demand for gasoline will continue to decline over the next 10 years and beyond, and there will be an increase in the use of alternative fuels (CEC, 2018a). According to fuel sales data from the CEC, fuel consumption in Santa Clara County was approximately 713 million gallons of gasoline and 89 million gallons of diesel fuel in 2019 (CEC 2020a).² Refer to Table 3.2-1 for a summary of statewide fossil fuel consumption in 2018 - 2019.

Local Setting

Existing annual energy use at the EVC campus includes mobile sources and energy usage associated with the existing buildings on the campus. The existing EVC campus encompasses approximately 644,445 gross square feet (GSF) of educational, administrative, and other uses. The age and condition of campus facilities varies widely. Some of the campus buildings have been rebuilt or updated after 2000. The remaining original campus facilities are approximately 45 years of age and by the end of the 2030 planning period addressed in the EVC FMP, these original facilities will be up to 55 years of age. The EVC FMP proposes to either replace or renovate the older structures on the campus with new and updated buildings built to current energy efficiency standards.

PG&E provides electricity to the EVC campus from 21 kVA lines that feed into the campus Central Energy Plant. Power is then distributed to each building on the campus via direct-bury cable or through the campus utility tunnel system. The EVC campus also receives power from a 1.4 MW photovoltaic system installed on the campus. This system supports approximately one-third of the campus' energy needs (SJECCD, 2013).

¹ Diesel is adjusted to account for retail (52 percent) and non-retail (48 percent) diesel sales. CEC-A15 results for diesel sales do not include non-retail diesel sales, which are 48 percent of total diesel sales. For purposes of this analysis, the 48 percent of non-retail diesel sales were accounted, and therefore, reported statewide diesel sales are higher than reported in the A15 results. Refer to footnote in the CEC-A15 results.

² Diesel is adjusted to account for retail (52 percent) and non-retail (48 percent) diesel sales. CEC-A15 results for diesel sales do not include non-retail diesel sales, which are 48 percent of total diesel sales. For purposes of this analysis, the 48 percent of non-retail diesel sales were accounted, and therefore, reported countywide diesel sales are higher than reported in the A15 results. Refer to footnote in the CEC-A15 results.

3.2.2 Regulatory Setting

Federal

Federal policies and regulations set broad energy efficiency standards and incentives for consumer products, automobile and fuel efficiency, and other purposes. Such requirements, as those listed below, tend to be primarily applicable to the automobile manufacturing sector but do have indirect applicability to the EVC FMP. These federal requirements are listed here for informational purposes.

National Energy Conservation Policy Act

The National Energy Conservation Policy Act (NECPA) serves as the underlying authority for federal energy management goals and requirements. Signed into law in 1978, NECPA has been regularly updated and amended by subsequent laws and regulations. This law is the foundation of most federal energy requirements. NECPA established energy-efficiency standards for consumer products and includes a residential program for low-income weatherization assistance, grants, and loan guarantees for energy conservation in schools and hospitals, and energy-efficiency standards for new construction. Initiatives in these areas continue today.

Energy Policy Act of 1992

The Energy Policy Act of 1992 was enacted to reduce U.S. dependence on foreign petroleum and improve air quality. This law includes several provisions intended to build an inventory of alternative-fuel vehicles in large, centrally fueled fleets in metropolitan areas. The Energy Policy Act of 1992 requires certain federal, state, and local government and private fleets to purchase a percentage of light-duty alternative fuel vehicles capable of running on alternative fuels each year. Financial incentives were also included in the law, to drive efficiency and a greater use of renewable energy. Federal tax deductions are allowed for businesses and individuals to cover the incremental cost of alternative fuel vehicles. The Energy Policy Act of 1992 also requires states to consider a variety of incentive programs to help promote alternative-fuel vehicles.

Energy Policy Act of 2005

The National Energy Policy Act of 2005 sets equipment energy efficiency standards and seeks to reduce reliance on nonrenewable energy resources and provide incentives to reduce current demand on these resources. For example, under the act, consumers and businesses can attain federal tax credits for purchasing fuel-efficient appliances and products, including hybrid vehicles; constructing energy-efficient buildings; and improving the energy efficiency of commercial buildings. Additionally, tax credits are available for the installation of qualified fuel cells, stationary micro-turbine power plants, and solar power equipment.

Executive Order 13423 (Strengthening Federal Environmental, Energy, and Transportation Management), signed in 2007, strengthens the key energy management goals for the federal government and sets more challenging goals than the Energy Policy Act of 2005. The energy reduction and environmental performance requirements of Executive Order 13423 were expanded upon in Executive Order 13514 (Federal Leadership in Environmental, Energy, and Economic Performance), which was signed in 2009.

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 sets federal energy management requirements in several areas, including energy reduction goals for federal buildings, facility management and benchmarking, performance and standards for new buildings and major renovations, high-performance buildings, energy savings performance contracts, metering, energy-efficient product procurement, and reduction in petroleum use, including by setting automobile efficiency standards, and increase in alternative fuel use. This act also amends portions of the National Energy Policy Conservation Act.

Corporate Average Fuel Economy Standards

Established by the U.S. Congress in 1975, the Corporate Average Fuel Economy (CAFE) standards reduce energy consumption by increasing the fuel economy of cars and light trucks. The National Highway Traffic Safety Administration (NHTSA) and U.S. Environmental Protection Agency (EPA) jointly administer the CAFE standards. Congress has specified that CAFE standards must be set at the “maximum feasible level” with consideration given to (1) technological feasibility; (2) economic practicality; (3) effect of other standards on fuel economy; and (4) the need for the nation to conserve energy.³

In September 2019, EPA finalized the Safer Affordable Fuel-Efficient Vehicles Rule Part One: One National Program and announced its decision to withdraw the Clean Air Act preemption waiver granted to the State of California in 2013 (EPA & NHTSA, 2019).

State

Warren-Alquist Act

The 1975 Warren-Alquist Act established the California Energy Resources Conservation and Development Commission, now known as the CEC. The Act established a state policy to reduce wasteful, uneconomical, and unnecessary uses of energy by employing a range of measures.

California Energy Action Plan

California’s *2008 Energy Action Plan Update* updates the *2005 Energy Action Plan II*, which is the state’s principal energy planning and policy document. The plan maintains the goals of the original *Energy Action Plan*, describes a coordinated implementation plan for state energy policies, and identifies specific action areas to ensure that California’s energy is adequate, affordable, technologically advanced, and environmentally sound. First-priority actions to address California’s increasing energy demands are to promote energy efficiency, demand response (i.e., reducing customer energy usage during peak periods to address power system reliability and support the best use of energy infrastructure), and use of renewable power sources. To the extent that these strategies are unable to satisfy increasing energy and capacity needs, the plan supports clean and efficient fossil-fuel fired generation.

³ For more information on the CAFE standards, refer to <https://www.nhtsa.gov/laws-regulations/corporate-average-fuel-economy>.

State of California Integrated Energy Policy

In 2002, the Legislature passed Senate Bill 1389 (SB 1389), which required the CEC to develop an integrated energy plan biannually for electricity, natural gas, and transportation fuels, for the California Energy Report. SB 1389 requires the CEC to prepare a biennial Integrated Energy Policy Report (IEPR) that assesses major energy trends and issues facing the state's electricity, natural gas, and transportation fuel sectors and provides policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the state's economy; and protect public health and safety (Public Resources Code Section 25301[a]). The IEPR has replaced the Energy Action Plan as the chief program intended to provide a comprehensive statewide energy strategy to guide energy investments, energy-related regulatory efforts and GHG reduction measures.

The 2019 Integrated Energy Policy Report provides the results of CEC assessments on a variety of energy issues facing California:

- Decarbonizing buildings;
- Integrating renewables;
- Energy efficiency;
- Energy equity;
- Integrating renewable energy;
- Updates on Southern California electricity reliability;
- Climate adaptation activities for the energy sector;
- Natural gas assessment;
- Transportation energy demand forecast; and
- California energy demand forecast.

Title 24 - California Energy Efficiency Standards

The Energy Efficiency Standards for residential and nonresidential buildings specified in Title 24, Part 6 of the California Code of Regulations were established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated approximately every three years to allow for consideration and possible incorporation of new energy-efficiency technologies and methods. The current standards became effective on January 1, 2020 (CEC, 2021b).

California Green Building Standards Code (CALGreen, or Title 24 Part 11)

Part 11 of the Title 24 Building Energy Efficiency Standards is referred to as the California Green Building Standards (CALGreen) Code. CALGreen is intended to encourage more sustainable and environmentally friendly building practices, require low-pollution emitting substances that cause less harm to the environment, conserve natural resources, and promote the use of energy-efficient materials and equipment. Since 2011, the CALGreen Code is mandatory for all new residential and non-residential buildings constructed in the state. Such mandatory measures include energy efficiency, water conservation, material conservation, planning and design, and overall

environmental quality. The CALGreen Code was most recently updated in 2019, with new measures taking effect on January 1, 2020.

Renewables Portfolio Standard (RPS)

The State of California adopted standards to increase the percentage that retail sellers of electricity, including investor-owned utilities and CCAs, must provide from renewable resources. The standards are referred to as the RPS. Qualifying renewables under the RPS include bioenergy such as biogas and biomass, small hydroelectric facilities (30 MW or less), wind, solar, and geothermal energy. The CPUC and the CEC jointly implement the RPS program. The CPUC's responsibilities include: (1) determining annual procurement targets and enforcing compliance; (2) reviewing and approving each investor-owned utility's renewable energy procurement plan; (3) reviewing contracts for RPS-eligible energy; and (4) establishing the standard terms and conditions used in contracts for eligible renewable energy (CPUC, 2021b).

Executive Orders S-14-08 and S-21-09

In November 2008, Governor Schwarzenegger signed Executive Order S-14-08, which expanded the state's RPS to 33 percent renewable power by 2020. In September 2009, Governor Schwarzenegger continued California's commitment to the RPS by signing Executive Order S-21-09, which directed the California Air Resources Board (CARB) under its AB 32 authority to enact regulations to help the state meet its RPS goal of 33 percent renewable energy by 2020.

SB 350 - Clean Energy and Pollution Reduction Act of 2015

SB 350, known as the Clean Energy and Pollution Reduction Act of 2015, was enacted on October 7, 2015, and provides a new set of objectives in clean energy, clean air, and pollution reduction by 2030. The objectives include the following:

- To increase from 33 percent to 50 percent by December 31, 2030, the procurement of the state's electricity from renewable sources.
- To double the energy efficiency savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation.

Senate Bill 100

On September 10, 2018, Governor Brown signed SB 100, establishing that 100 percent of all electricity in California must be obtained from renewable and zero-carbon energy resources by December 31, 2045. SB 100 also creates new standards for the RPS goals that were established by SB 350 in 2015. Specifically, the bill increases required energy from renewable sources for both investor-owned utilities and publicly owned utilities from 50 percent to 60 percent by 2030. Incrementally, these energy providers must also have a renewable energy supply of 33 percent by 2020, 44 percent by 2024, and 52 percent by 2027. The updated RPS goals are considered achievable, since many California energy providers are already meeting or exceeding the RPS goals established by SB 350.

On the same day that SB 100 was signed, Governor Brown signed Executive Order B-55-18 with a new statewide goal to achieve carbon neutrality (zero-net GHG emissions) by 2045 and to maintain net negative emissions thereafter.

Appliance Efficiency Regulations, California Code of Regulations Title 20

California's Appliance Efficiency Regulations (20 CCR Part 160-1608) contain standards for both federally regulated appliances and non-federally regulated appliances. The regulations are updated regularly to allow consideration of new energy efficiency technologies and methods. The current regulations were adopted by the CEC on November 18, 2009. The standards outlined in the regulations apply to appliances that are sold or offered for sale in California. More than 23 different categories of appliances are regulated, including refrigerators, freezers, water heaters, washing machines, dryers, air conditioners, pool equipment, and plumbing fittings.

Transportation Energy

AB 1007 (Pavley)-Alternative Fuel Standards

Assembly Bill 1007 (Pavley, Chapter 371, Statutes of 2005) required the CEC to prepare a state plan to increase the use of alternative fuels in California (State Alternative Fuels Plan). The CEC prepared the State Alternative Fuels Plan in partnership with the CARB and in consultation with other state, federal, and local agencies. The final State Alternative Fuels Plan, published in December 2007, attempts to achieve an 80 percent reduction in GHG emissions associated with personal modes of transportation, even as California's population increases.

California Assembly Bill 1493 (AB 1493, Pavley)

In response to the transportation sector accounting for more than half of California's carbon dioxide (CO₂) emissions, AB 1493 (commonly referred to as CARB's Pavley regulations), enacted on July 22, 2002, requires CARB to set GHG emission standards for new passenger vehicles, light duty trucks, and other vehicles manufactured in and after 2009 whose primary use is non-commercial personal transportation. Phase I of the legislation established standards for model years 2009 through 2016 and Phase II established standards for model years 2017 through 2025 (CARB, 2021 and EPA, 2012). Refer to Section 3.3, *Greenhouse Gas Emissions*, of this EIR for additional details regarding this regulation.

Low Carbon Fuel Standard

The Low Carbon Fuel Standard (LCFS), established in 2007 through Executive Order S-1-07 and administered by CARB, requires producers of petroleum-based fuels to reduce the carbon intensity of their products that started with a 0.25 percent reduction in 2011, and culminated in a 10 percent total reduction in 2020. In September 2018, CARB extended the LCFS program to 2030, making significant changes to the design and implementation of the program, including a doubling of the carbon intensity reduction to 20 percent by 2030. Carbon intensity claims are all subject to third-party verification.

Petroleum importers, refiners, and wholesalers can either develop their own low carbon fuel products or buy LCFS credits from other companies that develop and sell low carbon alternative fuels, such as biofuels, electricity, natural gas, and hydrogen.

Executive Order B-16-12 - 2025 Goal for Zero Emission Vehicles (ZEV)

In March 2012, Governor Brown issued an executive order establishing a goal of 1.5 million ZEVs on California roads by 2025. In addition to the ZEV goal, Executive Order B-16-12 stipulated that by 2015 all major cities in California will have adequate infrastructure and be

‘zero-emission vehicle ready’ so that by 2020 the state will have established adequate infrastructure to support 1 million ZEVs; and that by 2050, virtually all personal transportation in the state will be based on ZEVs, and GHG emissions from the transportation sector will be reduced by 80 percent below 1990 levels.

CARB’s Advanced Clean Car Program

The Advanced Clean Cars emissions-control program was approved by CARB in 2012 and is closely associated with the Pavley regulations (CARB, 2021). The program requires a greater number of ZEV models for years 2015 through 2025 to control smog, soot, and GHG emissions. This program includes the Low-Emissions Vehicle regulations to reduce criteria pollutants and GHG emissions from light- and medium-duty vehicles; and the ZEV regulations to require manufactures to produce an increasing number of pure ZEV’s (meaning battery and fuel cell electric vehicles) with the provision to produce plug-in hybrid electric vehicles (PHEV) between 2018 and 2025.

CARB’s Mobile Source Strategy

The Mobile Source Strategy (2016) includes an expansion of the Advanced Clean Cars program (which further increases the stringency of GHG emissions thresholds for all light-duty vehicles, and 4.2 million ZEVs and plug-in hybrid light-duty vehicles by 2030). It also calls for more stringent GHG requirements for light-duty vehicles beyond 2025 as well as GHG reductions from medium-duty and heavy-duty vehicles and increased deployment of zero-emission trucks primarily for classes 3 through 7 “last mile” delivery trucks in California. Statewide, the Mobile Source Strategy would result in a 45 percent reduction in GHG emissions, and a 50 percent reduction in the consumption of petroleum-based fuels. CARB’s Mobile Source Strategy includes measures to reduce total light-duty VMT by 15 percent compared to business-as-usual in 2050.

Executive Order B-48-18

On January 26, 2018, Governor Brown issued an executive order establishing a goal of 5 million ZEVs on California roads by 2030 and to spur the installation and construction of 250,000 plug-in electric vehicle chargers, including 10,000 direct current fast chargers, and 200 hydrogen refueling stations by 2025.

California Community Colleges

Climate Change and Sustainability Resolution and Policy

In January 2020, the Board of Governors of the California Community Colleges adopted a *Climate Change and Sustainability Resolution* and *Climate Change and Sustainability Policy* (California Community Colleges, 2020) as part of their ongoing commitment to environmental sustainability and providing California community college students and their communities sustainable and safe learning environments. Together the resolution and policy acknowledge the urgency of climate change and its impact on community college campuses, communities, and state.

Adoption of this policy and resolution aligns the efforts of the California Community Colleges on climate change and sustainability with California’s *Climate Change Strategy*. The policy and resolution provide a set of seven goals to be achieved by 2030, with incremental progress for each expected by 2025, as shown in **Table 3.2-2**.

**TABLE 3.2-2
GREENHOUSE GAS REDUCTION AND SUSTAINABILITY GOALS FOR CALIFORNIA COMMUNITY COLLEGES**

By 2025	By 2030
1. Reduce GHG emissions to 30 percent below 1990 levels	Reduce GHG emissions to 40 percent below 1990 levels
2. Increase renewable energy consumption to 25 percent	Increase renewable energy consumption to 50 percent
3. 25 percent of fleet vehicles are zero-emission vehicles	50 percent of fleet vehicles are zero-emission vehicles
4. 50 percent of all new buildings and major renovations will be constructed as Zero Net Energy	100 percent of all new buildings and major renovations will be constructed as Zero Net Energy
5. 50 percent of all new buildings and major renovations will achieve at least a Leadership in Energy and Environmental Design (LEED) "Silver" or equivalent rating	100 percent of all new buildings and major renovations will achieve at least a LEED "Silver" or equivalent rating
6. Increase procurement of sustainable products and services by 20 percent compared to current levels	Increase procurement of sustainable products and services by 25 percent compared to existing levels
7. Reduce municipal solid waste by 25 percent compared to current levels	Reduce municipal solid waste by 50 percent compared to current levels

SOURCE: California Community Colleges, 2020.

The policy and resolution requires community college districts to develop their own local climate change and sustainability resolutions which may include commitments to implement the Board of Governors' Climate Change and Sustainability Policy and Resolution's goals locally, offer environmental sciences degrees and certificates with an emphasis on climate change, and other significant local climate change strategies and environmental sustainability measures thereby integrating climate change and sustainability into all facets of campus operations, and not just local facilities programs and business services.

San José Evergreen Community College District

In October 2020, the San Jose Evergreen Community College District adopted Resolution No. 101320-6 (San Jose Evergreen Community College District, 2020) affirming its commitment to pursue the 2025 and 2030 climate change and sustainability goals in the California Community Colleges Board of Governors' Climate Change and Sustainability Policy and Resolution.

3.2.3 Analysis, Impacts, and Mitigation

Significance Criteria

For the purposes of this EIR, an energy impact would be significant if implementing the proposed EVC FMP would:

- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation; or
- Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Methodology

This impact analysis evaluates the potential for the proposed EVC FMP to result in the wasteful use of energy or wasteful use of energy resources during construction and operation, consistent with Public Resources Code 21100(b)(3). The analysis provides construction and operational energy use estimates for the proposed FMP, which are also factored in to determine whether this energy use would be considered wasteful, inefficient, or unnecessary, taking into account available energy supplies and existing use patterns, the EVC FMP's energy efficiency features, and compliance with applicable standards and policies aimed to reduce energy consumption, including the state's Title 24 Energy Efficiency Standards. The quantification of EVC FMP-related energy use presented in this section is based on the energy use assumptions and GHG emission estimates presented in Section 3.1, *Air Quality* and Section 3.3, *Greenhouse Gas Emissions*. Energy use during construction and operation of the EVC FMP are also assessed for consistency with local and state policies adopted to conserve and reduce energy consumption.

The data, assumptions, and methodology used to calculate energy use and assess potential impacts of the EVC FMP are described below.

Construction Energy Use

Construction activities associated with implementation of the FMP would consume energy primarily in the form of transportation fuels (e.g., diesel and gasoline) used for haul trucks, heavy-duty construction equipment, construction workers traveling to and from the campus. Electricity consumed by any electric powered construction equipment would be minimal in comparison to the amount of diesel and gasoline consumed. Natural gas is generally not used during construction.

Construction activities and the associated energy use could vary substantially from day to day, depending on the phase and specific type of construction activity and the number of workers and vendors who would travel to the campus. Construction associated with the FMP is expected to begin in May 2021 and last beyond 2025. This analysis relies on assumptions for the types, number, and level of usage of construction equipment for each activity consistent with what was used for the air quality and GHG analyses. Though best estimates of energy consumption are provided for informational purposes, the analysis in this section applies an overall qualitative assessment of the two Appendix G CEQA checklist criteria listed above.

Diesel fuel consumption associated with on-site construction equipment have been estimated based on the GHG emissions estimates for off-road equipment from CalEEMod⁴ in combination with The Climate Registry (TCR) 2019 default factors for calculating CO₂ emissions from diesel fuel (TCR, 2020). All off-road construction equipment is assumed to be diesel-fueled.

With regard to on-road construction vehicles, it is assumed that light-duty automobiles and trucks used by commuting workers would be fueled by gasoline and that on-road construction vehicles, such as vendor and haul trucks for demolition debris, soil, and other material hauling, would use diesel fuel. This analysis assumes that no electric on-road vehicles would be used during

⁴ CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations from a variety of land use projects.

construction. The fuel quantities that would be required for on-road vehicles during construction have been calculated based on the GHG emissions associated with commuting workers and vendor and haul trips estimated using CalEEMod defaults for estimated trip counts and trip lengths and TCR 2019 default factors for calculating CO₂ emissions from gasoline and diesel fuels (TCR, 2020).

Operational Energy Use

Operational energy impacts were assessed based on the net increase in energy demand due to implementation of the EVC FMP over existing conditions. The assumptions used here are the same as those used in Section 3.1, *Air Quality*.

Electricity

Within CalEEMod, building electricity usage from existing buildings that would not be affected by the EVC FMP were estimated using historical energy usage rates available in CalEEMod. Electricity use from new and renovated buildings was calculated based on the default 2019 Title 24 electricity usage rates in CalEEMod. In addition to electricity use associated with buildings, electricity demand from treatment and distribution of water use associated with operation of development under the EVC FMP was calculated using CalEEMod estimates for indoor and outdoor water use and the electrical intensity factors for water supply and distribution. The EVC FMP's estimated electricity demand was analyzed relative to the state's existing and planned energy supplies in 2030 (CEC, 2018b) to determine whether PG&E would be able to meet the EVC FMP's energy demands.

Natural Gas

The Central Plant provides most of the heating and cooling needs of the EVC campus buildings. Existing and projected (2030) natural gas use at the Central Plant gas was derived from the *Central Plant Load Study* for the EVC Campus (Salas O'Brien., 2020). The projected increase in natural gas demand due to the EVC FMP was analyzed relative to the state's existing and planned energy supplies in 2030 (California Gas and Utilities, 2018) to determine whether PG&E would be able to meet projected energy demand. While the energy use would reduce over the operational life of the project beyond 2030, estimates for the first full operational year of 2030 provides a conservative analysis as supply projections for electricity and natural gas increase in future years.

Mobile Sources

Fuel use in mobile sources associated with operation of the EVC FMP was estimated based on existing and projected VMT (as estimated in the project's transportation study), Santa Clara county-specific vehicle fleet mixes in EMFAC2017, and the fleet-average fuel consumption for each fuel. Fleet average fuel consumption factors for gasoline, diesel and natural gas were derived from the EMFAC2017 model. Electricity demand for EVs is based on VMT from EMFAC2017 and an estimated EV energy economy (in kWh per mile) of 34 kWh/100 miles (EPA, 2021).

Emergency Generators

The EVC FMP does not include the placement of new emergency generators or removal of existing emergency generators on site. Therefore, diesel fuel consumption associated with the testing and maintenance of emergency generators at the EVC campus would remain unchanged with the implementation of the FMP.

Consistency with Plans and Policies

The assessment presented below also includes a discussion of the EVC FMP's compliance with relevant energy-related regulatory requirements and incorporation of design features and mitigation measures discussed in Section 3.1, *Air Quality* and Section 3.3, *Greenhouse Gas Emissions*, that would minimize the amount of energy usage during construction and operation.

Impacts and Mitigation Measures

Impact 3.2-1: The EVC FMP would not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during construction or operation. (*Less than Significant*)

Construction Energy Use

Construction activities associated with implementation of the EVC FMP would require the use of fuels (gasoline and diesel) for the operation of construction equipment and vehicles to perform a variety of activities, including excavation, hauling, paving, and transportation of construction workers and materials. Minimal amounts of energy in the form of electricity may also be consumed by some pieces of construction equipment, such as welding machines, power tools, lighting, and other equipment. However, the volume of electricity use during construction would be minor compared to diesel and gasoline use. Natural gas is not anticipated to be used for construction activities.

Table 3.2-3 presents the estimated total and annual average construction energy consumption by energy source for the EVC FMP. It should be noted that the total energy consumption would occur incrementally over the construction duration of nine (9) years assuming buildout of the FMP by 2030. The level of energy usage would fluctuate depending on the energy intensity of construction activities underway during any period.

**TABLE 3.2-3
EVC FMP CONSTRUCTION ENERGY USE**

Energy Use Type	Unit of Measure	Project Construction Usage
Diesel		
On-road vehicles	gallons/project	66,790
Off-road equipment	gallons/project	199,418
Total Diesel Use	gallons/project	266,208
Annual Average Diesel Use¹	gallons/year	29,579
Gasoline		
On-road vehicles	gallons/project	22,102
Total Gasoline Use	gallons/project	22,102
Annual Average Gasoline Use¹	gallons/year	2,456

NOTES:

¹ Annual average have been estimated by dividing the total energy use by the expected 9-year duration of construction.

SOURCE: Table compiled by ESA in 2021.

As detailed in Table 3.2-3, it is estimated that construction-related off-road equipment and on-road vehicles would consume a total of approximately 266,208 gallons of diesel fuel and on-road worker vehicles would consume a total of approximately 22,102 gallons of gasoline over the entire construction duration of the EVC FMP. These total use amounts are equivalent to averages of approximately 29,579 gallons of diesel fuel per year and 2,456 gallons of gasoline fuel per year over the 9-year construction period. Note that while construction energy use is presented as an annual average of construction activities, some construction years would be more energy intensive when new construction takes place due to the phasing of activities. These annual average diesel and gasoline use amounts are equivalent to approximately 0.03 percent of the diesel and less than 0.01 percent of the gasoline sold in Santa Clara County annually. Overall, the use of diesel and gasoline fuels to construct development allowed under the EVC FMP would not be substantial relative to the total sales of transportation fuels in Santa Clara County. For context, based on the California Energy Commission's *California Annual Retail Fuel Outlet Report*, statewide consumption amounted to 15,365,000,000 gallons of gasoline and 3,658,330,000 gallons of diesel. Santa Clara County consumed 713,000,000 gallons of gasoline and approximately 87,500,000 gallons of diesel fuel in 2019 (CEC, 2020a).

Transportation fuels (gasoline and diesel) are produced from crude oil, which can be domestic or imported from various regions around the world. Based on current proven reserves, crude oil production would be sufficient to meet more than 50 years of worldwide consumption (BP Global, 2021). Mobile sources associated with the EVC FMP would comply with CAFE fuel economy standards, which would result in more efficient use of transportation fuels (lower consumption). Vehicles used for trips generated by the EVC FMP would also comply with AB 1493 and the LCFS, which are designed to reduce vehicular GHG emissions, but would also result in additional fuel savings.

Construction of the EVC FMP would use fuel-efficient equipment consistent with federal and State regulations, such as fuel-efficiency regulations in accordance with CARB's Pavley Phase II standards; the anti-idling regulation in accordance with 13 CCR Section 2485; and fuel requirements for stationary equipment in accordance with 17 CCR Section 93115 (concerning Airborne Toxic Control Measures). Construction contractors and equipment would also comply with State measures to reduce the inefficient, wasteful, and unnecessary consumption of energy, such as petroleum-based transportation fuels. While these regulations are intended to reduce construction emissions, compliance with the idling restrictions and emissions regulations discussed above would also result in fuel savings from the use of more fuel-efficient engines. Thus, the EVC FMP's construction-related energy use would be minimized, and construction would not result in the wasteful, inefficient, or unnecessary consumption of energy. This impact would be **less than significant**.

Operation

Operation of the EVC FMP would require long-term consumption of energy in the form of electricity, natural gas, diesel, and gasoline. Electricity would be used primarily to power the cooling and lighting needs of campus buildings and facilities. In addition, water used in campus buildings would require the consumption of electricity to supply, treat, and distribute potable water and to convey and treat wastewater generated at the new buildings constructed under the

FMP. Natural gas would be used at the EVC's Central Plant to provide for the heating needs of most of the campus buildings. Natural gas may also be supplied to buildings that are not served by the Central Plant. Diesel would routinely be used for testing and maintenance of the campus emergency generators; however, as the FMP proposes no changes to the emergency generators on-campus, diesel use would remain unchanged with the implementation of the FMP. Vehicle trips generated by the implementation of the EVC FMP would primarily require the use of gasoline and diesel, but also an increasing amount of electricity and a smaller amount of natural gas to fuel these vehicle trips.

The total annual operational energy use estimated for existing and future conditions with the implementation of the FMP are summarized in **Table 3.2-4** by energy use type. The net change in operational energy demand due to the EVC FMP is the difference between the existing energy demand and the energy demand with the full buildout of development proposed under the EVC FMP.

**TABLE 3.2-4
ANNUAL OPERATIONAL ENERGY USE AT EVC FMP BUILDOUT**

Energy Use Type	Baseline Conditions	EVC FMP Buildout in 2030	Net New Energy Use under EVC FMP
Electricity from PG&E Grid (MWh/year)			
Campus Buildings & Facilities	7,153	7,850	697
Water Use	284	316	33
Mobile Sources	108	279	171
Total Electricity Use	7,544	8,445	901
Natural Gas (MMBtu/year)			
Campus Buildings & Facilities	46,267	55,696	9,428
Mobile Sources ¹	401	539	138
Total Natural Gas Use	46,668	56,235	9,567
Diesel (gallons/year)			
Mobile Sources	98,365	105,817	7,452
Total Diesel Use	98,365	105,817	7,452
Gasoline (gallons/year)			
Mobile Sources	583,827	538,266	-45,561
Total Gasoline Use	583,827	538,266	-45,561

NOTES:

MMBtu = million British Thermal Unit; MWh = Megawatt-hour.

¹ EMFAC2017 includes compressed natural gas in terms of diesel gallon equivalents. This is converted into Btu per the U.S. Department of Energy Alternative Fuel Data Center conversion: 1 DGE of CNG = 128,488 Btu. Available at https://afdc.energy.gov/fuels/equivalency_methodology.html.

SOURCE: Table compiled by ESA in 2021.

As shown in Table 3.2-4, implementation of the EVC FMP would result in an annual net new energy demand of approximately 901 MWh of electricity, 9,567 MMBtu of natural gas, and 7,452

gallons of diesel. However, the annual gasoline consumption from vehicle trips to the campus are expected to reduce by approximately 45,561 gallons per year. Though the EVC FMP would result in an increase in VMT, the increase in fuel efficiency between existing and 2030 conditions, as well as the introduction of EVs, more than offset the emissions increase from the increased VMT, resulting in a net reduction in gasoline usage. Based on EMFAC2017, average fleet-wide fuel efficiency for gasoline fueled vehicles is expected to increase from 25.8 miles per gallon (mpg) in 2020 to 34 mpg in 2030.

Electricity

Assuming compliance with 2019 Title 24 Building Energy Efficiency standards and applicable 2019 CALGreen Code requirements, at buildout, campus buildings and facilities would result in a projected net increase in the annual demand for electricity totaling approximately 697 MWh. In addition, electricity associated with water use and electric vehicles in the fleet would amount to a projected net increase in the annual demand for electricity of 33 and 171 MWh, respectively.

Based on data collected by the CEC's California Energy Consumption Database, the state's total electricity consumption for 2019 was 279,401,880 MWh of electricity and Santa Clara County's total electricity consumption for 2019 was 16,664,461 MWh (CEC, 2018b). As such, the EVC FMP-related net increase in annual electricity consumption of 901 MWh, would represent approximately 0.01 percent of countywide electricity. Furthermore, statewide energy demand for 2030 is estimated at 326,026,000 MWh (CEC, 2018b). The increase in electricity use due to the EVC FMP would represent a very small percent of future state consumption and would be within projected electricity supplies.

With regard to peak-load conditions, the State's grid system experienced an annual high peak of 46,424 MW on July 5, 2018. On the same day, PG&E experienced a peak annual demand of 19,245 MW (California Independent System Operator, 2019). In comparison, the proposed EVC FMP would consume a net increase of 901 MWh on an annual basis; assuming 12 hours of active electricity demand per day, that would be equivalent to approximately 0.2 MW at buildout (peak demand assuming 4,380 hours per year of active electricity demand).⁵

This estimate also conservatively excludes the benefits of improvements in demand response attributable to the Title 24 energy standards, which would further reduce peak demand. The Title 24 Building Energy Efficiency Standards include measures that encourage load shifting and demand response. Title 24 energy use performance standards are based on the time-dependent valuation of energy, which uses the value of the electricity or natural gas used at every hour of the year to incentivize load shifting off of the peak. Increase in energy use due to the EVC FMP would not have a substantial impact on the peak- and base-period demands for electricity or other forms of energy. Therefore, the EVC FMP's operational electricity consumption would have a negligible effect on peak-load conditions of the power grid.

In addition to complying with the CALGreen Code, Mitigation Measure 3.3-1f of Section 3.3, *Greenhouse Gas Emissions* requires that all renovated buildings be required to incorporate design features necessary to achieve the LEED Silver certification level at a minimum. The EVC FMP

⁵ Calculated as follows: 1,129 MWh / 4,380 hours = 0.3 MW.

already proposes all new construction buildings to be built to achieve the LEED Gold certification level. Further, Mitigation Measures 3.3-1a requires that all electricity used on campus be derived from carbon-free, renewable sources, while Mitigation Measure 3.3-1c would require installation of on-site photovoltaic systems to generate power to meet the electricity needs of the newly constructed buildings, as feasible. Mitigation Measure 3.3-1i would require the EVC FMP to implement measures to conserve water and promote the use of reclaimed water, which would also help reduce electricity consumption needed to treat and transport water used at the campus. Implementation of these measures would further reduce energy consumption, promote energy efficiency, and increase the use of renewable electricity at the campus. Overall, the EVC FMP proposes to renovate or replace original campus facilities that are approximately 45 years of age old with new and updated buildings and facilities built to current energy efficiency standards and to LEED Silver, or equivalent, with a goal of achieving LEED Gold, or equivalent. Therefore, electricity use associated with the operation of the proposed EVC FMP would not be considered wasteful, inefficient, or unnecessary consumption, and the impact would be **less than significant**.

Natural Gas

As discussed earlier, the EVC's Central Plant provides the heating and cooling needs of the majority of buildings on campus. Buildings not served by the Central Plant are served by dedicated package systems. Based on the *Central Plant Load Study* prepared for the campus, natural gas usage is anticipated to increase from 46,267 MMBtu in 2020 to 55,696 MMBtu in 2030 with the implementation of the EVC FMP. Natural gas used in vehicles would also increase by approximately 138 MMBtu annually. Though natural gas usage will increase with the FMP, greater efficiencies would be introduced through newer equipment and systems in newly constructed and renovated buildings.

As discussed above, in addition to complying with applicable regulatory requirements regarding energy conservation (e.g., California Building Energy Efficiency Standards and the CALGreen Code), Mitigation Measure 3.3-1b of Section 3.3, *Greenhouse Gas Emissions* requires all new buildings to be constructed as Zero Net Energy buildings relying entirely on electricity from carbon free sources. This would reduce future natural gas use at the campus.

In the 2018 California Gas Report, PG&E accounts for anticipated regional demand based on various factors, including growth in employment by economic sector, growth in housing and population, and increasingly demanding state goals for reducing GHG emissions. PG&E accounts for an increase in employment and housing from 2018 to 2035. The proposed would be consistent with the growth projections set forth in the 2018 California Gas Report.

Furthermore, the 2018 California Gas Report estimates that the future supply of natural gas within the PG&E planning area will be approximately 1,177,147,000 MMBtu (California Gas and Electric Utilities, 2018). As stated above, the EVC FMP's annual net increase in demand for natural gas is estimated to be approximately 9,567 MMBtu. Thus, increase in natural gas use due to the EVC FMP would account for approximately 0.001 percent of the forecasted annual consumption in the PG&E planning area; would fall within PG&E's projected consumption for the area; and would be consistent with PG&E's anticipated regional demand from population or economic growth. In addition, GHG Mitigation Measure 3.3-1b requires that all new buildings be

constructed as Zero Net Energy to reduce GHG emissions which would further reduce future natural gas usage.

Therefore, operation of the EVC FMP would not result in the wasteful, inefficient, or unnecessary consumption of natural gas, and the impact would be **less than significant**.

Transportation Energy

During operation, increase in vehicle use due to the EVC FMP would consume petroleum-based fuels for vehicular travel to and from the campus. The EVC campus is in an area served by public transit. Existing transit service to the study area is provided by the Santa Clara Valley Transportation Authority (VTA) bus routes 31 and 42. Both routes utilize a transit stop in the center of campus at the internal roundabout on Valle del Lago and stop along Yerba Buena Road in the vicinity of the EVC campus.

Implementation of the EVC FMP would increase vehicle trips to the campus due to increased student enrollment, and despite the location of the EVC campus with access to transit would result in an incremental increase in VMT per student when compared to existing conditions. However, Mitigation Measure 3.5-1 of Section 3.5, *Transportation*, would require implementation of measures to reduce VMT, which would result in a reduction in transportation energy use. The vehicle fleet that would be used by staff and students would consist primarily of light-duty automobiles, which are subject to fuel-efficiency standards. Other trips to the campus would include truck trips for delivery of materials, waste collection and maintenance-related activities. Most of these trips would also be subject to fuel-efficiency standards and/or compliance with anti-idling regulations for medium- and heavy-duty vehicles.

As reported in Table 3.2-4, the EVC FMP's mobile sources would result in an annual net increase in diesel usage of approximately 7,452 gallons per year while gasoline usage is anticipated to decrease by approximately 45,561 gallons per year. As discussed earlier, the reduction in gasoline usage is due to the increase in average fleet-wide fuel efficiency for gasoline fueled vehicles, which would more than offset the increase in gasoline use due to the increased VMT. Based on the California Energy Commission's *California Annual Retail Fuel Outlet Report*, statewide consumption amounted to 15,365,000,000 gallons of gasoline and 3,658,330,000 gallons of diesel. Santa Clara County consumed 713,000,000 gallons of gasoline and approximately 87,500,000 gallons of diesel fuel in 2019 (CEC, 2020a). Diesel use, due to the implementation of the EVC FMP, would account for 0.0002 percent of statewide consumption and 0.009 percent of countywide consumption of diesel, based on the available county fuel sales data for the year 2019.

Transportation fuels (gasoline and diesel) are produced from crude oil, which can be domestic or imported from various regions around the world. Based on current proven reserves, crude oil production would be sufficient to meet more than 50 years of worldwide consumption (BP Global, 2021). Fuels used for vehicle trips resulting from the EVC FMP would be required to comply with CAFE fuel economy standards, which would result in more efficient use of transportation fuels (lower consumption). Vehicles used for the increased number of trips to the EVC campus due to the EVC FMP would also comply as applicable with AB 1493 and the

LCFS, which are designed to reduce vehicular GHG emissions, but would also result in additional fuel savings.

For these reasons, transportation energy use associated with the operation of the EVC FMP would not be considered wasteful, inefficient, or unnecessary, and the impact would be **less than significant**.

Mitigation: None required. However, implementation of Mitigation Measures 3.1-1 and 3.1-2 in Section 3.1, *Air Quality*, Mitigation Measures 3.3-1a through 3.3-1i in Section 3.3, *Greenhouse Gas Emissions*, and Mitigation Measure 3.5-1 in Section 3.5, *Transportation*, would also help reduce energy consumption and increase use of renewable energy.

Impact 3.2-2: Energy use associated with the implementation of the proposed EVC FMP would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. (*Less than Significant with Mitigation*)

California Community Colleges Climate Change and Sustainability Resolution and Policy

As detailed in Section 3.3, *Greenhouse Gas Emissions*, the EVC FMP was found to be inconsistent with some of the goals of the *Climate Change and Sustainability Resolution and Policy* adopted by the Board of Governors of the California Community Colleges in January 2020. Based on Resolution 101320-6 adopted by the District, development at the EVC campus would be required to implement measures to comply with the GHG reduction and sustainability goals of the *Climate Change and Sustainability Resolution and Policy*. As detailed in Table 3.2-2, the eight goals enumerated in this Policy address energy efficiency and use of renewable energy in addition to reducing GHG emissions.

Mitigation Measures 3.3-1a through 3.3-1i have been identified in Section 3.3, *Greenhouse Gas Emissions*, to ensure the EVC FMP's consistency with the goals of the *Climate Change and Sustainability Resolution and Policy*. This consistency determination is detailed in Table 3.3-6 in Section 3.3, *Greenhouse Gas Emissions*. Therefore, with mitigation, the EVC FMP would be consistent with the goals of the *Climate Change and Sustainability Resolution and Policy*.

CALGreen Code and Title 24

Buildings and facilities proposed under the EVC FMP would be designed in a manner that would be consistent with relevant energy conservation plans designed to encourage development resulting in the efficient use of energy resources. The EVC FMP would comply with the most recently adopted CALGreen Code and Title 24 requirements to reduce energy consumption by implementing energy-efficient building designs, reducing indoor and outdoor water demands, providing EV charging spaces, and installing energy-efficient lighting, appliances and equipment. The EVC FMP would construct all new buildings to achieve a minimum LEED Gold rating and would implement LEED efficiency strategies and incorporate water conservation, energy conservation, and other features consistent with the CALGreen Code, Title 24, City, and community college sustainability goals.

As the EVC FMP would be inconsistent with goals in the *Climate Change and Sustainability Resolution and Policy*, this impact would be considered **significant**. Implementation of Mitigation Measure 3.3-1f would require that all major renovations as part of the FMP also be constructed to achieve LEED Silver or equivalent rating. This would ensure that the EVC FMP would surpass energy efficiency regulatory requirements set forth in the Title 24 building standards. Other GHG measures would also serve to reduce energy use, increase renewable energy use and as a result, ensure that the EVC FMP would not conflict with or obstruct a state plan for renewable energy or energy efficiency.

Mitigation: Implement Mitigation Measures 3.3-1a through 3.3-1i in Section 3.3, *Greenhouse Gas Emissions*, and Mitigation Measure 3.5-1 in Section 3.5, *Transportation*.

Significance after Mitigation: Less than Significant. Implementation of mitigation measures identified above would ensure the EVC FMP would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Cumulative Impacts

Impact C-3.2-3: Energy use associated with the implementation of the EVC FMP would not result in a cumulatively considerable contribution to a significant energy impact. (*Less than Significant with Mitigation*)

The geographic area for cumulative energy impacts is the State of California. Past, present, and future development projects contribute to the state's energy impacts. Statewide energy demand is considered cumulative by nature. Therefore, if a project is determined to have a significant energy impact individually, it can also be concluded that the impact would be cumulatively considerable. As discussed under Impacts 3.2-1 and 3.2-2, with mitigation measures identified, the EVC FMP would not result in significant energy impacts or conflict with or obstruct a state or local plan for energy efficiency. The EVC FMP, therefore, would not have a cumulatively considerable contribution to a significant cumulative energy impact. As a result, the cumulative impact of the EVC FMP would be **less than significant with mitigation**.

Mitigation: Implement Mitigation Measures 3.1-1 and 3.1-2 in Section 3.1, *Air Quality*, Mitigation Measures 3.3-1a through 3.3-1i in Section 3.3, *Greenhouse Gas Emissions*, and Mitigation Measure 3.5-1 in Section 3.5, *Transportation*.

Significance after Mitigation: Less than Significant. Implementation of mitigation measures identified above would ensure the EVC FMP would not lead to a cumulatively considerable contribution to a significant energy impact.

3.2.4 References

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3.3 Greenhouse Gas Emissions

This section presents an analysis of potential impacts of the EVC FMP associated with greenhouse gas (GHG) emissions. For technical information about the analysis assumptions, calculations, and model outputs, refer to Appendix B, *Air Quality and Greenhouse Gas Emissions Calculations*.

3.3.1 Environmental Setting

Climate Science

“Global warming” and “climate change” are common terms used to describe the increase in the average temperature of the earth’s near-surface air and oceans since the mid-20th century. Both natural processes and human actions have been identified as affecting the climate. The Intergovernmental Panel on Climate Change (IPCC) has concluded that variations in natural phenomena such as solar radiation and volcanoes produced most of the warming from pre-industrial times to 1950 and had a small cooling effect afterward.

However, increasing GHG concentrations resulting from human activity since the 19th century, such as fossil fuel combustion, deforestation, and other activities, are believed to be a major factor in climate change. GHGs in the atmosphere naturally trap heat by impeding the exit of solar radiation that has hit the earth and is reflected back into space—a phenomenon referred to as the “greenhouse effect.” Some GHGs occur naturally and are necessary for keeping the Earth’s surface inhabitable. However, increases in the concentrations of these gases in the atmosphere during the last 100 years have trapped solar radiation and decreased the amount that is reflected back into space, intensifying the natural greenhouse effect, and resulting in the increase of global average temperature.

Carbon dioxide (CO₂), methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride are the principal GHGs. When concentrations of these gases exceed historical concentrations in the atmosphere, the greenhouse effect is intensified. CO₂, methane, and nitrous oxide occur naturally and are also generated through human activity. Emissions of CO₂ are largely by-products of fossil fuel combustion, whereas methane results from off-gassing, natural gas leaks from pipelines and industrial processes, and incomplete combustion associated with agricultural practices, landfills, energy providers, and other industrial facilities. Nitrous oxide emissions are also largely attributable to agricultural practices and soil management. CO₂ sinks (i.e., land uses that absorb more carbon than they emit) include vegetation and the ocean, which absorb CO₂ through sequestration and dissolution, and are two of the largest reservoirs of CO₂, through the process of sequestration. Other human-generated GHGs include fluorinated gases such as hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, which have much higher heat-absorption potential than CO₂, and are byproducts of certain industrial processes.

CO₂ is the reference gas for climate change, as it is the type of GHG emitted in the highest volume. The effect that each type of GHG has on global warming is the product of the mass of their emissions and their global warming potential (GWP). GWP indicates how much a GHG is predicted to contribute to global warming relative to how much warming would be predicted to be caused by the same mass of CO₂. For example, methane and nitrous oxide have substantially

more GWP than CO₂, with GWPs of 25 and 298 times that of CO₂, respectively, where CO₂ has a GWP of 1 (CARB, 2021).

In emissions inventories, GHG emissions are typically reported as metric tons (MT) of CO₂ equivalent (CO₂e). CO₂e is calculated as the product of the mass emitted of a given GHG and its specific GWP. While methane and nitrous oxide have much higher GWPs than CO₂, CO₂ is emitted in higher quantities and it accounts for the majority of GHG emissions, both from commercial developments and human activity in general.

Effects of Global Climate Change

Potential global warming impacts in California may include, but are not limited to, loss in snow pack, sea level rise, more extreme heat days per year, an increase in high ground-level ozone days, larger forest fires, and increased drought in some parts of the state. Secondary effects are likely to include the displacement of thousands of coastal businesses and residences (as a result of sea level rise), impacts on agriculture, changes in disease vectors, and changes in habitat and biodiversity. As the California Air Resources Board (CARB) *Climate Change Scoping Plan* (CARB, 2008) noted, the legislature, in enacting Assembly Bill (AB) 32 – The Global Warming Solutions Act, found that global warming would cause detrimental effects to some of the state’s largest industries, including agriculture, winemaking, tourism, skiing, commercial and recreational fishing, forestry, and the adequacy of electrical power generation. The *Climate Change Scoping Plan* states:

“The impacts of global warming are already being felt in California. The Sierra snowpack, an important source of water supply for the state, has shrunk 10 percent in the last 100 years. It is expected to continue to decrease by as much as 25 percent by 2050. World-wide changes are causing sea levels to rise – about 8 inches of increase has been recorded at the Golden Gate Bridge over the past 100 years – threatening low coastal areas with inundation and serious damage from storms.”

AB 32 is discussed further below in Section 3.3.2.

Ecosystem and Biodiversity Impacts

Climate change is expected to have effects on diverse types of ecosystems. As temperatures and precipitation change, seasonal shifts in vegetation will occur; this could affect the distribution of associated flora and fauna species. The IPCC states:

“a large fraction of both terrestrial and freshwater species faces increased extinction risk under projected climate change during and beyond the 21st century, especially as climate change interacts with other stressors, such as habitat modifications, over exploitation, and invasive species” (IPCC, 2014a).

Forest dieback poses risks to carbon storage, biodiversity, wood production, water quality, and economic activity. Wildfires, which are an important control mechanism in many ecosystems, are becoming more severe and more frequent, making it difficult for native plant species to repeatedly re-germinate. Continued emission of GHGs will cause further warming and long-lasting changes

in all components of the climate system, increasing the likelihood of severe, pervasive, and irreversible impacts for people and ecosystems (IPCC, 2014b).

Human Health Impacts

Climate change will likely increase the risk of vector-borne infectious diseases, particularly those found in tropical areas and spread by insects, such as malaria, dengue fever, and encephalitis. Cholera, which is associated with algal blooms, could also increase. While these health effects would largely affect tropical areas in other parts of the world, effects would also be felt in California. Warming of the atmosphere would be expected to increase smog and particulate pollution, which could adversely affect individuals with heart and respiratory problems, such as asthma. Extreme heat events would also be expected to occur with more frequency and could adversely affect the elderly, children, and the homeless. Finally, the water supply impacts, and seasonal temperature variations expected as a result of climate change could affect the viability of existing agricultural operations, making the food supply more vulnerable (USGCRP, 2016).

Emission Inventories

U.S. GHG Emissions

In 2017, the United States emitted about 6,457 million metric tons (MMT) of CO₂e (MMTCO₂e), with 76.1 percent of those emissions coming from fossil fuel combustion. Of the major sectors nationwide, transportation accounts for the highest volume of GHG emissions (approximately 29 percent), followed by electricity (28 percent), industry (22 percent), agriculture (9 percent), commercial buildings (6 percent), and residential buildings (5 percent). Between 1990 and 2017, total U.S. GHG emissions rose by 1.3 percent, but emissions have generally decreased since peaking in 2005. Since 1990, U.S. emissions have increased at an average annual rate of 0.4 percent (EPA, 2019).

State of California GHG Emissions

The CARB compiles GHG inventories for the state. Based on the 2017 GHG inventory data (i.e., the latest year for which data are available from CARB), emissions from GHG emitting activities statewide were 424.1 MMTCO₂e (CARB, 2019). Between 1990 and 2020, the population of California grew by approximately 10 million (from 29.8 to 39.8 million) (California Department of Finance, 2021a). This represents an increase of approximately 34 percent from 1990 population levels. In addition, the California economy, measured as gross state product, grew from \$773 billion in 1990 to \$3.14 trillion in 2019, representing an increase of approximately 306 percent (more than three times the 1990 gross state product) in today's dollars (California Department of Finance, 2021b).

Despite the population and economic growth, CARB's 2017 statewide inventory indicated that California's net GHG emissions in 2017 were just below 1990 levels, which is the 2020 GHG reduction target codified in California Health and Safety Code Division 25.5, also known as the Global Warming Solutions Act of 2006 (Assembly Bill [AB] 32). **Table 3.3-1** identifies and quantifies statewide anthropogenic GHG emissions and sinks (e.g., carbon sequestration due to forest growth) in 1990 and 2017. As shown in the table, the transportation sector is the largest contributor to statewide GHG emissions at approximately 40 percent in 2017.

**TABLE 3.3-1
STATE OF CALIFORNIA GREENHOUSE GAS EMISSIONS**

Category	Total 1990 Emissions using IPCC SAR (MMTCO ₂ e)	Percent of Total 1990 Emissions SAR/AR4	Total 2017 Emissions using IPCC AR4 (MMTCO ₂ e)	Percent of Total 2017 Emissions
Transportation	150.7	35%/35%	169.9	40%
Electric Power	110.6	26%/26%	62.4	15%
Commercial Fuel Use	14.4	3%/3%	15.1	4%
Residential	29.7	7%/7%	26.0	6%
Industrial	103.0	24%/24%	89.4	21%
Recycling and Waste ^a	—	—	8.9	2%
High GWP/Non-Specified ^b	1.3	<1%/<1%	19.9	5%
Agriculture/Forestry	23.6	6%/5%	32.4	8%
Forestry Sinks	-6.7		-- ^c	--
Net Total (IPCC SAR)	426.6	100%^e	--	--
Net Total (IPCC AR4)^d	431	100%	424.1	100%

NOTES:

IPCC = Intergovernmental Panel on Climate Change; SAR = Second Assessment Report; AR4 = Fourth Assessment Report.

^a Included in other categories for the 1990 emissions inventory.

^b High global warming potential (GWP) gases are not specifically called out in the 1990 emissions inventory.

^c Revised methodology under development (not reported for 2017).

^d CARB revised the State's 1990 level GHG emissions using GWPs from the IPCC AR4.

^e Values may not total to 100% due to rounding

SOURCES: CARB, 2007; CARB, 2019.

Bay Area GHG Emissions

Based on 2015 data, in the nine-county San Francisco Bay Area, GHG emissions from the transportation sector represent the largest source of the Bay Area's GHG emissions at 41 percent, followed by the stationary industrial sources at 26 percent, electricity generation and co-generation at 14 percent, and fuel use (primarily natural gas) by buildings at 10 percent. The remaining 8 percent of emissions is composed of fluorinated gas emissions and emissions from solid waste and agriculture. According to the Bay Area Air Quality Management District (BAAQMD), of the total transportation emissions in 2015, on-road sources accounted for approximately 87 percent, while off-road sources accounted for the remainder (BAAQMD, 2017a).

City of San José GHG Emissions

In April 2019, the City of San José published its community-wide inventory of 2017 GHG emissions. As compared to the 2014 inventory, the 2017 inventory reports a decrease in GHG emissions of just over 17 percent (City of San José, 2019). The City attributes this decrease primarily to Pacific Gas and Electric Company's (PG&E's) cleaner electricity grid and a reduction in energy consumption. The transportation sector remained the greatest contributor of GHG emissions, as is typical statewide. For a sector-by-sector summary of community-wide GHG emissions, see **Table 3.3-2**. The City intends to complete annual GHG inventories to track reduction progress while focusing on implementation of the key policies and actions identified in

its 2018 climate action plan. Target areas for GHG emission reduction identified by the City include energy efficiency, renewable energy and electrification, vehicle fuel efficiency, alternative transportation, vehicle trip reduction, and land use and transit planning (City of San José, 2019).

**TABLE 3.3-2
CITY OF SAN JOSÉ 2017 COMMUNITY-WIDE
GREENHOUSE GAS EMISSIONS BY SECTOR**

Sector	MTCO₂e
Residential Energy	763,961
Commercial Energy	627,496
Industrial Energy	399,690
Transportation	3,589,159
Solid Waste	271,862
Water & Wastewater	29,235
Process & Fugitive	<u>30,262</u>
Total	5,711,665

NOTE:

MTCO₂e = metric tons of carbon dioxide equivalent

SOURCE: City of San José, 2019.

3.3.2 Regulatory Setting

Federal

Clean Air Act and U.S. Environmental Protection Agency “Endangerment” and “Cause or Contribute” Findings

In 2007, the U.S. Supreme Court held that the U.S. Environmental Protection Agency (EPA), the federal agency responsible for implementing the Clean Air Act (CAA), must consider regulation of motor vehicle GHG emissions. In *Massachusetts v. Environmental Protection Agency et al.*, twelve states and cities, including California, together with several environmental organizations sued to require EPA to regulate GHGs as pollutants under the CAA (127 S. Ct. 1438 [2007]). The Supreme Court ruled that GHGs fit within the CAA’s definition of a pollutant and EPA had the authority to regulate GHGs.

On December 7, 2009, the EPA Administrator signed two distinct findings regarding GHGs under CAA Section 202(a):

- **Endangerment Finding:** The current and projected concentrations of the six key GHGs—CO₂, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride—in the atmosphere threaten the public health and welfare of current and future generations.
- **Cause or Contribute Finding:** The combined emissions of these GHGs from new motor vehicles and new motor vehicle engines contribute to the GHG pollution that threatens public health and welfare.

These findings did not, by themselves, impose any requirements on industry or other entities. However, these actions were a prerequisite for implementing GHG emissions standards for vehicles.

Vehicle Emissions Standards

In 1975, Congress enacted the Energy Policy and Conservation Act, which established the first fuel economy standards for on-road motor vehicles in the United States. Pursuant to the act, EPA and the National Highway Traffic Safety Administration (NHTSA) are responsible for establishing additional vehicle standards. In August 2012, standards were adopted for model years 2017 through 2025 for passenger cars and light-duty trucks. According to EPA, a model year 2025 vehicle would emit half the GHG emissions of a model year 2010 vehicle (EPA and NHTSA, 2010). Notably, the State of California harmonized its vehicle efficiency standards through 2025 with the federal standards at this time (see *Advanced Clean Cars Program* below).

In August 2018, EPA and the NHTSA proposed maintaining the 2020 corporate average fuel economy (CAFE) and CO₂ standards for model years 2021 through 2026. The estimated CAFE and CO₂ standards for model year 2020 are 43.7 miles per gallon (mpg) and 204 grams of CO₂ per mile for passenger cars and 31.3 mpg and 284 grams of CO₂ per mile for light trucks, projecting an overall industry average of 37 mpg, as compared to 46.7 mpg under the standards issued in 2012. In September 2019, EPA finalized the Safer Affordable Fuel-Efficient Vehicles Rule Part One: One National Program and announced its decision to withdraw the Clean Air Act preemption waiver granted to the State of California in 2013 (EPA, 2019).

State

California has promulgated a series of executive orders, laws, and regulations aimed at reducing both the level of GHGs in the atmosphere and emissions of GHGs within the State. The major components of California's climate protection initiative are reviewed below.

The CARB is the agency with regulatory authority over air quality issues in California. CARB adopts regulations designed to reduce criteria pollutants, toxic air contaminants, and GHG emissions; and establishes vehicle emission standards. As discussed earlier, CARB is responsible for preparing, adopting, and updating California's GHG inventory. Additional responsibilities of CARB with respect to specific State mandates are discussed below.

California Environmental Quality Act and Senate Bill 97

Senate Bill (SB) 97, signed in August 2007, acknowledges that climate change is a prominent environmental issue requiring analysis under CEQA. This bill directed the Governor's Office of Planning and Research (OPR) to prepare, develop, and transmit to the California Natural Resources Agency (CNRA) guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions, as required by CEQA, no later than July 1, 2009. On December 30, 2009, the CNRA adopted amendments to the CEQA Guidelines, as required by SB 97. The CEQA Guidelines amendments, effective March 18, 2010, provide guidance to public agencies regarding the analysis and mitigation of the effects of GHG emissions in draft CEQA documents.

CEQA Guidelines

The CEQA Guidelines are embodied in the California Code of Regulations (CCR), Title 14, beginning with Section 15000. The current CEQA Guidelines Section 15064.4 states that “a lead agency shall make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate, or estimate the amount of GHG emissions resulting from a project.”

Section 15064.4 further states:

A lead agency should consider the following factors, when determining the significance of impacts from greenhouse gas emissions on the environment:

- (1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;*
- (2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.*
- (3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions (see e.g., section 15183.5(b)).*

The CEQA Guidelines also state that a project’s incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program (including plans or regulations for the reduction of GHG emissions) that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located (CEQA Guidelines Section 15064(h)(3)).

The CEQA Guidelines do not require or recommend a specific analytical method or provide quantitative criteria for determining the significance of GHG emissions, nor do they set a numerical threshold of significance for GHG emissions. Section 15064.7(c) clarifies that “when adopting or using thresholds of significance, a lead agency may 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.”

When GHG emissions are found to be significant, CEQA Guidelines Section 15126.4(c) includes the following direction on measures to mitigate GHG emissions:

Consistent with Section 15126.4(a), lead agencies shall consider feasible means, supported by substantial evidence and subject to monitoring or reporting, of mitigating the significant effects of greenhouse gas emissions. Measures to mitigate the significant effects of greenhouse gas emissions may include, among others:

- (1) Measures in an existing plan or mitigation program for the reduction of emissions that are required as part of the lead agency’s decision.*
- (2) Reductions in emissions resulting from a project through implementation of project features, project design, or other measures.*
- (3) Off-site measures, including offsets that are not otherwise required, to mitigate a project’s emissions.*
- (4) Measures that sequester greenhouse gases.*

- (5) *In the case of the adoption of a plan, such as a general plan, long range development plan, or plans for the reduction of greenhouse gas emissions, mitigation may include the identification of specific measures that may be implemented on a project-by project basis. Mitigation may also include the incorporation of specific measures or policies found in an adopted ordinance or regulation that reduces the cumulative effect of emissions.*

State of California Executive Orders

Executive Order S-3-05

In 2005, in recognition of California's vulnerability to the effects of climate change, then-Governor Arnold Schwarzenegger issued Executive Order S-3-05, which set forth a series of target dates by which statewide emissions of GHGs would be progressively reduced, as follows:

- By 2010, reduce GHG emissions to 2000 levels.
- By 2020, reduce GHG emissions to 1990 levels.
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

Executive Order S-1-07

Executive Order S-1-07, signed by Governor Schwarzenegger in 2007, proclaims that the transportation sector is the main source of GHG emissions in California, generating more than 40 percent of statewide emissions. It established a low carbon fuel standard (LCFS) with a goal to reduce the carbon intensity of transportation fuels sold in California by at least 10 percent by 2020.

In September 2018, CARB extended the LCFS program to 2030, making significant changes to the design and implementation of the program, including a doubling of the carbon intensity reduction to 20 percent by 2030.

Executive Orders S-14-08 and S-21-09

In November 2008, Governor Schwarzenegger signed Executive Order S-14-08, which expands the state's Renewable Portfolio Standard (RPS) to 33 percent renewable power by 2020. In September 2009, then-Governor Schwarzenegger continued California's commitment to the RPS by signing Executive Order S-21-09, which directs CARB under its AB 32 authority to enact regulations to help the state meet its RPS goal of 33 percent renewable energy by 2020.

Executive Order S-13-08

Governor Schwarzenegger signed Executive Order S-13-08 on November 14, 2008. The order resulted in the *2009 California Climate Adaptation Strategy* report, developed to summarize the best-known science on climate change impacts in the state to assess vulnerability and outline possible solutions that can be implemented within and across state agencies to promote resiliency. The state has also developed an Adaptation Planning Guide to provide a decision-making framework intended for use by local and regional stakeholders to aid in the interpretation of climate science and to develop a systematic rationale for reducing risks caused or exacerbated by climate change (CNRA, 2012).

Executive Order B-16-12

In March 2012, then-Governor Jerry Brown issued an executive order establishing a goal of 1.5 million zero-emission vehicles (ZEVs) on California roads by 2025. In addition to the ZEV goal, Executive Order B-16-12 stipulated that by 2015 all major cities in California will have adequate infrastructure and be “zero-emission vehicle ready”; that by 2020 the state will have established adequate infrastructure to support 1 million ZEVs; that by 2050, virtually all personal transportation in the state will be based on ZEVs; and that GHG emissions from the transportation sector will be reduced by 80 percent below 1990 levels.

Executive Order B-30-15

Governor Brown signed Executive Order B-30-15 on April 29, 2015, which:

- Established a new interim statewide reduction target to reduce GHG emissions to 40 percent below 1990 levels by 2030;
- Ordered all state agencies with jurisdiction over sources of GHG emissions to implement measures to achieve reductions of GHG emissions to meet the 2030 and 2050 reduction targets; and
- Directed CARB to update the Climate Change Scoping Plan (Scoping Plan) to express the 2030 target in terms of million metric tons of CO₂ equivalent.

Executive Order B-48-18

On January 26, 2018, Governor Brown issued an executive order establishing a goal of 5 million ZEVs on California roads by 2030.

Executive Order B-55-18

On September 10, 2018, Governor Brown signed Executive Order B-55-18, committing California to total, economy-wide carbon neutrality by 2045. Executive Order B-55-18 directs CARB to work with relevant state agencies to develop a framework to implement and accounting to track progress toward this goal.

State of California Policy and Legislation

Assembly Bill 1493

In 2002, then-Governor Gray Davis signed AB 1493. AB 1493 required that CARB develop and adopt, by January 1, 2005, regulations to achieve “the maximum feasible reduction of GHGs emitted by passenger vehicles and light-duty trucks and other vehicles determined by CARB to be vehicles whose primary use is noncommercial personal transportation in the State.”

To meet the requirements of AB 1493, in 2004 CARB approved amendments to the CCR adding GHG emissions standards to California’s existing standards for motor vehicle emissions. All mobile sources were required to comply with these regulations as they were phased in from 2009 through 2016.

Assembly Bill 32 and Senate Bill 32

In September 2006, Governor Schwarzenegger signed the California Global Warming Solutions Act of 2006 (AB 32). AB 32 established regulatory, reporting, and market mechanisms to achieve

quantifiable reductions in GHG emissions and established a cap on statewide GHG emissions. AB 32 required that statewide GHG emissions be reduced to 1990 levels by 2020. This reduction was to be accomplished by enforcing a statewide cap on GHG emissions that would be phased in starting in 2012. To effectively implement the cap, AB 32 directed CARB to develop and implement regulations to reduce statewide GHG emissions from stationary sources. AB 32 specified that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. However, AB 32 also included language stating that if the AB 1493 regulations could not be implemented, then CARB should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

In 2016, SB 32 and its companion bill AB 197 amended Health and Safety Code Division 25.5, establishing a new climate pollution reduction target of 40 percent below 1990 levels by 2030, and included provisions to ensure that the benefits of state climate policies reach disadvantaged communities.

Climate Change Scoping Plan

A specific requirement of AB 32 was to prepare a Climate Change Scoping Plan for achieving the maximum technologically feasible and cost-effective GHG emission reduction by 2020. CARB developed and approved the initial scoping plan in 2008, outlining the regulations, market-based approaches, voluntary measures, policies, and other emission reduction programs that would be needed to meet the 2020 statewide GHG emission limit and initiate the transformations needed to achieve the state's long-range climate objectives (CARB, 2008).

CARB approved the 2017 Climate Change Scoping Plan Update (2017 Scoping Plan Update) in December 2017. The 2017 Scoping Plan Update outlines the proposed framework of action for achieving the 2030 GHG target of 40 percent reduction in GHG emissions relative to 1990 levels (CARB, 2017). Through a combination of data synthesis and modeling, CARB determined that the target statewide 2030 emissions limit is 260 MMTCO₂e, and that further commitments will need to be made to achieve an additional reduction of 50 MMTCO₂e beyond current policies and programs. The cornerstone of the 2017 Scoping Plan Update is an expansion of the cap-and-trade program to meet the aggressive 2030 GHG emissions goal and ensure achievement of the 2030 limit set forth by Executive Order B-30-15.

In the 2017 Scoping Plan Update, CARB recommends statewide targets of no more than 6 MTCO₂e per capita by 2030 and no more than 2 MTCO₂e per capita by 2050. CARB acknowledges that because the statewide per-capita targets are based on the statewide GHG emissions inventory that includes all emissions sectors in the state, it is appropriate for local jurisdictions to derive evidence-based local per-capita goals based on local emissions sectors and growth projections.

To demonstrate how a local jurisdiction can achieve its long-term GHG goals at the community plan level, CARB recommends developing a geographically specific GHG reduction plan (i.e., climate action plan) consistent with the requirements of CEQA Section 15183.5(b). A so-called "CEQA-qualified" GHG reduction plan, once adopted, can provide local governments with a streamlining tool for project-level environmental review of GHG emissions, provided there are

adequate performance metrics for determining project consistency with the plan. Absent conformity with such a plan, CARB recommends “that projects incorporate design features and GHG reduction measures, to the degree feasible, to minimize GHG emissions. Achieving no net additional increase in GHG emissions, resulting in no contribution to GHG impacts, is an appropriate overall objective for new development.” While acknowledging that recent land use development projects in California have demonstrated the feasibility to achieve zero net additional GHG emissions (e.g., Newhall Ranch Resource Management and Development Plan), the 2017 Scoping Plan Update states that:

Achieving net zero increases in GHG emissions, resulting in no contribution to GHG impacts, may not be feasible or appropriate for every project, however, and the inability of a project to mitigate its GHG emissions to net zero does not imply the project results in a substantial contribution to the cumulatively significant environmental impact of climate change under CEQA. Lead agencies have the discretion to develop evidence-based numeric thresholds (mass emissions, per capita, or per service population) consistent with this Scoping Plan, the State’s long-term GHG goals, and climate change science...To the degree a project relies on GHG mitigation measures, CARB recommends that lead agencies prioritize on-site design features that reduce emissions, especially from VMT [vehicle miles traveled], and direct investments in GHG reductions within the project’s region that contribute potential air quality, health, and economic co-benefits locally.

Cap-and-Trade Program

Initially authorized by AB 32 and extended through the year 2030 with the passage of AB 398 (2017), the California Cap-and-Trade Program is a core strategy that the state is using to meet its GHG reduction targets for 2020 and 2030, and ultimately achieve an 80 percent reduction from 1990 levels by 2050. CARB designed and adopted the California Cap-and-Trade Program to reduce GHG emissions from “covered entities”¹ (e.g., electricity generation, petroleum refining, cement production, and large industrial facilities that emit more than 25,000 MTCO₂e per year), setting a firm cap on statewide GHG emissions and employing market mechanisms to achieve reductions.² Under the Cap-and-Trade Program, an overall limit is established for GHG emissions from capped sectors. The statewide cap for GHG emissions from the capped sectors commenced in 2013. The cap declines over time. Facilities subject to the cap can trade offsets and allowances to emit GHGs.³

Senate Bill 375

Signed into law on October 1, 2008, SB 375 supplements GHG reductions from new vehicle technology and fuel standards with reductions from more efficient land use patterns and improved transportation. Under the law, CARB approved GHG reduction targets in February 2011 for California’s 18 federally designated regional planning bodies, known as Metropolitan Planning Organizations. The target reductions for the Bay Area are a regional reduction of per-capita GHG

¹ “Covered entity” means an entity in California that has one or more of the processes or operations and has a compliance obligation as specified in Subarticle 7 of the Cap-and-Trade Regulation; and that has emitted, produced, imported, manufactured, or delivered in 2008 or any subsequent year more than the applicable threshold level specified in section 95812(a) of the Regulation.

² 17 CCR 95800–96023.

³ See generally 17 CCR 95811 and 95812.

emissions from cars and light-duty trucks by 7 percent by 2020 and by 15 percent by 2035, compared to a 2005 baseline.

The Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) address these goals in *Plan Bay Area 2040*, which identifies Priority Development Areas (PDAs) near transit options to reduce the use of on-road vehicles. By focusing and incentivizing future growth in PDAs, *Plan Bay Area 2040* demonstrates how the nine-county Bay Area can reduce per-capita CO₂ emissions by 16 percent by 2035 (MTC & ABAG, 2017). In a March 2018 hearing, CARB approved revised targets: to reduce per-capita emissions 10 percent by 2020 and 19 percent by 2035 (CARB, 2018a).

California Renewables Portfolio Standard

Senate Bills 1078 and 107

SB 1078 (Chapter 516, Statutes of 2002) required retail sellers of electricity, including investor-owned utilities and community choice aggregators, to provide at least 20 percent of their supply from renewable sources by 2017. SB 107 (Chapter 464, Statutes of 2006) changed the target date to 2010.

Senate Bill X 1-2

SB X 1-2, signed by Governor Brown in April 2011, enacted the California Renewable Energy Resources Act. The law obligated all California electricity providers, including investor-owned and publicly owned utilities, to obtain at least 33 percent of their energy from renewable resources by the year 2020.

Senate Bill 350

SB 350, the Clean Energy and Pollution Reduction Act of 2015 (Chapter 547, Statutes of 2015), was approved by Governor Brown on October 7, 2015. SB 350 increased the standards of the California RPS program by requiring that the amount of electricity generated and sold to retail customers per year from eligible renewable energy resources be increased from 33 percent to 50 percent by December 31, 2030. The act requires the State Energy Resources Conservation and Development Commission to establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in existing electricity and natural gas final end uses of retail customers by January 1, 2030.

Senate Bill 100

On September 10, 2018, Governor Brown signed SB 100, establishing that 100 percent of all electricity in California must be obtained from renewable and zero-carbon energy resources by December 31, 2045. SB 100 also creates new standards for the RPS goals that were established by SB 350 in 2015. Specifically, the law increases the percentage of energy that both investor-owned utilities and publicly owned utilities must obtain from renewable sources from 50 percent to 60 percent by 2030. Incrementally, these energy providers must also have a renewable energy supply of 33 percent by 2020, 44 percent by 2024, and 52 percent by 2027. The updated RPS goals are considered achievable, because many California energy providers are already meeting or exceeding the RPS goals established by SB 350.

Advanced Clean Cars Program

In January 2012, pursuant to Recommended Measures T-1 and T-4 of the Scoping Plan, CARB approved the Advanced Clean Cars Program, a new emissions-control program for model years 2017 through 2025. The program combines the control of smog, soot, and GHGs with requirements for greater numbers of ZEVs. By 2025, when the rules will be fully implemented, the new automobiles will emit 34 percent fewer global warming gases and 75 percent fewer smog-forming emissions.

Mobile Source Strategy

In May 2016, CARB released the updated Mobile Source Strategy that demonstrates how the state can simultaneously meet air quality standards, achieve GHG emission reduction targets, decrease health risk from transportation emissions, and reduce petroleum consumption over the next 15 years. The strategy promotes a transition to zero-emission and low-emission vehicles, cleaner transit systems and reduction of VMT. The Mobile Source Strategy calls for 1.5 million ZEVs (including plug-in hybrid electric, battery-electric, and hydrogen fuel cell vehicles) by 2025 and 4.2 million ZEVs by 2030. The strategy also calls for more-stringent GHG requirements for light-duty vehicles beyond 2025 as well as GHG reductions from medium-duty and heavy-duty vehicles and increased deployment of zero emission trucks primarily for class 3–7 “last mile” delivery trucks in California. Statewide, the Mobile Source Strategy would result in a 45 percent reduction in GHG emissions from mobile sources and a 50 percent reduction in the consumption of petroleum-based fuels (CARB, 2016).

Senate Bill 743

In 2013, Governor Brown signed SB 743, which added Public Resources Code Section 21099 to CEQA. SB 743 changed the way that transportation impacts are analyzed under CEQA, better aligning local environmental review with statewide objectives to reduce GHG emissions, encourage infill mixed-use development in designated priority development areas, reduce regional sprawl development, and reduce VMT in California.

As required under SB 743, OPR developed potential metrics to measure transportation impacts that may include, but are not limited to, VMT, VMT per capita, automobile trip generation rates, or automobile trips generated. The new VMT metric is intended to replace the use of automobile delay and level of service as the metric to analyze transportation impacts under CEQA.

In its 2018 *Technical Advisory on Evaluating Transportation Impacts in CEQA*, OPR recommends different thresholds of significance for projects depending on land use types (Governor’s Office of Planning and Research, 2018). For example, residential and office space projects must demonstrate a VMT level that is 15 percent less than that of existing development to determine whether the mobile-source GHG emissions associated with the project are consistent with statewide GHG reduction targets. With respect to retail land uses, any net increase of VMT may be sufficient to indicate a significant transportation impact.

Senate Bill 1383 (Short-Lived Climate Pollutants)

SB 1383, enacted in 2016, requires statewide reductions in short-lived climate pollutants across various industry sectors. The climate pollutants covered under SB 1383 include methane, fluorinated gases, and black carbon—all GHGs with a much higher warming impact than CO₂ and with the potential to have detrimental effects on human health. SB 1383 requires CARB to adopt a strategy to reduce methane by 40 percent, hydrofluorocarbon gases by 40 percent, and anthropogenic black carbon by 50 percent below 2013 levels by 2030. The methane emissions reduction goals include a 75 percent reduction in the level of statewide disposal of organic waste from 2014 levels by 2025.

Assembly Bill 341

AB 341, which became law in 2011, established a new statewide goal of 75 percent recycling through source reduction, recycling, and composting by 2020. The new law changed the way that the state measures progress toward the 75 percent recycling goal, focusing on source reduction, recycling, and composting. AB 341 also requires all businesses and public entities that generate 4 cubic yards or more of waste per week to have a recycling program in place. The purpose of the law is to reduce GHG emissions by diverting commercial solid waste to recycling efforts and expand the opportunity for additional recycling services and recycling manufacturing facilities in California (California Department of Resources Recycling and Recovery, 2020).

Assembly Bill 1826

AB 1826, known as the Commercial Organic Waste Recycling Law, became effective on January 1, 2016, and requires businesses and multi-family complexes (with five units or more) that generate specified amounts of organic waste (compost) to arrange for organics collection services. The law phases in the requirements on businesses with full implementation realized in 2019:

- **First Tier:** Commenced in April 2016, the first tier of affected businesses included those that generate 8 or more cubic yards of organic materials per week.
- **Second Tier:** In January 2017, the affected businesses expanded to include those that generate 4 or more cubic yards of organic materials per week.
- **Third Tier:** In January 2019, the affected businesses expanded further to include those that generate 4 or more cubic yards of commercial solid waste per week.

State of California Building Codes

California Building and Energy Efficiency Standards (Title 24)

The California Energy Commission (CEC) first adopted Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR Title 24, Part 6) in 1978 in response to a legislative mandate to reduce energy consumption in the state. Although the standards were not originally intended to reduce GHG emissions, increased energy efficiency and reduced consumption of electricity, natural gas, and other fuels would result in lower GHG emissions from residential and non-residential buildings subject to the standard. The standards are updated periodically (typically every three years) to allow for the consideration and inclusion of new energy efficiency technologies and methods. The current Title 24, Part 6 standards (2019 standards) were made effective on January 1, 2020 (CEC, 2019).

California Green Building Standards Code

Part 11 of the Title 24 Building Energy Efficiency Standards is referred to as the California Green Building Standards Code (CALGreen Code). The CALGreen Code is intended to encourage more sustainable and environmentally friendly building practices, require low-pollution-emitting substances that cause less harm to the environment, conserve natural resources, and promote the use of energy-efficient materials and equipment.

Since 2011, the CALGreen Code has been mandatory for all new residential and non-residential buildings constructed in the state. Such mandatory measures include energy efficiency, water conservation, material conservation, planning and design, and overall environmental quality. The CALGreen Code is reviewed and updated on a three-year cycle.

The CALGreen Code was most recently updated in 2019 to include new mandatory measures for residential and non-residential uses; the new measures took effect on January 1, 2020 (California Building Standards Commission, 2018).

California Community Colleges

Climate Change and Sustainability Resolution and Policy

In January 2020, the Board of Governors of the California Community Colleges adopted a *Climate Change and Sustainability Resolution* and *Climate Change and Sustainability Policy* (California Community Colleges, 2020) as part of their ongoing commitment to environmental sustainability and providing California community college students and their communities sustainable and safe learning environments. Together the resolution and policy acknowledge the urgency of climate change and its impact on community college campuses, communities, and the state.

Adoption of this policy and resolution aligns the efforts of the California Community Colleges on climate change and sustainability with California's *Climate Change Strategy*. The policy and resolution provide a set of seven goals to be achieved by 2030, with incremental progress for each expected by 2025, as shown in **Table 3.3-3**.

The policy and resolution requires community college districts to develop their own local climate change and sustainability resolutions which may include commitments to implement the Board of Governors' Climate Change and Sustainability Policy and Resolution's goals locally, offer environmental sciences degrees and certificates with an emphasis on climate change, and other significant local climate change strategies and environmental sustainability measures thereby integrating climate change and sustainability into all facets of campus operations, and not just local facilities programs and business services.

**TABLE 3.3-3
GREENHOUSE GAS REDUCTION AND SUSTAINABILITY GOALS FOR CALIFORNIA COMMUNITY COLLEGES**

By 2025	By 2030
1. Reduce GHG emissions to 30 percent below 1990 levels	Reduce GHG emissions to 40 percent below 1990 levels
2. Increase renewable energy consumption to 25 percent	Increase renewable energy consumption to 50 percent
3. 25 percent of fleet vehicles are zero-emission vehicles	50 percent of fleet vehicles are zero-emission vehicles
4. 50 percent of all new buildings and major renovations will be constructed as Zero Net Energy	100 percent of all new buildings and major renovations will be constructed as Zero Net Energy
5. 50 percent of all new buildings and major renovations will achieve at least a Leadership in Energy and Environmental Design (LEED) "Silver" or equivalent rating	100 percent of all new buildings and major renovations will achieve at least a LEED "Silver" or equivalent rating
6. Increase procurement of sustainable products and services by 20 percent compared to current levels	Increase procurement of sustainable products and services by 25 percent compared to existing levels
7. Reduce municipal solid waste by 25 percent compared to current levels	Reduce municipal solid waste by 50 percent compared to current levels

SOURCE: California Community Colleges, 2020.

Regional

Bay Area Air Quality Management District

The Bay Area Air Quality Management District (BAAQMD) is the regional government agency that regulates stationary sources of air pollution in the nine San Francisco Bay Area counties. Additionally, BAAQMD regulates GHG emissions through the following plans, programs, and guidelines.

Clean Air Plan

BAAQMD and other air districts prepare clean air plans in accordance with the federal and state Clean Air Acts. On April 19, 2017, the BAAQMD Board of Directors adopted the 2017 *Clean Air Plan: Spare the Air, Cool the Climate*, an update to the 2010 Clean Air Plan (BAAQMD, 2017a). The Clean Air Plan (CAP) is a comprehensive plan that focuses on the closely related goals of protecting public health and protecting the climate. Consistent with the State's GHG reduction targets, the plan lays the groundwork for a long-term effort to reduce Bay Area GHG emissions 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050.

BAAQMD Climate Protection Program

BAAQMD established a climate protection program (Program) to reduce pollutants that contribute to global climate change and affect air quality in the San Francisco Bay Area Air Basin. The Program is focused on meeting the 2050 target, as the CAP discussed above is focused on the interim 2030 target. The Program includes measures that promote energy efficiency, reduce VMT, and develop alternative sources of energy, all of which assist in reducing GHG emissions and reducing air pollutants that affect the health of residents. BAAQMD also seeks to support other climate protection programs in the region and to stimulate additional efforts through

public education and outreach, technical assistance to local governments and other interested parties, and promotion of collaborative efforts among stakeholders.

BAAQMD CEQA Air Quality Guidelines

The BAAQMD CEQA Air Quality Guidelines were prepared to assist in the evaluation of air quality impacts of projects and plans proposed in the Bay Area. The guidelines also include recommended assessment methodologies for air toxics, odors, and GHG emissions. In June 2010, BAAQMD's Board of Directors adopted CEQA thresholds of significance and an update of the BAAQMD CEQA Guidelines, which included significance thresholds for GHG emissions based on the emission reduction goals for 2020 articulated by the California Legislature in AB 32. The first threshold, 1,100 MTCO₂e per year, is a numeric emissions level below which a project's contribution to global climate change would be less than cumulatively considerable. For larger and mixed-use projects, the guidelines state that emissions would be less than cumulatively significant if the project as a whole would result in an efficiency of 4.6 MTCO₂e per service population or better. Because these thresholds are based on a 2020 GHG target they are no longer relevant for current and future projects. BAAQMD is working on a new GHG threshold but it is not available at this time.

Under the current BAAQMD Air Quality Guidelines, a local government may prepare a qualified GHG reduction strategy that is consistent with AB 32 goals. If a project is consistent with an adopted qualified GHG reduction strategy and general plan that addresses the project's GHG emissions, it can be presumed that the project will not have significant GHG emissions under CEQA (BAAQMD, 2017b).

Metropolitan Transportation Commission/Association of Bay Area Governments Sustainable Communities Strategy—Plan Bay Area

MTC is the federally recognized Metropolitan Planning Organization for the nine-county Bay Area, which includes Santa Clara County and the city of San José. On July 18, 2013, Plan Bay Area was jointly approved by ABAG's Executive Board and by MTC.

The plan includes the region's Sustainable Communities Strategy, as required under SB 375, and the 2040 Regional Transportation Plan. The Sustainable Communities Strategy lays out how the region will meet GHG reduction targets set by CARB. CARB's current targets call for the region to reduce per-capita vehicular GHG emissions 10 percent by 2020 and 19 percent by 2035 from a 2005 baseline (CARB, 2018b).

A central GHG reduction strategy of Plan Bay Area is the concentration of future growth in PDAs and Transit Priority Areas (TPAs). To be eligible for PDA designation, an area must be within an existing community, near existing or planned fixed transit or served by comparable bus service and planned for more housing. A TPA is an area within 0.5 miles of an existing or planned major transit stop such as a rail transit station, a ferry terminal served by transit, or the intersection of two or more major bus routes (MTC, 2013). The EVC campus is located within both a PDA and a TPA.

On July 26, 2017, MTC adopted *Plan Bay Area 2040*, a focused update that builds upon the growth pattern and strategies developed in the original Plan Bay Area but with updated planning

assumptions that incorporate key economic, demographic, and financial trends since the original plan was adopted (MTC & ABAG, 2017).

San José Evergreen Community College District

In October 2020, the District adopted Resolution No. 101320-6 (San José Evergreen Community College District, 2020) affirming its commitment to pursue the 2025 and 2030 climate change and sustainability goals in the California Community Colleges Board of Governors' Climate Change and Sustainability Policy and Resolution (please refer to that Policy and Resolution, above).

Local

City of San José

Envision San José 2040 General Plan

The City of San José adopted the *Envision San José 2040 General Plan* in 2011 (City of San José, 2011). Many of the goals and policies identified in the General Plan reflect the City's commitment to sustainability; however, they would not apply to the EVC FMP.

Climate Smart San José

The City adopted its *Climate Smart San José* plan in 2018 (City of San José, 2018). The plan builds upon the foundational goals and policies identified in the General Plan, and provides additional analysis, recommendations, and corresponding metrics. The plan creates a measurable pathway to meeting the City's GHG emissions reduction targets.

The Plan focuses on three pillars and nine key strategies:

1. A sustainable and climate smart City
 - Transition to a renewable energy future
 - Embrace our Californian climate
2. A vibrant city of connected and focused growth
 - Densify our City to accommodate our future neighbors
 - Make homes efficient and affordable for our families
 - Create clean, personalized mobility choices
 - Develop integrated, accessible public transport infrastructure
3. An economically inclusive city of opportunity
 - Create local jobs in our City to reduce VMT
 - Improve our commercial building stock
 - Make commercial goods movement clean and efficient

The 2030 GHGRS was adopted by the City Council in November 2020 and serves as a framework for the purposes of tiering under CEQA.

City of San José Greenhouse Gas Reduction Strategy (2030 GHGRS)

The City prepared its initial *Greenhouse Gas Reduction Strategy* in 2011 in conjunction with the General Plan; the strategy was subsequently updated in 2015 (City of San José, 2015). The original strategy was prepared in accordance with AB 32 and CEQA Guidelines Section 15183.5. One of the strategy's five purposes is to "achieve General Plan-level environmental clearance for future development activities (through the year 2020)." In response to SB 32's 2030 goal, the City in August 2020 published the *2030 Greenhouse Gas Reduction Strategy* (2030 GHGRS; City of San José, 2020). This new document is a comprehensive update to the 2011 *GHG Reduction Strategy* and reflects the plans, policies, and codes as approved by the City Council. It builds on the policies set forth in the General Plan and in *Climate Smart San José* (2018). The 2030 GHGRS provides a development checklist that identifies clear strategies for GHG reductions that new projects in the city must implement to demonstrate consistency with the 2030 GHGRS and to achieve the City's 2030 interim GHG reduction target.

Though the District is the lead agency under CEQA and not the City of San José, the City's 2030 GHGRS establishes an interim reduction target for 2030 based on the regional growth assumptions including institutional growth such as that for EVC. Additionally, as the 2030 GHGRS is in alignment with the State SB 32 reduction targets, these reduction trajectories offer a streamlining opportunity to examine the proposed EVC FMP's GHG emissions in relation to the State's reduction targets.

3.3.3 Analysis, Impacts, and Mitigation

Significance Criteria

For the purposes of this EIR, a GHG emissions impact would be significant if implementing the proposed EVC FMP would:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

CEQA Guidelines Section 15064.4 gives lead agencies the discretion to determine whether to assess GHG emissions quantitatively or qualitatively. The guidelines do not establish a bright-line quantitative threshold of significance. Rather, lead agencies are granted discretion to establish significance thresholds for their respective jurisdictions, including looking to thresholds developed by other public agencies, or suggested by other experts, such as the California Air Pollution Control Officers Association (CAPCOA), regional air districts, or CARB. However, any threshold chosen is to be supported by substantial evidence (refer to CEQA Guidelines Section 15064.7(c)).

Consistency with Qualified Greenhouse Reduction Strategy

The BAAQMD recommends the following thresholds of significance for evaluation of GHG emissions from projects other than stationary sources (BAAQMD, 2017b):

- Mass emissions threshold of 1,100 MTCO₂e/year; or

- Emission efficiency metric threshold of 4.6 MTCO₂e per service population per year (MTCO₂e/SP/year);⁴ or
- Compliance with a qualified GHG Reduction Strategy.

To achieve the AB 32 GHG emission reduction targets for 2020, the BAAQMD has recommended the 1,100 MTCO₂e/year and 4.6 MTCO₂e/year/SP thresholds. The State's 2020 GHG targets have been superseded by the 2030 GHG targets, established in SB 32, which requires that statewide GHG emissions be reduced to 40 percent below the 1990 level by 2030. The BAAQMD has not yet updated its mass emissions and emission efficiency metric thresholds to address SB 32 or the State and federal carbon neutrality goals. Therefore, the analysis presented below relies on a qualitative evaluation of the EVC FMP's compliance with a qualified GHG Reduction Strategy to evaluate impacts. The qualified GHG Reduction Strategy, in this instance, is City of San José 2030 GHGRS that is identified above.

As a qualified GHG Reduction Strategy, the GHGRS is one that is consistent with the measures and goals in the most recent CARB Scoping Plan to achieve the GHG reduction goals established at the state level. GHG Reduction Strategies with horizon years beyond 2020 are required to consider continuing the downward reduction path set by AB 32 and SB 32 and move toward climate stabilization goals established in Executive Order S-3-05. A qualified GHG Reduction Strategy adopted by a local jurisdiction should include the following elements as described in the State CEQA Guidelines Section 15183.5:

- Quantify GHG emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area
- Establish a level, based on substantial evidence, below which the contribution to GHG emissions from activities covered by the plan would not be cumulatively considerable;
- Identify and analyze the GHG emissions resulting from specific actions or categories of actions anticipated within the geographic area;
- Specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level;
- Establish a mechanism to monitor the plan's progress toward achieving the level and to require amendment if the plan is not achieving specified levels; and
- Be adopted in a public process following environmental review.

The BAAQMD recognizes that careful upfront planning by local agencies is invaluable to achieving the state's GHG reduction goals and encourages local governments to adopt qualified GHG Reduction Strategies. Section 15183.5 of the State CEQA Guidelines allows tiering and streamlining the analysis of GHG emissions by lead agencies to analyze and mitigate the significant effects of GHG emissions at a programmatic level, such as in a general plan, a long-range development plan, or a separate plan to reduce GHG emissions. Later project-specific

⁴ MTCO₂e/year/SP is defined as a metric ton of CO₂ equivalent per year per service population (future residents and full-time workers).

environmental documents may tier from and/or incorporate by reference the existing programmatic review. Compliance with a qualified GHG Reduction Strategy would provide the evidentiary basis for making CEQA findings that development consistent with the GHG Reduction Strategy would result in feasible, measureable, and verifiable GHG reductions. It would also maintain consistency with broader State goals and ensure that projects approved under qualified GHG Reduction Strategies would achieve their fair share of GHG emission reductions. Therefore, if a project is located in a community with an adopted qualified GHG Reduction Strategy and is consistent with the Qualified GHG Reduction Strategy, it can be presumed that the project will not have significant GHG emission impacts. A project must demonstrate its consistency by identifying and implementing all applicable feasible measures and policies from the GHG Reduction Strategy into the project. This approach is consistent with CEQA Guidelines Sections 15064(h)(3) and 15183.5(b), which provides that a *“lead agency may determine that a project’s incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program which provides specific requirements that will avoid or substantially lessen the cumulative problem.”*

As discussed above, the City of San José’s recently adopted 2030 GHGRS presents the City’s comprehensive path to reduce GHG emissions to achieve the 2030 reduction target, based on SB 32, BAAQMD, and OPR. Consistent with CEQA Guidelines Section 15183.5 discussed above, the City’s 2030 GHGRS represents San José’s qualified climate action plan in compliance with CEQA. The City has prepared a GHGRS Compliance Checklist (Checklist) in order to implement GHG reduction strategies from the 2030 GHGRS and provide a streamlined review process for proposed new development projects that are subject to discretionary review and trigger environmental review pursuant to CEQA.

Given absence of updated guidance or established targets by the BAAQMD and the District for SB 32, GHG impacts of the EVC FMP are examined by evaluating its consistency with the City’s 2030 GHGRS, which in turn is consistent with SB 32. The EVC campus is located within the City of San José and emissions from the campus are included in the baseline 2017 and projected 2030 emissions inventories for the City. Therefore, the City’s 2030 GHGRS represents an appropriate qualified GHG Reduction Strategy for the EVC FMP for CEQA compliance under Section 15183.5. Consequently, for purposes of this EIR, a significant impact is identified if the EVC FMP is not consistent with the GHG reduction strategies identified in the 2030 GHGRS and included in the Checklist and hence would be inconsistent with the 2030 GHGRS.

Consistency with Plans

According to the second GHG significance criterion, a significant impact would occur if the proposed EVC FMP would conflict with applicable regulations, plans, and policies that were adopted to reduce GHG emissions that contribute to global climate change. As discussed in the Regulatory Setting, several plans and policies are in place to help the City, the Bay Area and the State reduce GHG emissions consistent with the State’s emission reduction targets for 2030 and 2050. Consistency with the City’s 2030 GHGRS discussed above would also ensure that the EVC FMP is consistent with the District’s Climate Change and Sustainability Resolution and Policy, the City’s Climate Smart San José, the BAAQMD’s 2017 Clean Air Plan and CARB’s 2017 Scoping Plan Update.

Methodology

GHG emissions and global climate change represent cumulative impacts from human activities and development projects locally, regionally, statewide, nationally, and worldwide. GHG emissions from all of these sources cumulatively contribute to the significant adverse environmental impacts of global climate change. No single project could generate enough GHG emissions to noticeably change the global average temperature; instead, the combination of GHG emissions from past, present, and future projects around the world have contributed and will continue to contribute to global climate change and its associated environmental impacts.

The methodology for the evaluation of GHG impacts follows a qualitative consistency determination of the EVC FMP with the City's 2030 GHGRS Checklist. Therefore, GHG impacts with respect to both GHG significance criteria listed above are addressed together. This evaluation is considered in a cumulative context, and because the analysis of GHG emissions is only relevant in a cumulative context, a project-specific impact assessment is not required. Pursuant to CEQA Guidelines Sections 15064(h)(3), 15130(d), and 15183(b), a project's incremental contribution to a cumulative GHG impact may be determined not to be cumulatively considerable if it is consistent with the requirements of the GHGRS.

Impacts and Mitigation Measures

Impact 3.3-1: Construction and operation of development proposed under the EVC FMP could generate GHG emissions, either directly or indirectly, that could conflict with applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of GHGs and lead to a significant impact on the environment. (*Less than Significant with Mitigation*)

As discussed above, the EVC campus is located within the City of San José and is a contributor to both the baseline and projected citywide emission inventories included in the City's 2030 GHGRS that form the basis of the City's GHG reduction planning consistent with SB 32. Therefore, the City's 2030 GHGRS is an appropriate qualified GHG Reduction Strategy to evaluate consistency of the EVC FMP and streamline the CEQA analysis as allowed by Section 15183.5 of the State CEQA Guidelines. The City requires discretionary projects within its jurisdiction to complete Section A, General Plan Policy Conformance and Section B, GHG Reduction Strategies of the Checklist. Projects that propose alternative GHG mitigation measures must also complete Section C, Alternative Project Measures and Additional GHG Reductions.

As discussed above, the District is electing to use the City's GHGRS to assess the EVC consistency with the 2030 GHGRS. **Table 3.3-4** shows the EVC FMP's consistency with the City's General Plan policies, and **Table 3.3-5** shows a consistency determination with GHG reduction strategies from the Checklist. The tables explain if and how the EVC FMP would be consistent with the applicable policies and strategies of Sections A and B of the Checklist. The analysis does not rely on any alternative GHG mitigation measures to show consistency; hence Section C is not applicable.

**TABLE 3.3-4
EVC FMP CONSISTENCY WITH CITY OF SAN JOSÉ 2030 GHGRS CHECKLIST**

General Plan Policy	Existing or Proposed Implementation Mechanism	EVC FMP Consistent with Policy?	
		Unmitigated	With Mitigation
Section A. General Plan Policy Conformance			
1. Consistency with the Land Use/Transportation Diagram (Land Use and Density)			
Is the proposed Project consistent with the Land Use/Transportation Diagram?	The EVC FMP would occur within the boundaries of the EVC campus, and proposed uses would be consistent with those land uses specified in the Land Use/Transportation Diagram.	Yes	
2. Implementation of Green Building Measures			
MS-2.2: Encourage maximized use of on-site generation of renewable energy for all new and existing buildings.	The EVC campus currently generates renewable energy through a 1.5-megawatt (MW) Photo-Voltaic (PV) array located on-campus, which generates about one-third of the campus power. The EVC FMP does not propose installation of any additional on-site renewable energy generation systems. However, the proposed new structures would benefit from the existing solar array. Therefore, the EVC FMP would be consistent with Policy MS-2.2.	Yes	
MS-2.3: Encourage consideration of solar orientation, including building placement, landscaping, design and construction techniques for new construction to minimize energy consumption.	The EVC FMP proposes improvements to developed portions of an existing campus. New facilities are proposed to be constructed in place of existing buildings that would be demolished, which would limit the flexibility to orient buildings to maximize solar energy. The District currently requires LEED Silver as part of the sustainability initiative proposed by the State Chancellor's Office. All four buildings proposed to be constructed as part of the FMP are proposed to be built to achieve LEED Gold rating, at a minimum, which includes design requirements intended to minimize energy consumption. For this reason, the proposed new construction included in the EVC FMP would be consistent with policy MS-2.3, and no mitigation would be required.	Yes	
MS-2.7: Encourage the installation of solar panels or other clean energy power generation sources over parking areas.	The EVC campus currently includes a 1.5 MW PV array at the edge of campus, which generates approximately one-third of the campus power. The EVC FMP does not propose expansion of this system or the construction of solar panels or other clean energy power generation sources over parking areas. Mitigation Measure 3.3-1c identifies that as feasible, on-site photovoltaic systems be installed on building rooftops and parking lots at the EVC campus to reduce the total energy needs of the FMP buildings.	No	Yes, with implementation of Mitigation Measure 3.3-1c.
MS-2.11: Require new development to incorporate green building practices, including those required by the Green Building Ordinance. Specifically, target reduced energy use through construction techniques (e.g., design of building envelopes and systems to maximize energy performance), through architectural design (e.g., design to maximize cross ventilation and interior daylight) and through site design techniques (e.g., orienting buildings on sites to maximize the effectiveness of passive solar design).	The EVC FMP proposes improvements to the developed portions of the campus. Proposed new facilities would be constructed in place of existing buildings that would be demolished, limiting the flexibility to orient buildings to maximize solar energy. However, the four proposed new buildings are would be constructed to the LEED Gold or equivalent standard, at a minimum, which includes design requirements intended to minimize energy consumption. For this reason, the proposed new construction included in the EVC FMP would be consistent with policy.	Yes	

**TABLE 3.3-4
EVC FMP CONSISTENCY WITH CITY OF SAN JOSÉ 2030 GHGRS CHECKLIST**

General Plan Policy	Existing or Proposed Implementation Mechanism	EVC FMP Consistent with Policy?	
		Unmitigated	With Mitigation
MS-16.2: Promote neighborhood-based distributed clean/renewable energy generation to improve local energy security and to reduce the amount of energy wasted in transmitting electricity over long distances.	Electricity is currently provided to the EVC campus by San Jose Clean Energy (SJCE) through PG&E infrastructure. SJCE is a Community Choice Program organized under California law. Community choice aggregation programs, known as CCA's, enable local governments to enroll their jurisdictions under a single energy supplier. CCAs also allow jurisdictions to support local supply that matches their values and regional needs and reduce their reliance on national or global energy markets. In addition, the 1.5 MW PV array, located on-campus generates about one-third of the campus' power, increasing the EVC's energy security.	Yes	
3. Pedestrian, Bicycle and Transit Site Design Measures			
CD-2.1: Promote the Circulation Goals and Policies in the Envision San José 2040 General Plan. Create streets that promote pedestrian and bicycle transportation by following applicable goals and policies in the Circulation section of the Envision San José 2040 General Plan.	The EVC FMP primarily involves development within the existing EVC campus. An exception would be a proposed new campus driveway onto Yerba Buena Road under the EVC FMP. The new campus driveway would be designed to safely accommodate safe pedestrian and bicycle transportation. The driveway project would be subject to a City of San José encroachment permit, and therefore, subject to relevant policies, standards, and programs intended to promote pedestrian and bicycle transportation.	Yes	
a. Design the street network for its safe shared use by pedestrians, bicyclists, and vehicles. Include elements that increase driver awareness.	The new campus driveway onto Yerba Buena Road, would be designed to safely accommodate safe pedestrian and bicycle transportation. The driveway project would be subject to a City of San José encroachment permit, and therefore, subject to all relevant City policies, standards, and programs intended to promote pedestrian and bicycle transportation.	Yes	
b. Create a comfortable and safe pedestrian environment by implementing wider sidewalks, shade structures, attractive street furniture, street trees, reduced traffic speeds, pedestrian-oriented lighting, mid-block pedestrian crossings, pedestrian-activated crossing lights, bulb-outs and curb extensions at intersections, and on-street parking that buffers pedestrians from vehicles.	The new campus driveway onto Yerba Buena Road would be designed to safely accommodate safe pedestrian and bicycle transportation. The driveway project would be subject to a City of San José encroachment permit, and therefore, subject to these relevant design measures.	Yes	
c. Consider support for reduced parking requirements, alternative parking arrangements, and Transportation Demand Management strategies to reduce area dedicated to parking and increase area dedicated to employment, housing, parks, public art, or other amenities. Encourage de-coupled parking to ensure that the value and cost of parking are considered in real estate and business transactions.	The EVC FMP would incrementally increase student enrollment, however, would not substantially increase parking at the campus. The majority of parking at the EVC campus under the EVC FMP has been realized through previously implemented restriping and painting projects. The proposed building program would include relocation of Lots 4 and 5 further west to allow for new building construction adjacent to the Library. However, the amount of parking at the EVC campus would not change substantially from that which currently exists.	Yes	

**TABLE 3.3-4
EVC FMP CONSISTENCY WITH CITY OF SAN JOSÉ 2030 GHGRS CHECKLIST**

General Plan Policy	Existing or Proposed Implementation Mechanism	EVC FMP Consistent with Policy?	
		Unmitigated	With Mitigation
CD-2.5: Integrate Green Building Goals and Policies of the Envision San José 2040 General Plan into site design to create healthful environments. Consider factors such as shaded parking areas, pedestrian connections, minimization of impervious surfaces, incorporation of storm water treatment measures, appropriate building orientations, etc.	The EVC FMP would include pedestrian connections and would design and construct the proposed new buildings with the goal of meeting the LEED Gold, or equivalent standard, including green building goals. For this reason, the EVC FMP would not conflict with policy CD-2.5.	Yes	
CD-2.11: Within the Downtown and Urban Village Overlay areas, consistent with the minimum density requirements of the pertaining Land Use/Transportation Diagram designation, avoid the construction of surface parking lots except as an interim use, so that long-term development of the site will result in a cohesive urban form. In these areas, whenever possible, use structured parking, rather than surface parking, to fulfill parking requirements. Encourage the incorporation of alternative uses, such as parks, above parking structures.	This policy is not applicable to the EVC FMP as the EVC campus is not located within the Downtown and Urban Village Overlay areas.	Not applicable	
CD-3.2: Prioritize pedestrian and bicycle connections to transit, community facilities (including schools), commercial areas, and other areas serving daily needs. Ensure that the design of new facilities can accommodate significant anticipated future increases in bicycle and pedestrian activity.	<p>The EVC campus is located near existing bike lanes on Yerba Buena Road and San Felipe Road. The <i>San José Better Bike Plan 2025</i> also proposes protected bike lanes on Yerba Buena Road and San Felipe Road, which would provide direct access to the campus. The existing and proposed network of bicycle facilities provide good connectivity to the residential neighborhoods near the campus. The EVC FMP would not remove any existing bicycle facilities, nor would it conflict with any adopted plans or policies for new bicycle facilities.</p> <p>The EVC FMP proposes several improvements that would increase pedestrian safety within the EVC campus, such as re-purposing the roundabout at the end of Valle Del Lago as a pedestrian plaza, removing service vehicle access from primary pedestrian circulation at the Gullo I Student Center, improving existing and creating new pedestrian gateways to the campus where main pedestrian walkways terminate at parking and drop-off zones, extending and improving pedestrian walkways to provide visual access and support physical movement through the campus from edge to edge.</p>	Yes	
CD-3.4: Encourage pedestrian cross-access connections between adjacent properties and require pedestrian and bicycle connections to streets and other public spaces, with particular attention and priority given to providing convenient access to transit facilities. Provide pedestrian and vehicular connections with cross-access easements within and between new and existing developments to encourage walking and minimize interruptions by parking areas and curb cuts.	The EVC campus is served by existing bicycle facilities on Yerba Buena Road and San Felipe Road and will also benefit from future protected bike lanes proposed as part of the <i>San José Better Bike Plan 2025</i> , which would provide direct access to the campus. The existing and proposed network of bicycle facilities provide good connectivity to the residential neighborhoods and transit stops near the EVC campus. The EVC FMP would not remove any existing bicycle facilities, nor would it conflict with any adopted plans or policies for new bicycle facilities. In addition, the EVC FMP includes several on-site improvements to improve bicycle and pedestrian mobility and safety.	Yes	

**TABLE 3.3-4
EVC FMP CONSISTENCY WITH CITY OF SAN JOSÉ 2030 GHGRS CHECKLIST**

General Plan Policy	Existing or Proposed Implementation Mechanism	EVC FMP Consistent with Policy?	
		Unmitigated	With Mitigation
LU-3.5: Balance the need for parking to support a thriving Downtown with the need to minimize the impacts of parking upon a vibrant pedestrian and transit oriented urban environment. Provide for the needs of bicyclists and pedestrians, including adequate bicycle parking areas and design measures to promote bicyclist and pedestrian safety.	The EVC campus is not located within the City's Downtown area.	Not applicable	
TR-2.8: Require new development to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements.	The EVC FMP does not expressly include improvements to bicycle amenities on the campus. Mitigation Measure 3.3-1j identifies the provision of secure bicycle parking facilities as part of the TDM program. The campus is already served by existing bicycle facilities and will also benefit from future improvements proposed as part of the <i>San José Better Bike Plan 2025</i> , to provide direct access to the campus. In addition, the EVC FMP includes several on-site improvements to improve bicycle and pedestrian mobility and safety.	Yes	
TR-7.1: Require large employers to develop TDM programs to reduce the vehicle trips and vehicle miles generated by their employees through the use of shuttles, provision for car sharing, bicycle sharing, carpool, parking strategies, transit incentives and other measures.	Existing transit services to the campus is provided by VTA bus routes 31 and 42. The bus stop for these routes is located on the campus east of Valle Del Lago in the east parking lot. A pedestrian plaza is provided between the bus stop and the campus buildings. The EVC also provides subsidized bus passes to students to use VTA bus services. Based on these vehicle-trip- and vehicle-miles-reducing operational components, the EVC campus does not conflict with policy TR-7. However, as described in Section 3.5, <i>Transportation</i> , the proposed EVC FMP would result in an increase in VMT, for which the implementation of additional TDM measures (Mitigation Measure 3.5-1) would feasibly mitigate for this potentially-significant impact.	Yes	
TR-8.5: Promote participation in car share programs to minimize the need for parking spaces in new and existing development.	The EVC provides dedicated parking for ridesharing and has dedicated zones for curbside pickup and drop-off of passengers. Therefore, existing and anticipated future EVC operations would be anticipated to continue the provision of rideshare facilities, consistent with TR-8.5.	Yes	
4. Water Conservation and Urban Forestry Measures			
MS-3.1: Require water-efficient landscaping, which conforms to the State's Model Water Efficient Landscape Ordinance, for all new commercial, institutional, industrial and developer-installed residential development unless for recreation needs or other area functions.	The EVC FMP proposes development of a hierarchy of open spaces, ranging from large, active, formal and informal gathering spaces to smaller, intimate, and purpose-built spaces. All landscaping proposed as part of the SJCC FMP would comply with the State's Model Water Efficient Landscape Ordinance which is implemented as part of building code related to landscape design and installation.	Yes	

**TABLE 3.3-4
EVC FMP CONSISTENCY WITH CITY OF SAN JOSÉ 2030 GHGRS CHECKLIST**

General Plan Policy	Existing or Proposed Implementation Mechanism	EVC FMP Consistent with Policy?	
		Unmitigated	With Mitigation
MS-3.2: Promote the use of green building technology or techniques that can help reduce the depletion of the City's potable water supply, as building codes permit. For example, promote the use of captured rainwater, graywater, or recycled water as the preferred source for non-potable water needs such as irrigation and building cooling, consistent with Building Codes or other regulations.	On a campus-wide basis, the District does not implement many recycled water systems. However, under the EVC FMP, the four proposed new buildings would be constructed to the LEED Gold or equivalent standard, at a minimum. While the LEED Gold design standard has some flexibility, achievement of this standard would be anticipated to include some water-efficient design elements. For this reason, the EVC FMP would not be anticipated to conflict with policy MD-3.2.	Yes	
MS-19.4: Require the use of recycled water wherever feasible and cost-effective to serve existing and new development.	Under the EVC FMP, the four proposed new buildings would be constructed to the LEED Gold or equivalent standard, at a minimum. While the LEED Gold design standard has some flexibility, achievement of this standard would be anticipated to include some water-efficient design elements. However, the use of recycled water would not necessarily be included in the new structures or structures planned for renovation. Landscaped areas created pursuant to the EVC FMP would include low-water vegetation. However, turf areas would be anticipated to be restored in turf areas temporarily affected by construction. For this reason, the EVC would not be consistent with policy MD-19.4	No	
MS-21.3: Ensure that San José's Community Forest is comprised of species that have low water requirements and are well adapted to its Mediterranean climate. Select and plant diverse species to prevent monocultures that are vulnerable to pest invasions. Furthermore, consider the appropriate placement of tree species and their lifespan to ensure the perpetuation of the Community Forest.	The areas of the EVC campus affected by the implementation of the FMP are already developed and vegetation in these areas is in the form of existing landscaping. The EVC FMP proposes development of a hierarchy of open spaces, ranging from large, active, formal and informal gathering spaces to smaller, intimate, and purpose-built spaces. However, open space features are not proposed for construction as part of implementation of the EVC FMP. While the tree and plant species to be planted in proposed landscaped area is not known, the EVC FMP would be constructed consistent with CalGreen requirements, which include planting of trees for the purpose of shading. While the species of trees to be planted is not known, it is reasonable to assume that trees planted as part of implementation of the EVC FMP would be known to adapt well to the regional climate and would have low water requirements. For this reason, implementation of the EVC FMP would be consistent with MS-21.3.	No	
MS-26.1: As a condition of new development, require the planting and maintenance of both street trees and trees on private property to achieve a level of tree coverage in compliance with and that implements City laws, policies or guidelines.	The EVC FMP proposes changes to the fully developed portion of the core of the campus. Implementation of the EVC FMP would not substantially affect the tree coverage on- or off-campus.	Not applicable	
ER-8.7: Encourage storm water reuse for beneficial uses in existing infrastructure and future development through the installation of rain barrels, cisterns, or other water storage and reuse facilities.	The EVC FMP does not specify the inclusion of water storage and reuse facilities. Therefore, the EVC FMP would not be consistent with Policy ER-8.7. With the implementation of Mitigation measure 3.3-1i, which identifies reuse of storm water for beneficial uses on-campus to the extent feasible.	No	Yes, with the implementation of Mitigation Measure 3.3-1i

SOURCE: Table compiled by Environmental Science Associates in 2021 based on City of San José, 2020.

TABLE 3.3-5
EVC FMP CONSISTENCY WITH THE CITY OF SAN JOSÉ 2030 GREENHOUSE GAS REDUCTION STRATEGIES

Strategy	Performance Standard	Existing or Proposed Implementation Mechanism	EVC FMP Consistent with Strategy?	
			Unmitigated	With Mitigation
GHGRS 1 – San José Clean Energy	98 percent participation in San José Clean Energy with 100 percent carbon-free energy sources by 2030	Energy to the campus is currently provided by Pacific Gas & Electricity. A third of the energy needs of the campus is currently provided by renewable energy from the 1.5 MW PV array on-campus. In addition, Mitigation Measure 3.3-1a identifies that all electricity used at the campus be provided from carbon-free renewable sources to the extent feasible.	No	Yes, with implementation of Mitigation Measure 3.3-1a.
GHGRS 2 – Zero Net Carbon Residential Construction	50 percent of all new residential construction from 2020-2030 will achieve zero net carbon use	The EVC FMP would not include any residential uses and hence this strategy would not apply.	Not applicable	
GHGRS 3 – Renewable Energy Development	472.1 net new MW of solar photovoltaics installed 2017-2030	The EVC campus currently includes a 1.5 MW PV array that generates a third of the energy needs of the campus. Mitigation Measure 3.3-1c identifies that as feasible, on-site photovoltaic systems be installed on building rooftops and parking lots at the EVC campus to reduce the total energy needs of the FMP buildings.	No	Yes, with implementation of Mitigation Measure 3.3-1c.
GHGRS 4 – Existing Buildings Retrofits – Natural Gas	3 percent reduction citywide in natural gas use below 2017 levels	Mitigation Measure 3.3-1b identifies that as feasible, new buildings be constructed as Zero Net Energy relying entirely on electricity and with no natural gas infrastructure.	No	Yes, with implementation of Mitigation Measure 3.3-1b.
GHGRS 5 – Zero Waste Goal	90 percent of waste diverted from landfills in 2030	Mitigation Measure 3.3-1g directs the District to develop and implement a Solid Waste Reduction Plan, to divert 90 percent of waste generated at the campus from landfills by 2030.	No	Yes, with implementation of Mitigation Measure 3.3-1g.
GHGRS 6 – Caltrain Modernization Project	75 percent of diesel trains converted to electric power; reduction of approximately 33,000 daily VMT in San José from increased Caltrain ridership	This strategy is not applicable at a project level.	Not applicable	
GHGRS 7 – Water Conservation	107 million gallons per day (MGD) water consumption in 2030	Mitigation Measure 3.3-1i identifies measures to conserve water use on campus.	No	Yes, with implementation of Mitigation Measure 3.3-1i.

SOURCE: Table compiled by Environmental Science Associates in 2021 based on City of San José, 2020.

In addition, the City’s 2030 GHGRS identifies seven strategies to reduce GHG emissions to achieve the 2030 target. These strategies span a variety of topic areas including energy, building, land use, transportation, water, and waste. Table 3.3-5 lists the seven strategies and discusses applicability and consistency of the EVC FMP with each.

As shown in Table 3.3-4 and 3.3-5, the EVC FMP would require the implementation of Mitigation Measure 3.3 to be consistent with the City of San José’s 2030 GHGRS Checklist. For this reason, implementation of the EVC FMP without mitigation would not be consistent with the City of San José’s 2030 GHGRS Checklist and would have a **potentially significant impact**.

Consistency with the California Community Colleges Climate Change and Sustainability Resolution and Policy

As discussed in the Regulatory Setting, the Board of Governors of the California Community Colleges adopted the *Climate Change and Sustainability Resolution and Policy* in January 2020. Based on Resolution 101320-6 adopted by the District, it affirms and commits to pursuing the climate change and sustainability goals of the *Climate Change and Sustainability Resolution and Policy*.

Under the EVC FMP, the District would build the four proposed new buildings to achieve a minimum LEED Gold, or equivalent, certification, exceeding the goals of the *Climate Change and Sustainability Resolution and Policy*. However, none of the new buildings or renovations are proposed to be constructed as Zero Net Energy buildings, that would rely entirely on electricity. Hence the EVC FMP would be inconsistent with Goal 4 of the *Climate Change and Sustainability Resolution and Policy*. Several mitigation measures identified in this section would ensure consistency of the EVC FMP with the goals of the *Climate Change and Sustainability Resolution and Policy* for California Community Colleges as shown in **Table 3.3-6**.

TABLE 3.3-6
EVC FMP CONSISTENCY WITH GOALS OF THE BOARD OF GOVERNORS OF THE CALIFORNIA COMMUNITY COLLEGES CLIMATE CHANGE AND SUSTAINABILITY RESOLUTION AND POLICY

Goal (by 2030)	EVC FMP Consistency
1. Reduce GHG emissions to 40 percent below 1990 levels	Consistent, with implementation of Mitigation Measures 3.3-1a and 3.3-1i.
2. Increase renewable energy consumption to 50 percent	Consistent, with implementation of Mitigation Measures 3.3-1a and 3.3-1c.
3. 50 percent of fleet vehicles are zero-emission vehicles	Consistent, with implementation of Mitigation Measure 3.3-1d.
4. 100 percent of all new buildings and major renovations will be constructed as Zero Net Energy	Consistent, with implementation of Mitigation Measure 3.3-1b.
5. 100 percent of all new buildings and major renovations will achieve at least a LEED “Silver” or equivalent rating	Consistent, with implementation of Mitigation Measure 3.3-1f.
6. Increase procurement of sustainable products and services by 25 percent compared to existing levels	Consistent, with implementation of Mitigation Measure 3.3-1h.
7. Reduce municipal solid waste by 50 percent compared to current levels	Consistent, with implementation of Mitigation Measure 3.3-1g.

SOURCE: Table compiled by ESA in 2021.

As described in Table 3.3-6, the EVC FMP would require the implementation of Mitigation Measures 3.3-1a, 3.3-1b, 3.3-1c, 3.3-1d, 3.3-1f, 3.3-1g, and 3.3-1h, to be consistent with the *California Community Colleges Climate Change and Sustainability Resolution and Policy*. Without the implementation of the mitigation identified above, implementation of the EVC FMP would not be consistent with this policy, which would be a **potentially significant** impact.

Consistency with Other Plans and Policies

As noted earlier, CARB's 2017 Scoping Plan Update describes how the State plans to achieve the 2030 GHG emission reduction goal for California of 40 percent below 1990 levels by 2030, as mandated by SB 32. By virtue of the EVC FMP being consistent with the City's 2030 GHGRS, with the implementation of Mitigation Measures 3.3-1a through 3.3-1j, the EVC FMP would also ensure consistency with CARB's 2017 Scoping Plan Update and with Executive Order S-3-05.

Consistency of the EVC FMP with respect to the BAAQMD 2017 Clean Air Plan is discussed under Impact 3.1-1 of Section 3.1, *Air Quality*. The analysis found that the EVC FMP would be consistent with the 2017 Clean Air Plan, with the implementation of Mitigation Measures 3.1-2 and 3.1-3, along with GHG Mitigation Measure 3.3-1e.

Implementation of Mitigation Measure 3.3-1f would ensure that the EVC FMP would surpass regulatory requirements set forth in the Title 24 building standards. While these standards address energy conservation, they would also result in a reduction of GHG emissions associated with energy use.

The EVC FMP would be consistent with Plan Bay Area 2040, which includes the Regional Transportation Plan (RTP), and was adopted as the Bay Area's Sustainable Communities Strategy (SCS) pursuant to California Senate Bill 375. Plan Bay Area 2040's core strategy is encouraging growth in existing communities along the existing transportation network, focusing new development in PDAs and TPAs within urbanized centers where there is more public transit and other mobility options available to reduce driving by cars and light trucks. Though not located within a PDA or a TPA, the EVC campus is well served by existing transit services through VTA bus Routes 31 and 42. The bus stop for these routes is located on the EVC campus east of Valle Del Lago, in the east parking lot. An additional bus stop is located along Yerba Buena Road in the vicinity of the EVC campus. The Routes 31 and 42 transit stop on Valle del Lago provides a direct pedestrian access to the campus. The EVC also provides subsidized bus passes to students to use VTA bus services.

As detailed in Section 3.5, *Transportation*, implementation of the EVC FMP would result in an increase in vehicle trips to the campus and increase the daily VMT per student incrementally by 0.03, from 6.39 VMT under Existing Baseline conditions to 6.42 VMT by 2030 under the EVC FMP. The reason for this increase in VMT is that, while improved transit service in the area would result in higher transit and lower vehicle mode shares, the student enrollment would grow faster than the student population in the vicinity of the EVC campus. Thus, more students will come from outside the area, resulting in a **potentially-significant** impact. Implementation of Mitigation Measure 3.3-1j would encourage

increased use of transit services thereby reducing VMT consistent with the goals of Plan Bay Area 2040.

Mitigation Measure 3.3-1: Implement Transportation Demand Measures

- a) **Carbon-free Electricity.** To the extent feasible, electricity used at the campus shall be from renewable carbon-free energy sources (San José Clean Energy provides the option to choose the Total Green program that includes electricity generated entirely from renewable, carbon-free sources like solar and wind).
- b) As feasible, **construct new buildings as Zero Net Energy** with no natural gas infrastructure and relying entirely on carbon-free renewable electricity either purchased (see Mitigation Measure 3.3-1a) or generated onsite (see Mitigation Measure 3.3-1c).
- c) As feasible, **install on-site photovoltaic systems** on building rooftops and parking lots to reduce the total energy needs of the proposed new buildings.
- d) As feasible, **zero emission vehicles** shall constitute at least 25 percent of the operation and maintenance vehicle fleet at the campus by 2025 and increased to 50 percent of the fleet by 2030.
- e) **Electric Vehicle Charging.** As feasible, as part of project design, allocate at least 10 percent of all parking spaces to be equipped with electric vehicle (EV) charging equipment to promote the use of zero-emission vehicles and plug-in electric passenger vehicles.
- f) **LEED or Equivalent Certification.** As feasible, in addition to new buildings, all major renovations shall be constructed to achieve the LEED Silver or equivalent rating.
- g) **Solid Waste Reduction Plan.** The District shall develop and implement a Solid Waste Reduction Plan that evaluates and quantifies current solid waste generation levels at the campus and proposes measures to reduce waste generation. The Solid Waste Reduction Plan shall aim to divert 90 percent of waste from landfills by 2030.
- h) **Use of Sustainable products and methods.** Maximize use of sustainable products and services in construction and operation of the campus. The design team (architect/engineer) shall recommend building materials and methods with life cycles (manufacture, installation, maintenance, repair, and replacement) of reduced environmental impacts. Considerations shall also include energy efficiency, energy required in the manufacturing process, life cycle duration, and maintenance and replacement costs.
- i) **Water Conservation Measures.** Project design shall implement measures to conserve water, including such measures to install controls to optimize irrigation water, reduce water usage in restrooms and showers, and promote the use of reclaimed water. The use of decorative fountains shall be minimized. If feasible, campus uses shall use recycled water for all non-potable demands identified such as toilet flushing, irrigation, and cooling. Irrigation water use for landscaping shall be minimized by using plant species that have low water requirements and are well adapted to San Jose's Mediterranean climate. To the extent feasible, storm water shall be reused for beneficial uses on-campus.

- j) Implement Mitigation Measure 3.5-1 (Transportation Demand Management Plan).

Significance after Mitigation: Less than Significant. With design measures incorporated into the EVC FMP, and the implementation of mitigation measures identified above, the EVC FMP would not generate GHG emissions, directly or indirectly, that would lead to a significant impact on the environment or conflict with local, regional, and State-level efforts toward achieving GHG reduction targets for 2030 and 2050. Table 3.3-4 shows the EVC FMP Consistency with the City of San José GHGRS Checklist, with implementation of mitigation. Table 3.3-8 shows the consistency of the EVC FMP with the City of San José 2030 GHGRS with the incorporation of applicable mitigation.

As shown in Tables 3.3-4 and 3.3-5, implementation of Mitigation Measures 3.3-1a through 3.3-1 and Mitigation Measure 3.5-1 would ensure consistency of the EVC FMP with applicable policies and strategies in the City's 2030 GHGRS included as part of the City's Checklist. Compliance of the EVC FMP with the City's 2030 GHGRS would result in a less than significant impact with respect to GHG emissions. This impact would be **less than significant with mitigation**.

Cumulative Impacts

Climate change is the cumulative effect of all natural and anthropogenic sources of GHGs accumulated on a global scale. The GHG emissions from an individual project, even a very large development project, would not individually generate sufficient GHG emissions to measurably influence global climate change, and thus the assessment of GHG emissions impacts is inherently cumulative. Consideration of a project's climate change impact, therefore, is essentially an analysis of a project's contribution to a cumulatively significant global impact through its emission of GHGs. While it is possible to examine the quantity of GHGs that would be emitted from individual project sources, it is not currently possible to link these GHGs emitted from a specific source or location to particular global climate changes.

Both BAAQMD and the CAPCOA consider GHG impacts to be exclusively cumulative impacts, in that no single project could, by itself, result in a substantial change in climate. (BAAQMD, 2012; CAPCOA, 2008). Therefore, the evaluation of cumulative GHG impacts presented above evaluates whether the EVC FMP would make a considerable contribution to cumulative climate change effects.

As such, the analysis in Impact 3.3-1 considers the potential cumulative impacts of EVC FMP-related GHG emissions. Implementation of the EVC FMP, including Mitigation Measures 3.3-1a through 3.3-1i, and Mitigation Measure 3.5-1, would reduce projected annual GHG emissions to a less than significant level. As such, the EVC FMP's contribution to the cumulative GHG impact would not be cumulatively considerable.

3.4.1 References

- Bay Area Air Quality Management District (BAAQMD), 2012. *California Environmental Quality Act Air Quality Guidelines*, May 2012. Available at http://www.baaqmd.gov/~media/Files/Planning%20and%20Research/CEQA/BAAQMD%20CEQA%20Guidelines_Final_May%202012.ashx?la=en.
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3.4 Noise

This section assesses the potential for the proposed EVC FMP to result in significant adverse noise impacts or expose people or structures to vibration impacts, and identifies feasible mitigation measures to avoid or reduce potential adverse impacts. Potential impacts are discussed and evaluated, and appropriate mitigation measures are identified, as necessary.

3.4.1 Environmental Setting

Noise Principles and Descriptors

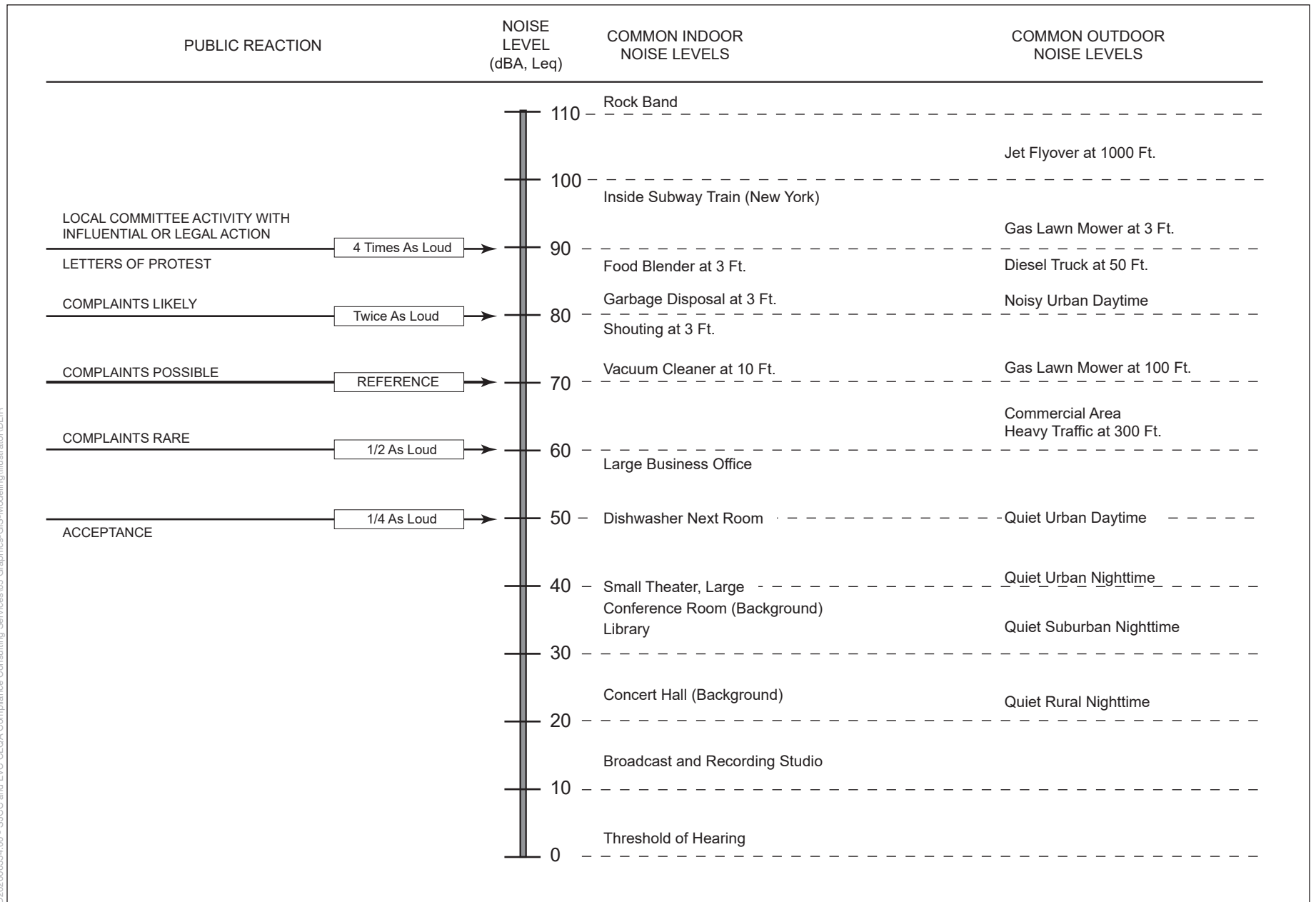
Noise is generally defined as unwanted sound. Sound, traveling in the form of waves from a source, exerts a sound pressure level (referred to as sound level) that is measured in decibels (dB), the standard unit of sound amplitude measurement. The dB scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound, with 0 dB corresponding roughly to the threshold of human hearing and 120 and 140 dB corresponding to the thresholds of feeling and pain, respectively. Pressure waves traveling through air exert a force registered by the human ear as sound.

Sound pressure fluctuations can be measured in units of hertz (Hz), which correspond to the frequency of a particular sound. Typically, sound does not consist of a single frequency, but rather a broad band of frequencies varying in levels of magnitude. When all audible frequencies of a sound are measured, a sound spectrum is plotted, consisting of a range of frequencies spanning 20 to 20,000 Hz. The sound pressure level, therefore, constitutes the additive force exerted by a sound corresponding to the sound frequency/sound power level spectrum.

The typical human ear is not equally sensitive to all frequencies of the audible sound spectrum. As a consequence, during the assessment of potential noise impacts, sound is measured using an electronic filter that deemphasizes frequencies below 1,000 Hz and above 5,000 Hz in a manner corresponding to the human ear's decreased sensitivity to extremely low and extremely high frequencies. This method of frequency weighting is referred to as A-weighting and is expressed in units of A-weighted decibels (dBA). A-weighting follows an international standard methodology for frequency de-emphasis and is typically applied to community noise measurements. **Figure 3.4-1** shows some representative noise sources and their corresponding A-weighted noise levels. All noise levels presented in this report are A-weighted unless otherwise stated.

Noise Exposure and Community Noise

An individual's noise exposure is a measure of noise over a period of time. A noise level is a measure of noise at a given instant in time. The noise levels presented on Figure 3.4-1 are representative of measured noise at a given instant in time; however, these noise levels rarely persist consistently over a long period of time. Community noise is primarily the product of many distant noise sources, which constitute a relatively stable background noise exposure, with the individual contributors unidentifiable. The background noise level changes throughout a typical day, but does so gradually, corresponding with the addition and subtraction of distant noise sources, such as traffic. What makes community noise variable throughout a day, besides the



SOURCE: Caltrans Transportation Laboratory Noise Manual, 1982; and modification by ESA

Evergreen Valley College Facilities Master Plan

Figure 3.4-1
Effects of Noise on People

slowly changing background noise, is the addition of short-duration, single-event noise sources (e.g., aircraft flyovers, motor vehicles, sirens), which are readily identifiable to the individual.

These successive additions of sound to the community noise environment change the community noise level from instant to instant. Thus, noise exposure must be measured over a period of time to legitimately characterize a community's noise environment and evaluate cumulative noise impacts. This time-varying characteristic of environmental noise is described using statistical noise descriptors. The following are the most frequently used noise descriptors:

- **L_{eq}**: The equivalent-continuous sound level, also referred to as the “average sound level” is used to describe noise over a specified period of time in terms of a single numerical value. The L_{eq} of a time-varying signal and that of a steady signal are the same if they deliver the same acoustic energy over a given time.
- **L_{max}**: The maximum, instantaneous noise level experienced during a given period of time.
- **DNL**: The “day-night average noise level” (DNL) is the average A-weighted noise level during a 24-hour day that is obtained after 10 dBA are added to noise levels measured between 10 p.m. to 7 a.m. to account for nighttime noise sensitivity. DNL is the metric used by the Noise Element of the *Envision San José General Plan* (General Plan) for assessing the land use compatibility of non-aviation sources.
- **CNEL**: The community noise equivalent level. This is the average A-weighted noise level during a 24-hour day that is obtained after 5 dBA are added to noise levels measured between 7 p.m. and 10 p.m. and 10 dBA are added to noise levels between 10 p.m. and 7 a.m. to account for noise sensitivity in the evening and nighttime, respectively. The CNEL metric is reported as a number and is generally understood to be in terms of A-weighted decibels. The CNEL is the metric generally used for assessment of aircraft noise. The result is normally about 0.5 dBA higher than DNL using the same 24-hour data (Caltrans, 2013).

Noise Attenuation

Stationary “point” sources of noise, including stationary mobile sources such as idling vehicles, attenuate (lessen) at a rate of 6 to 7.5 dBA per doubling of distance from the source, depending on the topography of the area and environmental conditions (e.g., atmospheric conditions and noise barriers, vegetative or manufactured). Widely distributed noise, such as that generated by a large industrial facility spread over many acres, or by a street with moving vehicles (known as a “line” source) would typically attenuate at a lower rate—approximately 3 to 4.5 dBA each time the distance doubles from the source, which also depends on environmental conditions (Caltrans, 2013). Noise from large construction sites exhibits characteristics of both “point” and “line” sources, and attenuation will therefore generally range between 4.5 and 7.5 dBA with every doubling of distance.

Effects of Noise on People

Noise is generally loud, unpleasant, unexpected, or undesired sound that is typically associated with human activity that is a nuisance or disruptive. The effects of noise on people can be placed into four general categories:

- Subjective effects (e.g., dissatisfaction, annoyance)

- Interference effects (e.g., communication, sleep, and learning interference)
- Physiological effects (e.g., startle response)
- Physical effects (e.g., hearing loss)

Although exposure to high noise levels has been demonstrated to cause physical and physiological effects, the principal human responses to typical environmental noise exposure are related to subjective effects and interference with activities. Interference effects of environmental noise refer to those effects that interrupt daily activities and include interference with human communication activities, such as normal conversations, watching television, telephone conversations, and interference with sleep. Sleep interference effects can include both awakening and arousal to a lesser state of sleep. With regard to the subjective effects, the responses of individuals to similar noise events are diverse and are influenced by many factors, including the type of noise, the perceived importance of the noise, the appropriateness of the noise to the setting, the duration of the noise, the time of day and the type of activity during which the noise occurs, and individual noise sensitivity.

Overall, there is no completely satisfactory way to measure the subjective effects of noise, or the corresponding reactions of annoyance and dissatisfaction on people. A wide variation in individual thresholds of annoyance exists, and different tolerances to noise tend to develop based on an individual's past experiences with noise. Thus, an important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted (i.e., comparison to the ambient noise environment). In general, the more a new noise level exceeds the previously existing ambient noise level, the less acceptable the new noise level will be judged by those hearing it. With regard to increases in A-weighted noise level, the following relationships generally occur (Caltrans, 2013):

- Except in carefully controlled laboratory experiments, a change of 1 dB cannot be perceived.
- Outside of the laboratory, a 3 dB change in noise levels is considered barely perceivable.
- A change in noise levels of 5 dB is considered readily perceivable.
- A change in noise levels of 10 dB is subjectively heard as doubling of the perceived loudness.

These relationships occur in part because of the logarithmic nature of sound and the decibel system. The human ear perceives sound in a non-linear fashion; hence the decibel scale was developed. Because the decibel scale is based on logarithms, two noise sources do not combine in a simple additive fashion, but rather logarithmically. For example, if two identical noise sources produce noise levels of 50 dB, the combined sound level would be 53 dB, not 100 dB.

Fundamentals of Vibration

As described by the Federal Transit Administration (FTA) in the *Transit Noise and Vibration Impact Assessment* (FTA, 2018), groundborne vibration can be a serious concern for the neighbors of a transit system route or maintenance facility, which can cause buildings to shake and rumbling sounds to be heard. In contrast with airborne noise, groundborne vibration is not a common environmental problem. It is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. Some common sources of groundborne

vibration are trains, buses on rough roads, and construction activities such as blasting, pile driving, and operation of heavy earth-moving equipment.

Several different methods are used to quantify vibration. Peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. PPV is most frequently used to describe the impacts of vibration on buildings. The root mean square (RMS) amplitude is most frequently used to describe the effect of vibration on the human body. The RMS amplitude is defined as the average of the squared amplitude of the signal. Decibel notation (in vibration decibels [VdB]) is commonly used to measure RMS.

The relationship of PPV to RMS velocity is expressed in terms of the “crest factor,” defined as the ratio of the PPV amplitude to the RMS amplitude. Peak particle velocity is typically a factor of 1.7 to 6 times greater than RMS vibration velocity (FTA, 2018). The decibel notation acts to compress the range of numbers required to describe vibration.

Typically, groundborne vibration generated by human activity attenuates rapidly with distance from the source of the vibration. Sensitive receptors for vibration include structures (especially older masonry structures), people (especially residents, the elderly, and sick), and vibration-sensitive equipment.

The effects of groundborne vibration include movement of building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. In extreme cases, vibration can damage buildings. Building damage is not a factor for most projects, with the occasional exception of blasting and pile driving during construction. Annoyance from vibration often occurs when the vibration levels exceed the threshold of perception by only a small margin. A vibration level that causes annoyance will be well below the damage threshold for normal buildings. FTA’s measure of the threshold of architectural damage for conventional sensitive structures is 0.2 inches per second (in/sec) PPV (FTA, 2018).

In residential areas, the background vibration velocity level is usually around 50 VdB (approximately 0.0013 in/sec PPV, with a crest factor of 4). This level is well below the vibration-velocity-level threshold of perception for humans, which is approximately 65 VdB. A vibration velocity level of 75 VdB is considered to be the approximate dividing line between barely perceptible and distinctly perceptible levels for many people (FTA, 2018).

Existing Ambient Noise Levels

The primary existing noise source throughout the project area (both on-campus and off-campus) is motor vehicle traffic. Vehicle noise along heavily traveled roadways commonly causes sustained elevated noise levels. Principal vehicular traffic routes near the campus include San Felipe and Yerba Buena Roads. Noise from these roadways dominate the noise environment along the western and southern perimeter of the EVC campus. Stationary noise sources include parking lots, mechanical equipment, such as air conditioners, ventilation systems, and operational activities, including landscape maintenance, pedestrian traffic, and delivery trucks.

Noise is also generated periodically by on-site athletic and community activities at the athletic facilities (multi-use field, soccer field, tennis courts) in the south-central portion of the EVC campus. During events, noise is generated from sources such as the use of a public address (PA) system, people talking and yelling, occasional school bands, referees' whistles, etc. Based on a study of a comparable stadium in Southern California, background noise levels preceding a football game can average 55 to 60 dBA just outside of the stadium. During the game, noise levels averaged 60 to 65 dBA when the PA system was not in use, 65 to 75 dBA during the use of PA equipment, and 70 to 75 dBA during the playing of amplified music. Instantaneous noise levels of up to 80 dBA were measured during the blowing of whistles (SJECCD, 2010).

Ambient noise levels in the vicinity of the EVC campus are typical of noise levels found in suburban San José, which are dominated by vehicular traffic. At the time of this analysis, statewide shelter-in-place mandates due to the COVID-19 pandemic have resulted in reduced existing noise levels due to reduced traffic, reduced commercial activity and temporary closure of the EVC campus during the pandemic. Therefore, noise monitoring was not conducted to establish baseline ambient noise levels. Instead, the analysis presented in this section relies on noise measurements collected in support of the District's EVC 2025 Facilities Master Plan (FMP) Final EIR prepared in 2013 (SJECCD, 2013), which can be considered to be reasonably representative of baseline noise levels. Using this lower baseline noise level from 2013 would provide conservative results when estimating resultant increases in noise levels.

For the noise analysis in the 2025 EVC FMP Final EIR, ambient noise levels were monitored for 15-minute durations at six locations on and in the vicinity of the campus during the AM peak hours of 7:00 AM to 9:00 AM. These locations are identified on **Figure 3.4-2** (Noise Monitoring Locations). **Table 3.4-1** summarizes the measured average noise levels (L_{eq}).

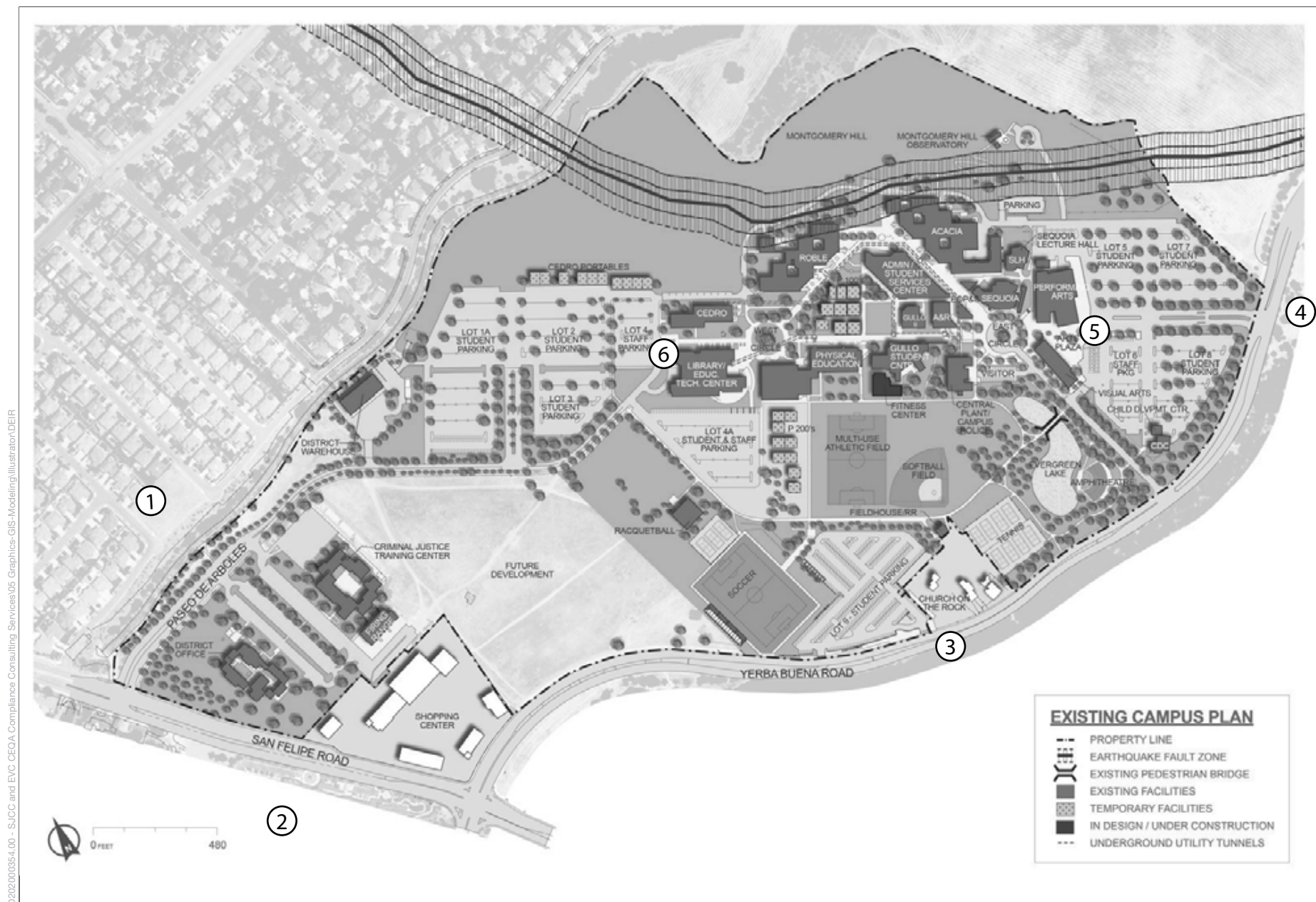
TABLE 3.4-1
EXISTING NOISE ENVIRONMENTS IN THE EVC CAMPUS VICINITY

Noise Measurement Location	Measured L_{eq} (dBA)
ST-1: Batten Way/Falls Creek Drive intersection	62.7
ST-2: 600 feet north of the San Felipe Road/Yerba Buena intersection, near the entrance to Vintage Silver Creek Assisted Living Center	71.6
ST-3: Yerba Buena Road/Parking Lot 9 intersection, adjacent to Church On the Rock Baptist Church	70.1
ST-4: Yerba Buena Road/Parking Lot 7 intersection, adjacent to Montgomery Hill Park	58.9
ST-5: On campus at the Performing Arts Building	50.9
ST-6: On campus at the Library	53.2

NOTES:

dBA = A-weighted decibels; L_{eq} = equivalent-continuous sound level

SOURCE: SJECCD, 2013.



SOURCE: EVC 2025 Facilities Master Plan, May, 2013

Evergreen Valley College Facilities Master Plan

Figure 3.4-2
Noise Monitoring Locations

Sensitive Receptors

Some land uses are considered more sensitive to noise levels than others because of the amount of noise exposure (in terms of both the duration of exposure and insulation from noise) and the types of activities typically involved. Residences, motels and hotels, schools, libraries, churches, hospitals, nursing homes, and auditoriums generally are more sensitive to noise than are commercial and industrial land uses.

There are no sensitive receptors in the immediate vicinity of the construction activity areas under the proposed EVC FMP (see Section 3.4.3 for detail). Residential uses are located to the north beyond Falls Creek Drive, to the west beyond Buena Park Court, and to the south beyond Park Estates Way. Other off-site sensitive receptors in the vicinity of the EVC campus include Evergreen Park to the southwest; Church On the Rock Baptist Church, the Pinnacle Learning Center, and the Child Development Center to the south; Montgomery Hill Park to the east; and the Sunrise Villa assisted-living facility to the west.

Table 3.4-2 identifies the closest off-site sensitive receptors and their approximate distances to the campus buildings that would undergo either demolition, renovation or construction. As shown in Table 3.4-2, there are no commercial uses within 200 feet or residential uses within 500 feet of proposed EVC FMP related construction areas on the EVC campus.

**TABLE 3.4-2
EXISTING OFF-SITE NOISE-SENSITIVE RECEPTORS IN THE VICINITY OF EVC FMP BUILDINGS**

Building	Nearest Sensitive Receptor	Distance to Nearest Off-campus Receptor (feet)
Renovation		
Admissions & Records Emergency Operations Center (AR)	Pinnacle Learning Center to the south	875
Cedro (C)	Residences along Falls Creek Drive to the north	950
Campus Police/Central Plant (CP)	Pinnacle Learning Center to the south	620
Sequoia (S)	Pinnacle Learning Center to the south	930
Student Activities Center (SAC)	Pinnacle Learning Center to the south	1,000
Demolition		
Racquetball Courts (R)	Pinnacle Learning Center to the south	1,000
Acacia (A)	Pinnacle Learning Center to the south Residences along Falls Creek Drive to the north	1,100
Sequoia Lecture (SL)	Pinnacle Learning Center to the south	1,120
New Construction		
General Education (GE)	Pinnacle Learning Center to the south	500
Language Arts (LA)	Residences along Falls Creek Drive to the north	1,100
Sequoia Lecture Hall and Nursing (SL/N)	Pinnacle Learning Center to the south	1,120
Student Services Complex (SSC)	Pinnacle Learning Center to the south	830

SOURCE: Data compiled by Environmental Science Associates in 2021; Google Earth (imagery date July 21, 2020) for parcel data (address and distance to the site).

In addition to the off-site receptors identified in Table 3.4-2, on-site campus buildings where learning would take place are also considered sensitive to noise. On-site receptors could be located as close as 50 feet from FMP-related demolition and construction activities.

3.4.2 Regulatory Setting

Federal

Federal Noise Standards

The primary federal noise standards that directly regulate noise related to the operation of the proposed EVC FMP pertain to noise exposure and workers. The U.S. Occupational Safety and Health Administration (OSHA) enforces regulations to safeguard the hearing of workers exposed to occupational noise. OSHA has established worker noise exposure limits that vary with the duration of the exposure and require that a hearing conservation program be implemented if employees are exposed to noise levels in excess of 85 dBA. Federal regulations also establish noise limits for medium and heavy trucks (more than 4.5 tons, gross vehicle weight rating) under Code of Federal Regulations Title 40, Part 205, Subpart B. The federal truck pass-by noise standard is 80 dBA at 15 meters from the vehicle pathway centerline. These controls are implemented through regulatory controls on truck manufacturers.

Federal Transit Authority Vibration Standards

FTA has adopted vibration standards that are used to evaluate potential building damage impacts from construction activities. **Table 3.4-3** shows FTA's vibration damage criteria.

**TABLE 3.4-3
CONSTRUCTION VIBRATION DAMAGE CRITERIA**

Building Category	PPV (in/sec)
I. Reinforced concrete, steel, or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Non-engineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12

NOTES:

in/sec = inches per second; PPV = peak particle velocity

SOURCE: FTA, 2018.

In addition, FTA has adopted standards related to human annoyance for groundborne vibration impacts for the following three land use categories: Vibration Category 1, High Sensitivity; Vibration Category 2, Residential; and Vibration Category 3, Institutional. FTA defines these categories as follows:

- *Category 1:* Buildings where vibration would interfere with operations within the building, including vibration-sensitive research and manufacturing facilities, hospitals with vibration-sensitive equipment, and university research operations. Vibration-sensitive equipment includes, but is not limited to, electron microscopes, high-resolution lithographic equipment, and normal optical microscopes.

- *Category 2:* All residential land uses and any buildings where people sleep, such as hotels and hospitals.
- *Category 3:* Institutional land uses such as schools, churches, other institutions, and quiet offices that do not have vibration-sensitive equipment, but still have the potential for activity interference.

Under conditions where there is an infrequent number of events per day, FTA has established thresholds of 65 VdB for Category 1 buildings, 80 VdB for Category 2 buildings, and 83 VdB for Category 3 buildings.¹ Under conditions where there is an occasional number of events per day, FTA has established thresholds of 65 VdB for Category 1 buildings, 75 VdB for Category 2 buildings, and 78 VdB for Category 3 buildings.² No thresholds have been adopted or recommended for commercial and office uses.

State

California Department of Public Health Noise Standards

The California Department of Health Services has established guidelines for evaluating the compatibility of various land uses as a function of community noise exposure (Governor's Office of Planning and Research, 2017). **Table 3.4-4** shows these guidelines for land use and noise exposure compatibility. In addition, California Government Code Section 65302(f) requires each county and city in the state to prepare and adopt a comprehensive long-range general plan for its physical development. Section 65302(g) requires the general plan to include a noise element. The noise element must:

- Identify and appraise noise problems in the community;
- Recognize Office of Noise Control guidelines; and
- Analyze and quantify current and projected noise levels.

The State also establishes noise limits for vehicles licensed to operate on public roads. For heavy trucks, the state pass-by standard is consistent with the federal limit of 80 dBA. The State pass-by standard for light trucks and passenger cars (less than 4.5 tons, gross vehicle rating) is also 80 dBA at 15 meters from the centerline. These standards are implemented through controls on vehicle manufacturers and by legal sanction of vehicle operators by state and local law enforcement officials.

California Building Code

The California Building Code (CBC) requires that walls and floor/ceiling assemblies separating dwelling units from each other, or from public or service areas, have a sound transmission class³ of 50 dB for all common interior walls and floor/ceiling assemblies between adjacent dwelling units, or between dwelling units and adjacent public areas for multifamily units and transient lodging. The code specifies a maximum interior performance standard of 45 dBA.

¹ FTA defines "infrequent events" as fewer than 30 vibration events of the same kind per day.

² FTA defines "occasional events" as between 30 and 70 vibration events of the same source per day.

³ The sound transmission class is used as a measure of a material's ability to reduce sound. The sound transmission class is equal to the number of decibels a sound is reduced as it passes through a material.

**TABLE 3.4-4
COMMUNITY NOISE EXPOSURE (DNL OR CNEL)**

Land Use	Normally Acceptable^a	Conditionally Acceptable^b	Normally Unacceptable^c	Clearly Unacceptable^d
Single-Family Homes, Duplexes, Mobile Homes	50–60	55–70	70–75	above 75
Multifamily Homes	50–65	60–70	70–75	above 75
Schools, Libraries, Churches, Hospitals, Nursing Homes	50–70	60–70	70–80	above 80
Transient Lodging—Motels, Hotels	50–65	60–70	70–80	above 75
Auditoriums, Concert Halls, Amphitheaters	—	50–70	—	above 70
Sports Arenas, Outdoor Spectator Sports	—	50–75	—	above 75
Playgrounds, Neighborhood Parks	50–70	—	67–75	above 75
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50–75	—	70–80	above 80
Office Buildings, Business and Professional, Commercial	50–70	67–77	above 75	—
Industrial, Manufacturing, Utilities, Agriculture	50–75	70–80	above 75	—

NOTES:

CNEL = community noise equivalent level; DNL = day-night average noise level

^a **Normally Acceptable:** Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

^b **Conditionally Acceptable:** New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

^c **Normally Unacceptable:** New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

^d **Clearly Unacceptable:** New construction or development should generally not be undertaken.

SOURCE: Governor's Office of Planning and Research, 2017.

The State has also established noise insulation standards for new multifamily residential units, hotels, and motels that would be subject to relatively high levels of transportation-related noise. These requirements are collectively known as the California Noise Insulation Standards (California Code of Regulations, Title 24). The noise insulation standards set forth an interior standard of 45 dBA CNEL in any habitable room. They require an acoustical analysis demonstrating how dwelling units have been designed to meet this interior standard where such units are proposed in areas subject to noise levels greater than 60 dBA CNEL. Title 24 standards are typically enforced by local jurisdictions through the building permit application process.

State Vibration Standards

No state vibration standards are applicable to the proposed EVC FMP. Moreover, according to the California Department of Transportation's (Caltrans) *Transportation and Construction Vibration Guidance Manual* (Caltrans, 2020), there are no official Caltrans standards for vibration. However, this manual provides guidelines for assessing the potential for vibration

damage to various types of buildings, ranging from 0.08 to 0.12 in/sec PPV for extremely fragile historic buildings, ruins, and ancient monuments to 0.50 to 2.0 in/sec PPV for modern industrial/commercial buildings.

Regional

Envision San José 2040 General Plan

The District is the lead agency under CEQA. Therefore, the City of San José General Plan policies would not apply to the EVC FMP. However, land uses adjacent to the EVC campus that are likely to be subject to noise impacts due to implementation of the proposed EVC FMP are located within the City of San José. Therefore, the City's noise policies and ordinances are applied to the analysis presented below.

The Environmental Considerations/Hazards chapter of the General Plan (City of San José, 2020) contains the following policies and actions regarding noise and vibration that are applied to the proposed EVC FMP:

Goal EC-1: Community Noise Levels and Land Use Compatibility. Minimize the impact of noise on people through noise reduction and suppression techniques, and through appropriate land use policies.

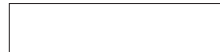
Policy EC-1.1: Locate new development in areas where noise levels are appropriate for the proposed uses. Consider federal, state and City noise standards and guidelines as a part of new development review. Applicable standards and guidelines for land uses in San José include:

- **Interior Noise Levels:** The City's standard for interior noise levels in residences, hotels, motels, residential care facilities, and hospitals is 45 dBA DNL. Include appropriate site and building design, building construction and noise attenuation techniques in new development to meet this standard. For sites with exterior noise levels of 60 dBA DNL or more, an acoustical analysis following protocols in the City-adopted California Building Code is required to demonstrate that development projects can meet this standard. The acoustical analysis shall base required noise attenuation techniques on expected 2040 General Plan traffic volumes to ensure land use compatibility and 2040 General Plan consistency over the life of this plan.
- **Exterior Noise Levels:** The City's acceptable exterior noise level objective is 60 dBA DNL or less for residential and most institutional land uses [**Figure 3.4-3**]. The acceptable exterior noise level objective is established for the City, except in the environs of the Norman Y. Mineta San José International Airport, Downtown (including the project site), and adjacent to elevated roadways. For the remaining areas of the City, the following standards apply:
 - For new multifamily residential projects and for the residential component of mixed-use development, use a standard of 60 dBA DNL in usable outdoor activity areas, excluding balconies and residential stoops and porches facing existing roadways. There will be common use areas available to all residents that meet the 60 dBA exterior standard. Use noise attenuation techniques such as shielding by buildings and structures for outdoor common use areas.

LAND USE CATEGORY	EXTERIOR NOISE EXPOSURE (DNL IN DECIBELS (DBA))					
	55	60	65	70	75	80
1. Residential, Hotels and Motels, Hospitals and Residential Care ¹						
2. Outdoor Sports and Recreation, Neighborhood Parks and Playgrounds						
3. Schools, Libraries, Museums, Meeting Halls, Churches						
4. Office Buildings, Business Commercial, and Professional Offices						
5. Sports Arena, Outdoor Spectator Sports						
6. Public and Quasi-Public Auditoriums, Concert Halls, Amphitheaters						

¹Noise mitigation to reduce interior noise levels pursuant to Policy EC-1.1 is required.

Normally Acceptable:



- Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Conditionally Acceptable:



- Specified land use may be permitted only after detailed analysis of the noise reduction requirements and needed noise insulation features included in the design.

Unacceptable:



- New construction or development should generally not be undertaken because mitigation is usually not feasible to comply with noise element policies.



Not to Scale

SOURCE: San José, Envision San Jose 2040 General Plan Update, 2018

Evergreen Valley College Facilities Master Plan

- For single-family residential uses, use a standard of 60 dBA DNL for exterior noise in private usable outdoor activity areas, such as backyards.

Policy EC-1.2: Minimize the noise impacts of new development on land uses sensitive to increased noise levels (Categories 1, 2, 3, and 6 [residential, hotel, hospital, and residential care uses, parks and playgrounds, schools, libraries, museums, meeting halls, houses of worship, auditoriums and similar facilities]) by limiting noise generation and by requiring use of noise attenuation measures such as acoustical enclosures and sound barriers, where feasible. The City considers significant noise impacts to occur if a project would:

- Cause the DNL at noise sensitive receptors to increase by 5 dBA DNL or more where the noise levels would remain “Normally Acceptable”; or
- Cause the DNL at noise sensitive receptors to increase by 3 dBA DNL or more where noise levels would equal or exceed the “Normally Acceptable” level.

Policy EC-1.3: Mitigate noise generation of new nonresidential land uses to 55 dBA DNL at the property line when located adjacent to existing or planned noise sensitive residential and public/quasi-public land uses.

Policy EC-1.7: Require construction operations within San José to use best available noise suppression devices and techniques and limit construction hours near residential uses per the City’s Municipal Code. The City considers significant construction noise impacts to occur if a project located within 500 feet of residential uses or 200 feet of commercial or office uses would:

- Involve substantial noise generating activities (such as building demolition, grading, excavation, pile driving, use of impact equipment, or building framing) continuing for more than 12 months.

For such large or complex projects, a construction noise logistics plan that specifies hours of construction, noise and vibration minimization measures, posting or notification of construction schedules, and designation of a noise disturbance coordinator who would respond to neighborhood complaints will be required to be in place prior to the start of construction and implemented during construction to reduce noise impacts on neighboring residents and other uses.

Goal EC-1: Vibration. Minimize vibration impacts on people, residences, and business operations.

Policy EC-2.3: Require new development to minimize continuous vibration impacts to adjacent uses during demolition and construction. For sensitive historic structures, including ruins and ancient monuments or building that are documented to be structurally weakened, a continuous vibration limit of 0.08 in/sec PPV (peak particle velocity) will be used to minimize the potential for cosmetic damage to a building. A continuous vibration limit of 0.20 in/sec PPV will be used to minimize the potential for cosmetic damage at buildings of normal conventional construction. Equipment or activities typical of generating continuous vibration include but are not limited to: excavation equipment; static compaction equipment; vibratory pile drivers; pile-extraction equipment; and vibratory compaction equipment. Avoid use of impact pile drivers within 125 feet of any buildings, and within 300 feet of historical buildings, or buildings in poor condition. On a project-specific basis, this distance of 300 feet may be reduced where warranted by a technical study by a qualified professional that verifies that there will be virtually no risk

of cosmetic damage to sensitive buildings from the new development during demolition and construction. Transient vibration impacts may exceed a vibration limit of 0.08 in/sec PPV only when and where warranted by a technical study by a qualified professional that verifies that there will be virtually no risk of cosmetic damage to sensitive buildings from the new development during demolition and construction.

City of San José Municipal Code

City of San José Municipal Code Section 20.100.450 establishes noise exposure limits for stationary noise sources (non-transportation sources) and specifies hours for project construction. The Municipal Code restricts construction within 500 feet of a residential unit to 7 a.m. to 7 p.m. Monday through Friday, with no construction on weekends; however, overnight and weekend construction is permitted if expressly allowed in a development permit or other planning approval. The Municipal Code does not establish quantitative noise limits for demolition or construction activities occurring in the city.

Municipal Code Sections 20.20.300, 20.30.700, 20.40.600, and 20.50.300 establish performance standards for noise exposure associated with stationary/non-transportation sources at the property line of noise-sensitive uses. Specifically, noise exposure is limited to 55 dBA, 60 dBA, and 70 dBA at the property line of residential, commercial, and industrial receivers, respectively. Although the code is not explicit with respect to the acoustical descriptor assigned to these noise levels, it is a reasonable interpretation that these levels may be applied to an hourly average noise level (hourly L_{eq}). This assumption is consistent with other jurisdictions in the Bay Area and Northern California.

3.4.3 Analysis, Impacts, and Mitigation

Significance Criteria

For the purposes of this EIR, the EVC FMP would result in a significant noise and vibration impact if it would:

- Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Generate excessive groundborne vibration or groundborne noise levels; or
- For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels.

Methodology

The following is a description of the methodology used to evaluate the impacts of development proposed under the EVC FMP relative to each of the significance thresholds listed above.

Criterion 1: Substantial Increase in Noise in Excess of Applicable Standards

The first threshold of significance examines whether construction and/or operations under the EVC FMP would generate noise in excess of established noise standards, which are different for stationary, mobile, and construction noise sources.

Construction-related noise generated by the EVC FMP (Impact 3.4-1) is evaluated based on the distance to sensitive receptors established in City of San José General Plan Policy EC-1.7 and indicated in Table 3.4-2. Evaluation of operational impacts of the EVC FMP relative to this threshold focuses on increases in ambient noise levels from stationary sources during operation and their relationship to the City General Plan policies and Municipal Code noise limits (see Section 3.4.2, *Regulatory Setting*). In addition, the contribution of the EVC FMP to localized increases in traffic-related noise along roadways in the vicinity of the campus was evaluated relative to thresholds for substantial increase in transportation noise specified in Policy EC-1.2 of the City's General Plan. Operational noise impacts from stationary sources at the campus are discussed under Impact 3.4-2 and operational noise from increase in traffic is discussed under Impact 3.4-3.

Each of these approaches is described further below.

Construction Noise

The City of San José Municipal Code does not establish quantitative noise standards for demolition or construction noise. According to the San José Municipal Code, construction activities within 500 feet of residential uses are limited to 7 a.m. to 7 p.m., Monday through Friday. Further, according to General Plan Policy EC-1.7, the City considers significant construction noise impacts to occur if a project located within 500 feet of residential uses or 200 feet of commercial or office uses would involve substantial noise-generating activities (such as building demolition, grading, excavation, pile driving, use of impact equipment, or building framing) that would continue for more than 12 months.

For large projects, the policy requires that the project implement a construction-noise logistics plan before the start of construction. The plan must specify hours of construction, identify noise and vibration minimization measures, include the posting or notification of construction schedules, and designate a noise disturbance coordinator who would respond to neighborhood complaints. The construction-noise logistics plan must be implemented during construction to reduce noise impacts on neighboring residents and other uses. Educational uses are considered sensitive to noise and because the EVC FMP would be constructed in phases over several years, the analysis also considers the construction noise impacts from later phases of construction to existing on-site sensitive receptors.

The analysis presented below provides noise levels for standard construction equipment and for high-impact construction equipment for informational purposes; the level of significance of the impact is determined based on the duration and intensity of construction activities taking into account the requirements of Policy EC-1.7 of the City General Plan and Section 20.100.450 of the City of San José Municipal Code. These standards from the City of San José General Plan are used in the analysis below in the absence of noise impact thresholds adopted by the District.

Stationary-Source Noise

Implementation of the EVC FMP would increase stationary sources of noise at the campus primarily from equipment at the Central Plant. Currently, there are seven backup generators at the EVC campus. The EVC FMP does not propose to remove any existing or add any new generators; therefore, there are no impacts anticipated from emergency generator noise. The Central Plant provides the heating and cooling needs of the majority of the buildings on the EVC campus. The Central Plant Load Study conducted in 2020 recommends the addition of approximately 600 tons of cooling and 7,200 MBH⁴ of heating to meet the future needs of the FMP (Salas O'Brien, 2020). The District is yet to determine what elements of the recommendations will be implemented and has not identified specific equipment changes to the Central Plant. Additional equipment such as a chiller, cooling tower and boiler may need to be installed if the District implements the recommendations of the Central Plant Load Study. Noise generated by operational equipment could increase noise levels at nearby noise-sensitive land uses and could expose sensitive receptors to noise levels exceeding standards established by City General Plan Policies EC-1.2, EC-1.3, and EC-1.6. Policy EC-1.6 requires compliance with noise standards in the City's Municipal Code, specifically Sections 20.20.300, 20.30.700, 20.40.600, and 20.50.300.

Traffic Noise

Based on Policy EC-1.2 of the City's General Plan, a significant impact would occur if a project would:

- Cause the DNL at noise sensitive receptors to increase by 5 dBA DNL or more where the noise levels would remain “normally acceptable”; or
- Cause the DNL at noise sensitive receptors to increase by 3 dBA DNL or more where noise levels would equal or exceed the “normally acceptable” level.

Based on the General Plan's Land Use Compatibility Guidelines for Community Noise shown in Figure 3.4-3, a DNL of up to 60 dBA is considered “normally acceptable”.

The 5 dBA and 3 dBA noise level increases also correlate directly with noise level increases that Caltrans considers to represent “readily perceivable” and “barely perceivable,” respectively, for short-term noise increases. Thus, the significance of permanent increases in transportation noise levels is evaluated based on the increases identified in **Table 3.4-5**.

TABLE 3.4-5
MEASURES OF A SUBSTANTIAL INCREASE IN TRANSPORTATION NOISE EXPOSURE

Ambient Noise Level with Project (DNL)	Significant Impact Assumed to Occur if Project Site Development Increases Ambient Noise Levels by:
<60 dB	+ 5.0 dB or more
>60 dB	+ 3.0 dB or more

NOTES:
dB = decibels; DNL = day-night average noise level
SOURCE: City of San José, 2020.

⁴ MBH is a unit of power and is equal to 1,000 British thermal units (BTU) per hour.

Traffic noise levels were modeled using the algorithms of the Federal Highway Administration's (FHWA) Traffic Noise Model for the existing and 2030 with EVC FMP scenarios. Noise levels with the EVC FMP were then compared to existing modeled or monitored conditions (Table 3.4-1), depending on the contribution of other noise sources in the local environment, to determine significance.

Criterion 2: Groundborne Vibration

Impacts from groundborne vibration during construction under the EVC FMP are assessed in Impact 3.4-4 relative to vibration-damage threshold criteria expressed in PPV for architectural damage. Upon completion of construction, the EVC FMP would not include any sources of vibration; hence, vibration impacts during operation of the EVC FMP are not discussed in the analysis presented below.

Construction equipment or activities that typically generate continuous vibration include but are not limited to excavation equipment, static compaction equipment, vibratory pile drivers, pile-extraction equipment, and vibratory compaction equipment. General Plan Policy EC-2.3 requires new development to minimize the impacts of continuous vibration on adjacent uses during demolition and construction. For sensitive historic structures, including ruins and ancient monuments or buildings that are documented to be structurally weakened, a continuous vibration limit of 0.08 in/sec PPV is the standard applied to minimize the potential for cosmetic damage to a building. A continuous vibration limit of 0.20 in/sec PPV is applied to minimize the potential for cosmetic damage at buildings of normal conventional construction.

Policy EC-2.3 also discourages the use of impact pile drivers within 125 feet of any buildings, and within 300 feet of historical buildings or buildings in poor condition. On a project-specific basis, this distance of 300 feet may be reduced, where warranted by a technical study by a qualified professional who verifies that there would be virtually no risk of cosmetic damage to sensitive buildings from the new development during demolition and construction. Transient vibration impacts may exceed a vibration limit of 0.08 in/sec PPV only when and where warranted by a technical study by a qualified professional who verifies that there would be virtually no risk of cosmetic damage to sensitive buildings from the new development during demolition and construction.

Caltrans' measure of the threshold for architectural damage to conventional sensitive structures is 0.5 in/sec PPV for new residential structures and modern commercial buildings and 0.25 in/sec PPV for historic and older buildings (Caltrans, 2020). However, because the General Plan's standards are more restrictive, the City's thresholds were applied in the analysis.

Vibration impacts were estimated using reference vibration levels for specific construction equipment in concert with the vibration propagation equations published by FTA, and estimating the potential for resultant vibration levels in excess of the General Plan standards.

Criterion 3: Exposure of People to Excessive Noise Levels

The EVC campus is not located within an airport land use plan area, within two miles of a public airport, or within the vicinity of a private airstrip. Reid-Hillview Airport and the San José

International Airport are located over 3 miles and 8 miles to the northwest, respectively. Therefore, implementation of the EVC FMP would not expose people residing or working in the project area to excessive noise levels from aircraft operations. There would be no impact and this would not be further discussed in the analysis presented below.

Cumulative Traffic Impacts

Construction of other projects proposed in the vicinity of the EVC campus whose construction schedules overlap with the implementation of the EVC FMP could also lead to cumulative noise and vibration impacts. However, there are no reasonably foreseeable future projects identified within 3 miles of the campus. Therefore, the cumulative noise analysis focuses on increase in cumulative noise related to transportation.

The significance of cumulative impacts related to operational traffic noise levels is determined using a two-step process. First, similar to the project-level assessment of traffic impacts, the increase in noise levels between cumulative (2030) conditions with the EVC FMP and existing conditions is compared to an incremental 3 dBA or 5 dBA threshold, as applicable based on the existing noise level. If the roadside noise levels would exceed this incremental threshold, a significant cumulative noise impact would be identified.

The second step of the analysis of cumulative operational roadside noise impacts (if a significant cumulative noise impact is predicted based on the above methodology) is to evaluate whether the contribution of the EVC FMP to roadside noise levels would be cumulatively considerable. This second step (if necessary) involves assessing whether the EVC FMP's contribution to roadside noise levels (i.e., the difference between cumulative conditions with and without the EVC FMP) would exceed a 1.5 dBA incremental contribution; this is a threshold that is considered to be cumulatively considerable. As stated above, except in carefully controlled laboratory experiments, a change of 1 dB cannot be perceived. Consequently, a cumulatively considerable contribution would reasonably be more than 1 dBA.

Impacts and Mitigation Measures

Impact 3.4-1: Construction activities associated with the implementation of the EVC FMP could result in temporary increases in ambient noise levels in the vicinity of the EVC campus in excess of standards established in the City of San José General Plan or Noise Ordinance, or applicable standards of other agencies. (*Less than Significant with Mitigation*)

Construction activities associated with the EVC FMP would begin in 2021 and could continue beyond 2025. Renovation, demolition and new construction would take place according to the schedule described in Section 2.5.9, *Implementation and Phasing Schedule*, within Chapter 2, *Project Description*. Noise would be generated by construction activities and equipment used for these activities.

Major noise-generating construction activities associated with the EVC FMP would include demolition of existing pavement and structures; site clearing and excavation; installation of utilities; construction of building foundations, cores, and shells; paving; and landscaping. Noise levels would be loudest during demolition of existing structures, which would require the use of

impact tools (e.g., jackhammers, hoe rams) and during construction of building foundations. Excavation and grading would also generate high noise levels, as these phases often require the simultaneous use of multiple pieces of heavy equipment such as dozers, excavators, scrapers, and loaders. Building construction would involve the operation of cranes, man lifts, gradall/forklifts, and pneumatic hand tools. Noise levels are typically lower when building construction activities move indoors and require less heavy equipment to complete tasks. Similarly, noise from renovation activities would be lower as most of the activities would take place indoors with the exception of the operation of forklifts, loaders and dump trucks that would be used to transport construction materials and demolition rubble.

Table 3.4-6 shows maximum noise levels associated with various types of construction equipment.

**TABLE 3.4-6
TYPICAL MAXIMUM NOISE LEVELS FROM CONSTRUCTION EQUIPMENT**

Construction Equipment	Noise Level (dBA, L_{max} at 50 feet)
Backhoe	78
Excavator	81
Compactor	83
Scraper	84
Air Compressor	78
Pneumatic Tools	85
Pumps	77
Dozer	82
Jackhammer	85
Hoe Ram	90
Crane	81
Grader	85
Paver	77
Roller	80
Front-End Loader	79
Truck	76
Concrete Crusher	79
Drill Rig	85

NOTES:

dBA = A-weighted decibels; L_{max} = maximum, instantaneous noise level experienced during a given period of time

These are maximum field measured values at 50 feet as reported from multiple samples.

SOURCE: FHWA, 2006.

Based on distances indicated in Table 3.4-2, all demolition, renovation and construction activities would take place beyond 500 feet of nearest residential uses and beyond 200 feet of nearest commercial uses. However, on-campus receptors would be located as close as 50 feet from these activities. Based on the construction timeline for implementation of the EVC FMP, which would

extend for more than 6 years, and the presence of on-campus receptors as close as 50 feet of construction activities, the impact of construction noise would be **potentially significant**, and would therefore warrant implementation of mitigation measures to reduce and restrict construction noise levels. Implementation of **Mitigation Measure 3.4-1, Construction Noise Reduction Plan** would reduce this impact to both on-campus and off-campus receptors.

Mitigation Measure 3.4-1: Construction Noise Reduction Plan

The District shall prepare a Construction Noise Reduction Plan, to be implemented as development occurs throughout the campus to address noise from demolition, renovation and construction of buildings. This Construction Noise Reduction Plan shall include, at a minimum, the following noise reduction measures:

1. **Construction Schedule:** Construction hours shall be limited to between 7 a.m. and 7 p.m., Monday through Friday. Weekend construction shall be limited to the hours to 10 a.m. to 6 p.m. Extreme noise generating activities with the potential to create noise levels exceeding 90 dBA shall be conducted only between 10 a.m. and 4 p.m. The loudest construction activities, such as demolition and excavation, shall be considered for scheduling during academic breaks when fewer people would be present on campus and be disturbed by construction noise.
2. **Stationary Equipment:** Stationary noise sources, such as generators and air compressors, shall be located as far from on-site receptors as possible. These noise sources shall be muffled and enclosed within temporary sheds, or shall incorporate insulation barriers to provide additional noise reduction.
3. **Temporary Power:** Temporary power poles shall be used instead of generators, where feasible.
4. **Construction Equipment:** All internal combustion-driven equipment shall be equipped with intake and exhaust mufflers that are in good condition and appropriate for the equipment. All equipment shall be properly maintained.
5. **Truck Traffic:** Individual truck idling shall be restricted to no more than two consecutive minutes per trip end. Trucks shall load and unload materials in the construction areas, rather than idling on local streets. If truck staging is required, to the extent possible, the staging areas shall be located along major roadways with higher traffic noise levels or away from the noise-sensitive receivers.
6. **Methods:** The construction contractor(s) shall consider alternative, less noise generating equipment and methods wherever feasible. Utilize “quiet” air compressors and other stationary noise sources where technology exists. Unnecessary idling of internal combustion engines shall be prohibited.
7. **Signals:** The use of noise-producing signals, including horns, whistles, alarms, and bells shall be for safety and warning purposes only. Noise from public address loudspeakers, two-way radio, or music system used during construction shall not be audible at any adjacent noise-sensitive receptor except for emergency uses.
8. **Notification Requirements:** A notification including, at a minimum, the estimated duration of the construction, construction hours, and contact information shall be posted at construction site boundaries. On-campus academic and administrative uses shall be notified at least a week ahead of construction activities scheduled nearby.

9. **Complaint Protocol and Noise Complaint Liaison:** A noise complaint liaison shall be identified to field complaints regarding construction noise and interface with the EVC FMP construction team. The liaison shall determine the cause of the noise complaint and require that measures to correct the problem be implemented. Signage that includes the community liaison's telephone number shall be posted at the construction site and the liaison's contact information shall be included in the notice sent to neighboring businesses and residents regarding the construction schedule.

Significance after Mitigation: Mitigation Measure 3.4-1 would implement a Construction Noise Reduction plan, consistent with the requirements of General Plan Policy EC-1.7 to ensure that noise levels at off-site receptors would be controlled to the extent that they comply with the standards specified in City of San José General Plan Policy EC-1.1. Implementation of Mitigation Measure 3.4-1 would also reduce impacts to on-campus receptors. This impact would be **less than significant with mitigation**.

Impact 3.4-2: Stationary sources associated with operation of the proposed EVC FMP could result in generation of a permanent increase in ambient noise levels in the vicinity of the EVC campus in excess of standards established in the City of San José General Plan or Noise Ordinance, or applicable standards of other agencies. (*Less than Significant with Mitigation*)

As there are no noise standards or thresholds adopted by the District, the analysis presented below uses noise standards specified in the City of San José's General Plan policies and Municipal Code for the evaluation of impacts from the EVC FMP's stationary sources.

Noise from Central Plant

The cooling and heating needs of the majority of the facilities at the EVC campus are met by the Central Plant. The Central Plant building houses a variety of equipment including three water-cooled chillers, three natural gas boilers, chilled hot- and cold-water pumps, condenser pumps, expansion tanks, switchgear and transformers. There are three cooling towers in an exterior screened yard area adjacent to the building.

While a specific list of equipment additions/upgrades to the Central Plant are not currently available, future expansion of the Central Plant's heating and cooling capacity could involve the addition of a chiller, cooling tower and a boiler. New equipment tend to be more efficient and less noise-generating, and given that all equipment would be located within the Central Plant building at a distance of more than 600 feet from the nearest off-campus receptors at the Pinnacle Learning Centre and more than 1,000 feet from the nearest residential receptors located along Park Estates Way, noise from new equipment at the Central Plant would not result in increased noise levels that exceed the City's acceptable exterior noise level objective of 60 dBA DNL for residential and most institutional land uses, according to the City's General Plan, Table EC-1: Land Use Compatibility Guidelines for Community Noise in San José. Further, the nearest receptors to the Central Plant are also not likely to experience noise levels in excess of standards as established in Table 20-45 of the City's Municipal Code Section 20.30.300 from changes in equipment at the Central Plant.

Nevertheless, as equipment details are not available at this time, this impact is conservatively considered to be **potentially significant**. Implementation of **Mitigation Measure 3.4-2, Operational Noise Performance Standard** would mitigate this impact to a less than significant level through a project-specific performance standard consistent with the City's standards.

Noise from HVAC Equipment

Implementation of the proposed EVC FMP would increase ambient noise levels in the immediate vicinity from stationary equipment such as heating, ventilation, and air conditioning (HVAC) systems. Though the cooling and heating needs of majority of the facilities at the EVC campus are met by the Central Plant, a few of the buildings are served by dedicated package systems. Because HVAC equipment is commonly available with noise-attenuating enclosures designed to meet local noise ordinances, the noise generated by this equipment would not be expected to exceed the established standards in the City's Municipal Code or General Plan policies. In addition, it can be reasonably anticipated that building mechanical equipment would be roof-mounted and shielded by screens or parapets, which would generally reduce noise levels for receptors located more than 500 feet away. The heating and cooling needs of the four new buildings proposed for construction under the EVC FMP would be served by the Central Plant.

Noise from Emergency Generators

As discussed earlier, the EVC FMP would not add any new emergency generators on campus. All existing emergency generators would continue to be subject to BAAQMD permit restrictions that allow a maximum operation of up to 50 hours per year, or on average about 1 hour per week, for testing and maintenance purposes. Therefore, there would be no change in generator noise due to the implementation of the EVC FMP.

Mitigation Measure 3.4-2: Operational Noise Performance Standard for Stationary Sources

The District shall ensure that all mechanical equipment for the Central Plant is selected and designed to reduce impacts on surrounding uses by limiting noise from such equipment to 55 dBA and 60 dBA at the property lines of residential and commercial, receivers, respectively.

An acoustical study shall be prepared by a qualified acoustical engineer during final building design to evaluate the potential noise generated by building mechanical equipment and to identify the necessary design measures to be incorporated to meet the City's standards at adjacent offsite receptors.

Significance after Mitigation: Implementation of Mitigation Measure 3.4-2 would ensure that noise levels from the EVC FMP's operational sources onsite at nearby receptors would be consistent with standards in the City's Municipal Code and General Plan policies related to operational noise. Implementation of these mitigation measures would reduce the EVC FMP's operational noise impacts to **less than significant with mitigation**.

Impact 3.4-3: EVC FMP-generated traffic noise would result in permanent increases in ambient noise levels in the vicinity of the EVC campus in excess of standards established in the City of San José General Plan or Noise Ordinance, or applicable standards of other agencies. (*Less than Significant*)

Increase in vehicle trips to the campus generated by the EVC FMP would increase traffic-related noise along roadway segments in the vicinity of the EVC campus and surrounding environment. Increases in traffic noise gradually degrade the noise environment in noise-sensitive areas. The analysis below evaluated the significance of traffic noise levels by comparing the increase in noise levels (from the traffic contribution only) to increments recognized by City of San José General Plan Policy EC-1.2 as significant.

Traffic noise levels were estimated at three study intersections based on the transportation analysis (Hexagon Transportation Consultants Inc., 2021). Traffic noise levels at the ten intersections were assessed for the following scenarios:

- Existing traffic conditions during the weekday A.M and P.M. peak commute hours, as estimated in the transportation analysis – As discussed in Section 3.5, *Transportation*, due to COVID-19 and regional shelter-in-place orders, a growth rate of 1 percent per year was applied to the traffic counts that were more than two years old to estimate existing traffic volumes would be considered more representative of typical traffic conditions in the area.
- Existing plus FMP conditions during the weekday A.M. and P.M. peak commute hours, which includes projected traffic volumes with completion of the EVC FMP.

Modeled estimates of weekday P.M. peak hour noise levels for roadway segments near the EVC campus that are most affected by traffic generated by the implementation of the FMP are presented in **Table 3.4-7**.

Table 3.4-7 shows that the increase in traffic-related noise due to the EVC FMP would be less than the respective incremental thresholds along all analyzed study roadway segments. The largest increase in roadway noise would occur along the segment of Yerba Buena Road east of its intersection with San Felipe Road. However, the increase in traffic due to the EVC FMP would not increase roadside noise levels in the vicinity of the EVC campus beyond standards established in City General Plan Policy EC-1.2. Therefore, this impact would be **less than significant**.

Mitigation: None required.

TABLE 3.4-7
TRAFFIC NOISE LEVELS ALONG STREETS AFFECTED BY EVC FMP-RELATED TRAFFIC

Roadway Segment	Traffic Noise Level from a distance of 50 feet from Center of Roadway, dBA, DNL ¹				
	Existing (A)	Existing plus EVC FMP (B)	Incremental Increase over Existing (B – A) ₂	Incremental Increase Significance Threshold ³	Cumulative Impact Significant? (Yes or No) ³
Weekday P.M. Peak-Hour Noise Levels					
Yerba Buena Road					
East of intersection with San Felipe Rd.	64.9	65.8	+0.9	3	No
West of intersection with San Felipe Rd.	68.4	68.7	+0.3	3	No
East of intersection with Silver Creek Valley Rd.	68.5	68.7	+0.2	3	No
West of intersection with Silver Creek Valley Rd.	68.2	68.3	+0.1	3	No
San Felipe Road					
North of intersection with Yerba Buena Rd.	67.9	67.8	-0.1	3	No
South of intersection with Yerba Buena Rd.	65.8	65.9	+0.1	3	No
North of intersection with Paseo de Arboles	68.0	67.0	-1.0	3	No
South of intersection with Paseo de Arboles	68.2	66.4	-1.8	3	No
Silver Creek Valley Road					
North of intersection with Yerba Buena Rd.	62.2	62.5	+0.3	3	No

NOTES:

dBA = A-weighted decibels

1 Noise levels were determined using algorithms from the FHWA's *Traffic Noise Model Technical Manual*.

2 Negative values indicate a decrease in roadway noise at these locations that results when traffic distribution changes reduce future traffic volumes compared to the existing conditions, as predicted in the transportation analysis.

3 Traffic noise increases at an existing sensitive use exceeding the allowed incremental noise increase per General Plan Policy EC-1.2 and shown in Table 3.4-7 would result in a significant impact.

SOURCES: Modeling performed by Environmental Science Associates in 2021 based on traffic data compiled by Hexagon Transportation Consultants, Inc. in 2021.

Impact 3.4-4: Construction activities associated with the implementation of the EVC FMP could result in the generation of excessive groundborne vibration or groundborne noise levels. (*Less than Significant with Mitigation*)

Construction equipment or activities that typically generate vibration include but are not limited to excavation equipment, impact pile drivers, static and vibratory compaction equipment, vibratory pile drivers, and pile-extraction equipment. Pile driving is not anticipated to be required as part of construction pursuant to the EVC FMP. However, operation of other construction equipment such as drills, heavy excavation equipment, loaded trucks and jackhammers would generate vibration that on-campus receptors in adjacent campus buildings could experience impacts.

There are no buildings or structures that are recorded as historical resources within or adjacent to the EVC campus (see Cultural Resources section of the Initial Study for the EVC FMP). Therefore, the analysis presented below focusses on the EVC FMP's potential for cosmetic damage at buildings of normal conventional construction. Vibration levels generated by the types of construction equipment that may operate during construction associated with the EVC FMP are identified in **Table 3.4-8**. The table also shows vibration levels from construction equipment at different distances to receiving buildings. As shown in Table 3.4-8, vibration levels even at the reference distance of 25 feet would be well below the City's threshold of 0.20 in/sec PPV.

TABLE 3.4-8
VIBRATION LEVELS FROM CONSTRUCTION EQUIPMENT

Equipment	Estimated Peak Particle Velocity (inches per second)				
	At 25 Feet (reference)	At 50 Feet	At 75 Feet	At 100 Feet	At 170 Feet
Jackhammer	0.035	0.016	0.010	0.008	0.004
Loaded Trucks	0.076	0.035	0.023	0.017	0.009
Caisson Drilling	0.089	0.041	0.027	0.019	0.011
Large Bulldozer	0.089	0.041	0.027	0.019	0.011

SOURCES: Caltrans, 2013; FTA, 2018.

Activities associated with renovation of buildings would not involve the use of heavy equipment that would generate vibration. Vibration velocity levels for the types of construction equipment that would operate on the campus during demolition and construction are shown in Table 3.4-8.

The nearest off-campus receptors at the Pinnacle Learning Center and Church On the Rock are located more than 400 feet to the south. All residential uses are located beyond 800 feet from demolition and construction activities associated with the EVC FMP. All off-campus sensitive uses are located sufficiently distant from the EVC campus as to not be negatively affected by vibration from demolition and construction activity on campus under the EVC FMP.

Therefore, construction associated with the implementation of the EVC FMP would not expose off-campus persons to excessive groundborne vibration levels. Therefore, this impact would be **less than significant**.

Mitigation: None required.

Cumulative Impacts

Impact C-3.4-5: Construction activities associated with the EVC FMP combined with cumulative construction noise in the vicinity of the EVC campus would result in a substantial temporary or periodic increase in ambient noise levels in excess of standards established in the City of San José General Plan or Noise Ordinance. (*Less than Significant with Mitigation*)

The geographic scope of analysis for cumulative noise and vibration construction impacts encompasses sensitive receptors within approximately 1,000 feet of the EVC campus boundary. Beyond 1,000 feet, the contributions of noise from other projects would be greatly attenuated by both distance and intervening structures, and their contribution would be expected to be minimal.

There are currently no reasonably foreseeable cumulative projects proposed in the vicinity of the EVC campus. In any case, any potential future projects that could be constructed simultaneously with the EVC FMP would be subject to General Plan and noise ordinance noise limits and standard conditions of approval imposed by the applicable jurisdiction to mitigate noise impacts to achieve those standards. This would reduce noise levels from construction activity associated with these cumulative projects. Therefore, the EVC FMP's contribution to a cumulative noise impact would be less than significant with the implementation of Mitigation Measure 3.4-1.

Mitigation: Implement Mitigation Measure 3.4-1, Master Construction Noise Reduction Plan (refer to Impact 3.4-1).

Significance after Mitigation: Less than Significant.

Impact C-3.4-6: Operation of the EVC FMP when considered with other cumulative development would cause a substantial permanent increase in ambient noise levels in excess of standards established in the City of San José General Plan or Noise Ordinance. (*Less than Significant*)

Operational noise impacts of the EVC FMP would result primarily from increased traffic on the local roadway network. Increased noise from EVC FMP-related traffic in combination with traffic noise from other proposed developments in the area could lead to a cumulative increase in roadside noise levels in the vicinity of the EVC campus.

The significance of cumulative impacts related to traffic noise levels is determined using a two-step process, as discussed in the *Methodology* section. If a cumulative impact is identified, the second step is to evaluate whether the contribution of the EVC FMP to roadside noise levels would be cumulatively considerable.

The roadway segments analyzed and the results of the noise increases resulting from modeling are shown in **Table 3.4-9** for 2030 background conditions and 2030 with the full buildout of the EVC FMP.

As shown in Table 3.4-9, EVC FMP-related traffic in combination with traffic from other approved development in the vicinity would not result in a significant cumulative increase in traffic noise levels. This impact would be **less than significant**.

Mitigation: None required.

**TABLE 3.4-9
CUMULATIVE TRAFFIC NOISE LEVELS ALONG STREETS
AFFECTED BY EVC FMP-RELATED TRAFFIC**

Roadway Segment	Traffic Noise Level from a distance of 50 feet from Center of Roadway, dBA, DNL ¹					
	Existing (A)	Background without EVC FMP (B)	Background plus EVC FMP (C)	Incremental Increase over Existing (C – A) ₂	Incremental Increase Significance Threshold ³	Cumulative Impact Significant? (Yes or No) ³
Weekday A.M. Peak-Hour Noise Levels						
Yerba Buena Road						
East of intersection with San Felipe Rd.	64.9	66.9	67.5	+2.6	3	No
West of intersection with San Felipe Rd.	68.4	69.1	69.3	+0.9	3	No
East of intersection with Silver Creek Valley Rd.	68.5	68.8	69.0	+0.5	3	No
West of intersection with Silver Creek Valley Rd.	68.2	68.5	68.6	+0.4	3	No
San Felipe Road						
North of intersection with Yerba Buena Rd.	67.9	68.5	68.4	+0.5	3	No
South of intersection with Yerba Buena Rd.	65.8	66.5	66.5	+0.7	3	No
North of intersection with Paseo de Arboles	68.0	69.3	68.6	+0.6	3	No
South of intersection with Paseo de Arboles	68.2	68.5	66.8	-1.4	3	No
Silver Creek Valley Road						
North of intersection with Yerba Buena Rd.	62.2	62.2	62.5	+0.3	3	No

NOTES:

dBA = A-weighted decibels

- Noise levels were determined using algorithms from the FHWA's Traffic Noise Model Technical Manual.
- Traffic noise increases at an existing sensitive use exceeding the allowed incremental noise increase per General Plan Policy EC-1.2 and shown in Table 3.4-7 would result in a significant impact.
- Negative values indicate a decrease in roadway noise at these locations that results when traffic distribution changes reduce future traffic volumes compared to the existing conditions, as predicted in the transportation analysis.

SOURCES: Modeling performed by Environmental Science Associates in 2020 based on traffic data compiled by Hexagon Transportation Consultants, Inc. in 2021.

3.4.4 References

California Department of Transportation, 2013. *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013.

———, 2020. *Transportation and Construction Vibration Guidance Manual*, April 2020.

City of San José, 2020. *Envision San José 2040 General Plan*, adopted November 1, 2011, last amended on March 16, 2020.

Federal Highway Administration, 2006. *Roadway Construction Noise Model User Guide*, 2006.

Federal Transit Administration, 2018. *Transit Noise and Vibration Impact Assessment Manual*, September 2018.

Governor's Office of Planning and Research, 2017. *State of California General Plan Guidelines*, Appendix D, 2017.

Hexagon Transportation Consultants, Inc., 2021. *Evergreen Valley College Master Plan –Traffic Analysis*, June 10, 2021.

Salas O'Brien, 2020. *Evergreen Valley College – Central Plant Load Study*, August 2020.

San José/Evergreen Community College District (SJECCD), 2013. *Evergreen Valley College 2025 Updated Facilities Master Plan Draft EIR*, February 2013. Prepared by Impact Sciences, Inc.

———, 2010. *Final Subsequent Environmental Impact Report for the San José City College Facilities Master Plan Update 2011*. Prepared by Mass Companies, Inc.

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3.5 Transportation

This section describes the potential for the proposed project to affect transportation, such as through a plan, ordinance, or policy; long-term changes to the operability and function of transportation facilities; increased hazards from geometric design or incompatible uses; or inadequate emergency access. This section presents the regional and local transportation regulatory framework, identifies criteria used to determine impact significance, and provides analysis of the potential transportation impacts associated with the implementation of the EVC FMP as well as identifies feasible mitigation measures that could mitigate any potentially significant impacts.

The District received a small number of transportation-related comments on the NOP. All comments received during the NOP public review period are included in the Draft EIR in **Appendix D**. NOP comments related to the scoping of transportation impacts analysis were included in letters from the City of San Jose Department of Public Works and from public comments received via correspondence and during the public scoping meeting. The comments provide suggestions regarding the use of a Transportation Analysis (TA) to ensure that the implementation of the EVC FMP would comply with all applicable transportation policies and regulations. Comments also suggest analysis of cumulative transportation impacts and impacts related to parking. These comments were taken into consideration when developing the analysis methodology, and this chapter addresses each of these comments.

The analysis in this chapter is based a transportation analysis prepared by Hexagon Transportation Consultants, Inc. (Transportation Analysis), for the proposed EVC FMP, included in **Appendix C** of the Draft EIR.

3.5.1 Environmental Setting

This section describes the existing transportation and circulation setting; the existing regional roadway network, regional transit service, the local roadway network, local transit service, pedestrian conditions, bicycle conditions, loading conditions, emergency vehicle access, vehicle miles traveled, and parking conditions.

Regional Setting

Regional Roadway Network

Regional roadway access to EVC campus is provided via United States Highway 101 (US-101), as discussed below.

United States Highway 101

United States Highway 101 (US-101) is a north/south, eight-lane freeway (three mixed-flow lanes and one HOV lane in each direction) in the vicinity of the EVC campus. US 101 extends northward through San Francisco and southward through San Jose. Access to and from the project study area is provided via a full interchange at Yerba Buena Road.

Regional Transit Service

Santa Clara Valley Transportation Authority

The Santa Clara Valley Transportation Authority (VTA) provides bus, light rail, and paratransit services to areas throughout the County of Santa Clara, including Campbell, Cupertino, Gilroy, Los Altos, Los Altos Hills, Los Gatos, Milpitas, Monte Sereno, Morgan Hill, Mountain View, Palo Alto, San José, Santa Clara, Saratoga, and Sunnyvale. VTA operates 17 routes with 15-minutes or shorter headways. VTA transit riders have access to the EVC campus via Local Routes 31 and 42, which have stops on campus. Additionally, Local Route 39 has a stop at The Villages – Eastridge Transit Center, on San Felipe Road approximately 2,300 feet from campus (Hexagon, 2021).

Bay Area Rapid Transit

Bay Area Rapid Transit (BART) is a public transit system that provides commuter rail service between the San Francisco Peninsula and communities within East Bay and South Bay (i.e., Millbrae, Richmond, Antioch, Dublin/Pleasanton, and Berryessa/North San José. Weekday hours of operation are currently 5 AM to 9 PM for service hours, and 8 AM to 9 PM Saturday and Sunday. The closest BART station to the EVC campus is the Berryessa/North San José Station, approximately 10 miles northwest of the campus.

Caltrain

Caltrain provides passengers rail service for dozens of stations between San Francisco and Gilroy. Weekday and weekend hours of operation vary depending on the day and service; however, services typically range between 4:30 AM through 2 AM the following day. The closest Caltrain stations to the EVC campus are the Blossom Hill Caltrain Station and the Capitol Caltrain Station, both located approximately 6 miles southwest of the campus.

Local Setting

Local Roadway Network

The roadways used to access the EVC campus include Yerba Buena Road, San Felipe Road, and Neiman Boulevard/Silver Creek Valley Road. The Transportation Analysis in Appendix C shows existing intersection operations. Roadways used to access the EVC campus are described in detail below.

Yerba Buena Road

Yerba Buena Road is a four lane, east-west roadway that transitions from Sylvandale Avenue at Kauai Drive in the west and continues northeastward to Fowler Road in the east. It has a raised, landscaped median with left-turn pockets provided at intersections. Yerba Buena Road has a posted speed limit of 40 miles per hour (mph) east of San Felipe Road and a posted speed limit of 45 mph west of San Felipe Road. Yerba Buena Road includes sidewalks along the north side of the road adjacent to the EVC campus. West of San Felipe Road, Yerba Buena Road has sidewalks along both sides of the street. Bike lanes are provided along both sides of the street, beginning at the Montgomery Hill Trail in the east and continuing westward. Parking is prohibited along both sides of the street. Yerba Buena Road provides direct access to the EVC campus. There are four EVC campus driveways along Yerba Buena Road.

San Felipe Road

San Felipe Road is a two-lane, north-west roadway that extends from unincorporated Santa Clara County in the south to Aborn Road in the north, where it transitions into South White Road. San Felipe Road has a raised, landscaped median with left-turn pockets provided at intersections. It has a posted speed limit of 45 mph. Sidewalks exist along both sides of the street in the EVC campus vicinity. Bicycle facilities exist along both sides of the road between The Villages Parkway in the south and Aborn Road in the north. Parking is allowed north of Bowery Lane along the southbound side of the road. San Felipe Road provides direct access to the EVC campus via Paseo de Arboles and as discussed above, also provides access to the EVC campus via Yerba Buena Road.

Neiman Boulevard/Silver Creek Valley Road

Neiman Boulevard/Silver Creek Valley Road is a two-lane, north-south roadway west of the EVC campus. Neiman Boulevard extends from East Capitol Expressway in the north to Yerba Buena Road in the south after which it transitions into Silver Creek Valley Road as a four-lane roadway. It has a posted speed limit of 40 mph and center turn lanes, which provide access to residential communities on either side of the roadway. Bicycle facilities and sidewalks exist on both sides of the roadway with parking allowed only along some portions of the street. Silver Creek Valley Road extends from Yerba Buena Road to Blossom Hill Road at US 101. It has a raised, landscaped median with left-turn pockets provided at intersections, a posted speed limit of 45 mph, and sidewalks and bicycle facilities along both sides of the street in the EVC campus vicinity.

Existing Traffic Volumes

Due to the temporary effects of the COVID-19 pandemic, current traffic counts may not provide an accurate baseline for the modeling of traffic conditions at the completion of the EVC FMP (Hexagon Transportation Consultants, Inc., 2021). For this reason, 2019 traffic counts were used for the intersections of San Felipe Road and Yerba Buena Road and San Felipe Road and Paseo de Arboles; and traffic counts from 2016 were used for the intersection of Neiman Boulevard/Silver Creek Valley Road and Yerba Buena Road. A growth factor of one percent per year was applied to estimate 2021 conditions for counts older than two years (Hexagon, 2021).

Existing Baseline traffic volumes were analyzed in the Transportation Analysis (Appendix C) for both weekday AM and weekday PM peak hours of adjacent street traffic. The AM peak hour is anticipated to occur between 7:00 AM and 9:00 AM and the PM peak hour is anticipated to occur between 4:00 PM and 6:00 PM on a regular weekday.

Existing Intersection Traffic Operations

The Transportation Analysis (Appendix C) evaluated intersection levels of service against the standards of the City of San José. The results of the analysis show that all signalized study intersections (i.e., San Felipe Road/Yerba Buena Road, Neiman Boulevard/Silver Creek Valley Road/Yerba Buena Road, and San Felipe Road/Paseo de Arboles) are currently operating at acceptable levels of LOS D or better during the AM and PM peak hours of traffic (Hexagon, 2021).

Local Transit Service

Existing transit services to the campus are provided by VTA. VTA Routes 31 and 42 have bus stops on the EVC campus, east of Valle del Lago. All the VTA bus routes within the EVC campus vicinity and their current headways are summarized in **Table 3.5-1**. Pedestrian facilities from the EVC campus to the nearest bus stops are continuous. Transit service near the EVC campus is temporarily reduced due to COVID-19 (Hexagon, 2021). Transit service routes are discussed further in Table 3.5-1.

**TABLE 3.5-1
EXISTING VTA TRANSIT SERVICE**

VTA Transit Route	Route Description	Closest Stop and Distance to the EVC campus	Weekday Hours of Operation¹	Headway (minutes)¹
Local Route - 31	Evergreen Valley College – Eastridge	On campus	6:30 AM – 6:30 AM	45
Local - 39	The Villages – Eastridge Transit Center	On San Felipe Road; 1,250 feet	7:00 AM – 6:30 PM	60
Local - 42	Evergreen Valley College – Santa Teresa Light Rail Station	On campus	6:00 AM – 6:30 PM	60

NOTES:

¹ Approximate weekday operation hours and headways during peak commute periods in the proposed Project vicinity, as of November 2020.

SOURCE: Hexagon Transportation Consultants, Inc., 2021

Pedestrian Circulation

Pedestrian facilities in the EVC campus vicinity consist of sidewalks along the network of public streets. Sidewalks are found along all previously-described local roadways in the vicinity of the EVC campus. Crosswalks with pedestrian signal heads and push buttons are located at all signalized intersections. Rapid Rectangular Flashing Beacons (RRFB) and a high visibility crosswalk exists crossing Yerba Buena Road, east of Valle del Lago, which connects to the Yerba Buena Creek Trail. The Evergreen Creek Trail provides access to the EVC campus from the residential neighborhood in the north, the Montgomery Hill Trail provides access to the campus from Montgomery Hill Park in the east, and a footbridge over Yerba Buena Creek near Evergreen Park provides access to the campus from the open space and residential neighborhoods to the south. There are also dirt foot paths to and from the transit stops along Yerba Buena and the commercial buildings at the corner of Yerba Buena Road and San Felipe Road. The existing pedestrian network provides access between the EVC campus site and nearby transit stops (Hexagon, 2021).

Bicycle Circulation

There are several roadways in the vicinity of the EVC campus that have Class II bike lanes. Bike lanes currently exist on the following roadway segments:

- Yerba Buena Road, between Montgomery Hill Trail and Neiman Boulevard;
- San Felipe Road, between The Villages Parkway and Aborn Road;
- Yerba Buena Avenue, east of Deer Isle Drive;

- Nieman Boulevard, between East Capitol Expressway and Yerba Buena Road;
- Silver Creek Valley Road, between Yerba Buena Road and Coyote Road (near U.S. 101); and
- Yerba Buena Road, between Nieman Boulevard and Edenwood Drive (protected bike lane)

There are three Class I bike paths in the vicinity of the EVC campus. The Evergreen Creek Trail runs north of the EVC campus, between San Felipe Road and Montgomery Hill Trail. The Montgomery Hill Trail runs along the east side of the EVC campus, connecting to the Evergreen Creek Trail and Yerba Buena Road. The Yerba Buena Creek Trail runs along Park Estates Way and through Evergreen Park (Hexagon, 2021).

Emergency Vehicle Access

The EVC campus is served by two arterials, San Felipe Road, which provides vehicular access to the west side of the campus via Paseo de Arboles, which is signalized, and Yerba Buena Road, which provides access to the south and east areas of campus via four driveways, which are not signalized (Hexagon, 2021).

3.5.2 Regulatory Setting

Federal

There are no federal transportation-related regulations applicable to the EVC FMP.

State

California Department of Transportation

The California Department of Transportation (Caltrans) is responsible for the planning, designing, constructing, operating, and maintaining all state-owned roadways, and for implementing federal highway standards for interstate highways. In the project area, Caltrans maintains the freeways (US-101 and I-680), and SR-85, SR-87, and SR-130. The Caltrans Guide for the Preparation of Traffic Impact Studies (December 2002) provides guidance on the evaluation of traffic impacts to State highway facilities. The document outlines when a traffic impact study is needed and what should be included in the scope of the study. Caltrans is in the process of revising the guidelines to comply with the requirements set in Senate Bill (SB) 743.

Senate Bill 743

SB 743, passed in 2013, established vehicle miles traveled (VMT) as the primary metric to be used to identify transportation impacts. The VMT standard for evaluating transportation impacts under CEQA became mandatory statewide on July 1, 2020. SB 743 also eliminated level of service (LOS) impacts as a determinant of significance. As stated in the legislation, upon adoption of the new guidelines, “automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the guidelines, if any.”

Regional

Santa Clara Valley Transportation Authority

The VTA is the designated congestion management agency (CMA) for the County of Santa Clara. VTA is responsible for countywide transportation planning, including congestion management, design and construction of specific highway, pedestrian, and bicycle improvement projects. As the CMA for the County of Santa Clara, VTA establishes the transportation impact analysis (TIA) guidelines that local agencies use when analyzing the transportation impacts of land development projects on the transportation system. For projects that would generate greater than 100 new peak-hour vehicle trips, VTA requires transportation studies to follow the guidelines set forth by VTA's Congestion Management Program (CMP).

VTA also maintains the Traffic Level of Service Analysis Guidelines (2003), which presents analysis methodologies and the County's standards that must be used to evaluate LOS on CMP roadway facilities within the County of Santa Clara.

Local

City of San José

San José Bike Plan 2025

The City of San José is updating the San José Bike Plan 2020 to develop the Better Bike Plan 2025. The purpose of the update is to plan improvements to the City's bicycle facilities throughout the City, to improve safety, improve access to bicycle facilities and the connectivity of the bicycle facilities network, and provide incentives for more users to utilize the City's bicycle facilities.

The Better Bike Plan 2025 includes several proposed bicycle facilities network improvements in the vicinity of the EVC campus, including the following improvements:

- Conversion of an existing Class II bicycle lane along Yerba Buena Road and San Felipe Road to a protected bicycle lane that extends north toward I-680;
- A proposed Class III bicycle route along Altia Avenue, to the north of EVC campus, providing bicycle access to campus from residences to the north, and connecting to various Class III bicycle routes to the west;
- A proposed Class III bicycle route along Ruby Avenue, providing access to the northern edge of campus from residences to the north, and connecting to a protected bike lane along Aborn Road; and
- A proposed Class I shared use path along Thompson Creek Trail, west of the EVC campus, providing access from several transit centers north of the campus.

The above improvements to the bicycle network would be anticipated to substantially improve connectivity to the EVC campus. As of the publishing of the Draft EIR, the timing of these improvements has not been identified by the City. However, it is reasonably foreseeable that these improvements may be implemented during the planning horizon of the EVC FMP.

Transportation Level of Service Policy (1978)

The City's Transportation Level of Service Policy describes mitigation measures to satisfy the transportation level of service policies in the City's General Plan.

Multi-Modal Transportation Policy (2005)

The City's Multi-Modal Transportation Policy is a set of policies set forth to address automobile traffic flow and provide mitigation, as necessary, to accommodate increases in vehicular traffic associated with new development. These policies would either prevent development or allow it only with road expansions that were in other ways counter to the City's goals.

3.5.3 Analysis, Impacts, and Mitigation

This section provides the impact analysis related to transportation for the EVC FMP. It describes the methods used to determine the impacts of the plan and lists the thresholds used to conclude whether an impact would be significant. Measures to mitigate (i.e., avoid, minimize, rectify, reduce, eliminated, or compensate for) significant impacts accompany the discussion of each identified significant impact, as needed.

Significance Criteria

In accordance with CEQA, the effects of a project are evaluated to determine if they will result in significant, adverse impacts on the environment. For purposes of this analysis, an impact is considered significant if implementation of the proposed EVC FMP would have the effects described below.

Would implementation of the EVC FMP:

- a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?
- b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?¹
- c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- d) Result in inadequate emergency access?

Approach to Analysis

Consistent with the CEQA Guidelines and the City of San José Guidelines, the transportation impact analysis in this EIR analyzes the change to VMT that would result from the implementation of the EVC FMP. Changes to traffic operations in the proposed project area (i.e., the level of service of project area intersections) and transit operations (e.g., project generated transit ridership and effect on capacity utilization, potential delta to transit vehicles) is outside the scope of the CEQA analysis and are not discussed below. However, an analysis of the

¹ CEQA Guidelines Section 15064.3, subdivision (b) refers to the discontinuation of vehicle level of service (LOS) as an impact metric for transportation analysis and instead recommends the use of vehicle miles traveled (VMT); this section gives lead agencies discretion to choose the most appropriate methodology to evaluate a project's VMT.

EVC FMP effect on traffic and transit operations has been completed and is present in the Transportation Analysis (Appendix C) for informational purposes only.

Methodology and Assumptions

Traffic Study Area

The traffic study area was selected based on a review of the EVC campus location and the amount of traffic that could be added to transportation network components in the area.

Study Scenarios

The analysis examines four scenarios: ‘Existing/Existing Baseline,’ ‘Proposed EVC FMP,’ ‘Cumulative,’ and ‘Cumulative plus Proposed EVC FMP.’ Each scenario is described below.

- **Existing/Existing Baseline** – This scenario represents existing conditions at the EVC campus and is based on existing population numbers and existing travel behavior. Where data from periods prior to existing are utilized to control for the effects to transportation caused by the COVID-19 pandemic, this scenario is identified as “Existing Baseline”
- **Proposed EVC FMP** – This scenario represents full buildout, when the EVC FMP has been fully implemented. This analysis uses the projected future EVC student, faculty and non-educational staff populations and adjusted mode split numbers.
- **Cumulative** – The Cumulative scenario represents past, present, and reasonably foreseeable future projects in the vicinity of the EVC campus, including development pursuant to the EVC FMP through the 2030 development horizon.

Traffic Impact Analysis Methodology

Vehicle Miles Traveled Analysis Methodology

VMT per capita (per person), is the total miles of travel by a personal motorized vehicle. Generally, VMT is a measurement of the amount and distance of vehicle travel (i.e., resident, employee, or visitor drives) within a geographic region over a given amount of time that accounts for the number of passengers within a vehicle. A higher VMT corresponds with more air pollution (i.e., vehicle emissions and energy usage) than lower VMT areas. VMT is typically calculated using the Origin-Destination VMT method, which measures the full distance of personal motorized vehicle-trips with one end within the project’s vicinity. The VMT is then compared to the appropriate thresholds of significance based on the project location and type of development. The EVC VMT was divided by the number of students to determine VMT per student. As a result, if the VMT per student under the EVC FMP would be equal to or lower than the VMT per student under existing conditions (without implementation of the EVC FMP), then the EVC FMP would be considered to have a less than significant VMT impact.

The effect on VMT by increasing the student enrollment by 1,111, from 7,006 (2015) to 8,644 by the year 2030 at EVC was evaluated with the City of San Jose’s Travel Demand Forecasting (TDF) model using existing (2015) and year 2030 land use and demographic projections.

Table 3.5-2 presents a summary of the results. Note that faculty and staff trips are also included in the totals.

**TABLE 3.5-2
VMT ANALYSIS**

VMT Analysis	Existing Baseline (2015)	Proposed EVC FMP	Difference
Number of Students	7,006	8,644	1,638
Vehicle Mode Share	90%	87%	-3%
Number of Daily Student Vehicle Trips	5,788	6,899	1,111
Vehicle Occupancy (Student/Vehicle trips)	1.21	1.25	0.04
Daily Campus VMT	44,742	55,476	10,734
Average Trip Length	7.73	8.04	0.31
Daily VMT per Student	6.39	6.42	0.03

SOURCE: Hexagon Transportation Consultants, Inc., 2021

The table shows that the daily VMT per student would increase by 0.03, from 6.39 VMT under Existing Baseline conditions to 6.42 VMT by 2030 under the EVC FMP. The reason for this increase in VMT is that, while improved transit service in the area would result in higher transit and lower vehicle mode shares, the student enrollment would grow faster than the student population in the vicinity of the EVC campus. Thus, more students will come from outside the area. For example, the enrollment at EVC would increase by 23 percent but the number of students living within 10 miles of the EVC campus would increase by 14 percent, meaning that more students have to travel farther to get to EVC campus, increasing the average trip length and related VMT.

Project Trip Estimates

Trip Generation

Vehicle trips generated by the project were estimated using the trip rates published in the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10th Edition (2017) for "Junior/Community College" (Land Use 540) located in a general Urban/Suburban area. **Table 3.5-3** shows that the project would generate 180 new trips (146 inbound and 34 outbound) during the AM peak hour and 180 new trips (101 inbound and 79 outbound) during the PM peak hour.

Trip Adjustments and Reductions

In accordance with San Jose's Transportation Analysis Handbook (April 2020, Section 4.8, "Intersection Operations Analysis"), the project is eligible for adjustments and reductions to the baseline trip generation. Based on the 2020 San Jose guidelines, the project qualifies for a location-based adjustment. The location-based adjustment reflects the project's vehicle mode share based on the "place type" in which the project is located per the San Jose Travel Demand Model. The project's place type was obtained from the San Jose VMT Evaluation Tool. Based on the VMT Evaluation Tool, the project site is located within a suburban with single family homes place type. Therefore, the baseline project trips were adjusted to reflect the mode share associated with this place type.

**TABLE 3.5-3
EVC FMP TRIP GENERATION ESTIMATES**

Land Use	Size	AM Peak Hour				PM Peak Hour			
		Rate	Trip			Rate	Trip		
			In	Out	Total		In	Out	Total
Proposed Land Uses									
Junior/Community College Location-Based Vehicle Mode Share (0.5%) ²	1,638 Students	0.110	146 (7)	34 (2)	180 (9)	0.110	101 (5)	79 (4)	180 (9)
TMD Reduction (0.5%) ³			(1)	(0)	(1)		(1)	(0)	(1)
Net Project Trips			138	32	170		95	75	170

NOTES:

- ¹ Junior/Community College (Land Use 540), average rates expressed in trips per student are used.
- ² The EVC campus is located within a suburban with single-family homes area based on the City of San José VMT Evaluation Tool (February 28, 2019). A 5 percent reduction was applied based on the office location-based vehicle mode share percentage outputs from Table 6 of the City of San José Transportation Analysis Handbook 2020 (TA Handbook). It is assumed that the EVC will have similar commute travel patterns to an office.
- ³ TDM reduction required to mitigate VMT impact described in Chapter 3 of Appendix C.

SOURCE: ITE Trip Generation Manual, 10th Edition 2017; Hexagon Transportation Consultants, Inc., 2021.

Office developments within suburbs with single family homes have a vehicle mode share of 95 percent (according to Table 6 of the City's Transportation Analysis Handbook). It is assumed that the EVC will have similar commuting patterns as that of an office. Thus, a 5 percent reduction was applied to the project trip generation estimates based on the location-based vehicle mode share outputs produced from the San Jose Travel Demand Model.

The Project would create a VMT impact, therefore a trip reduction program is necessary. TDM measures achieving a trip reduction of 0.5 percent would need to be applied to mitigate the VMT impact. Therefore, a 0.5 percent trip reduction was applied to the project trip generation estimates.

Net Trips

After applying the trip rates to the proposed project and applying the appropriate trip adjustments, the proposed project would generate 170 new net trips (138 in and 32 out) during the AM peak period and 170 net new trip (95 in and 75 out) during the PM peak period.

Impacts and Mitigation Measures

Impact 3.5-1: Implementation of the EVC FMP could conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. (*No Impact*)

Vehicle Traffic

Intersection Operations

The transportation analysis prepared for the EVC FMP evaluated intersection traffic operations at study intersections against the City of San José level of service standard (LOS D), to determine if implementation of the EVC FMP would conflict with the City's LOS policy (see Appendix C). As noted above, level-of-service impacts are not considered significant under CEQA. The

District's consideration of LOS impacts in the transportation analysis is limited to the determination of consistency with the City of San José and County of Santa Clara policies addressing the circulation system.

Under the EVC FMP, the roadway network would include the new west campus driveway on Yerba Buena Road, providing access to the west campus parking lot. The local transportation analysis, included in the Transportation Analysis (see Appendix C) accounted for vehicle trips that would utilize the proposed driveway.

The results of the intersection LOS analysis show that all of the signalized study intersections would operate at an acceptable level of service, LOS D or better, during the AM and PM peak hours under Existing Baseline Plus EVC FMP conditions, and the level of service at each intersection would not be changed from the Existing Baseline level of service at those intersections. For this reason, the implementation of the EVC would not be anticipated to conflict with the City of San José LOS policy for intersection operations.

Signal Warrant

The proposed west driveway onto Yerba Buena Road was evaluated in the Transportation Analysis (see Appendix C) to determine if traffic that would utilize that unsignalized intersection under Existing Baseline Plus EVC FMP conditions would exceed the City of San José's signal warrant standard for which stop control or a traffic signal may be required. The signal warrant analysis concluded that anticipated traffic at the intersection would meet the City's standard for consideration that the intersection be a 3-way stop-controlled intersection. Construction of the proposed driveway would require the discretionary approval by the City of San José of an encroachment permit. The City of San José's encroachment permit process allows for the City to consider how the proposed intersection would impact transportation safety and comply with City design standards and policies, and require the design of the improvements to the intersection to be constructed to comply with City standards for construction safety. Accordingly, the proposed west driveway onto Yerba Buena would be designed and constructed to comply with City of San José standards, policies and plans related to transportation.

Pedestrian Facilities

The EVC FMP proposes several improvements that would expand or enhance the existing pedestrian facilities and increase pedestrian safety within the EVC campus. The FMP proposes the following pedestrian access and circulation improvements:

- Remove service vehicle access from primary pedestrian circulation (At Gullo I Student Center)
- Improve existing and create new pedestrian gateways to the campus where main pedestrian walkways (or spines) terminate at parking and drop-off zones. These gateways should reflect a consistent landscape/hardscape character and signage program to assist in wayfinding and to signify pedestrian entry to the campus.
- Extend and improve a series of east-west and north-south pedestrian walkways (or spines) to provide visual access and support physical movement through the campus from edge to edge. These spines are intended to support a high volume of pedestrian traffic, visually and

physically integrate the south campus with the campus quad and facilitate emergency vehicle access to the core of the campus.

- Create a strong north-south pedestrian connection and open space west of the proposed Student Services Center to visually and physically integrate the south campus and current campus green.
- Differentiate all new, extended, and existing pedestrian spines and walkways by their width, hardscape, and landscape treatment, to assist in pedestrian wayfinding and visual understanding of the campus.
- Create a break in the existing sidewalk on Yerba Buena Road, for the construction of the new project driveway access. The proposed driveway would become part of a new intersection and would include a marked and signal-controlled pedestrian crossing that would sustain pedestrian facilities along Yerba Buena Road.

All the improvements listed above would be constructed to Division of State Architecture (DSA) standards for on-campus improvements, and City of San José standards for improvements within City right-of-way. All improvements within the City of San José right-of-way would be designed and executed in consultation with and with approval of the City of San José. No other impacts to existing or planned pedestrian facilities would be anticipated to result from implementation of the EVC FMP. Therefore, implementation of the EVC FMP would not conflict with an applicable program, plan, ordinance, or policy addressing pedestrian facilities.

Bicycle Facilities

The EVC campus is near existing bike facilities on Yerba Buena Road, San Felipe Road, and Aborn Road. The *San José Better Bike Plan 2025*, currently under preparation, is proposing new or improved bike lanes along Yerba Buena Road, San Felipe Road, Ruby Ave, Altia Ave and Aborn Road, which would provide direct access to the EVC campus.

The EVC FMP, would construct a new driveway into the EVC campus at Yerba Buena Road, which would introduce a driveway intersection in the existing Class II bicycle lane along the north side of Yerba Buena Road. As described for pedestrian facilities impacted by improvements to this intersection, bicycle facilities would be maintained through this intersection. Improvements would be constructed to City of San José standards for the provision of bicycle travel through the improved intersection, with facilities appropriately marked. Therefore, bicycle facilities would not be adversely affected by operation of the EVC FMP.

The EVC FMP would not remove any existing bicycle facilities, nor would it conflict with any adopted plans or policies for new bicycle facilities. Further, implementation of the EVC FMP would not make improvements to the transportation system that would conflict with bicycle facilities improvements anticipated to be developed pursuant to the City of San José Better Bike Plan 2025. Therefore, bicycle facilities would not be adversely affected by operation of the EVC FMP.

Transit Service

Existing transit service to the EVC campus is provided by VTA bus routes 31 and 42. Both routes utilize a transit stop in the center of campus at the internal roundabout on Valle del Lago and stop along Yerba Buena Road in the vicinity of the EVC campus. The Routes 31 and 42 transit stop on

Valle del Lago provides a direct pedestrian access to the campus. Students using the transit (Route 31 and 42) stop along Yerba Buena Road must walk along Yerba Buena road before they can access pedestrian walkways onto the EVC campus.

The EVC FMP does not include improvements or impediments to pedestrian access to these bus stops. Implementation of the EVC FMP would not interrupt service to those stops or require temporary relocation of VTA stops during construction of projects pursuant to implementation of the EVC FMP. Therefore, implementation of the EVC FMP would not be anticipated to conflict with existing standards, plans, or policies related to transit.

Summary

The EVC FMP would be anticipated to have no impact related to conflict with a program, plan, ordinance, or policy addressing the circulation system, pedestrian access, bicycle travel, or transit operations.

Mitigation: None required.

Impact 3.5-2: Implementation of the EVC FMP could conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivisions (b). (*Potentially Significant; Less than Significant with Mitigation*)

As discussed above, CEQA Guidelines Section 15064.3, subdivisions (a) and (b) refer to the discontinuation of vehicle level of service (LOS) as an impact metric for transportation analysis and instead states that VMT is the most appropriate measure of transportation impacts.

As shown in Table 3.5-2, the daily VMT per student would increase by 0.03, from 6.39 VMT under Existing Baseline (2015) to 6.42 with implementation of the EVC FMP. The reason for this increase in VMT is that, while improved transit service in the area would result in higher transit and lower vehicle mode shares, the student enrollment would grow faster than the student population in the vicinity of the campus. Thus, more students will come from outside the area. For example, the enrollment at EVC would increase 23 percent (with inclusion of online students), but the number of students living within 10 miles of the EVC campus would be anticipated to only increase by 14 percent, meaning that more students would have to travel farther to get to campus. This would increase the average trip length and result in a potentially significant VMT impact.

Mitigation Measure 3.5-1: Implement Transportation Demand Management Plan

The District shall implement a Transportation Demand Management (TDM) plan that would include measures to reduce student and staff VMT by 0.5 percent, bringing the daily student VMT from 6.42 in 2030 to 6.39. As feasible, the TDM measures in the plan may include, but would not be limited to the following:

- Make available transit passes to staff and students to make transit an attractive, affordable mode of travel.

- Subsidized or discounted transit program: Continue to provide subsidized/discounted transit passes; or
- Provide pre-tax commuter benefits for staff to exclude their transit or vanpooling expenses from taxable income or an alternate commuter benefit option consistent with the MTC/BAAQMD Commuter Benefits Program required for employers with 50 or more full-time employees.
- Use technology-based information, encouragement, and trip coordination services to encourage carpooling, transit, walking, and biking by staff and students. These can include third-party apps to distribute incentives to people who choose to use these modes.
- Provide dedicated parking for carpool and vanpool vehicles near building.
- Commute Trip Reduction Marketing/Educational Campaign: promote the use of transit, shared rides, walking, and bicycling through a TDM Coordinator
- Provide secure and convenient bicycle parking, such as lockers or secured bicycle rooms.
- Free direct shuttle/bus service: provide shuttle service between the school and areas with high concentrations of students.

Significance after Mitigation: Mitigation Measure 3.5-1 would require the preparation and implementation of a TDM plan that would implement measures to encourage student and staff use of transit and non-vehicular modes of transportation to reduce VMT. Implementation of such measures is proven to provide sufficient VMT reduction, when deployed, to be anticipated to meet the reduction goals of Mitigation Measure 3.5-1. Therefore, with implementation of a TDM plan, the impact of the EVC FMP on VMT would be *less than significant*.

Impact 3.5-3: Implementation of the EVC FMP could substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). (*Less than Significant*)

Improvements to the transportation and circulation system pursuant to the EVC FMP would be limited to construction of a new campus driveway onto Yerba Buena, creating a new intersection along the roadway. This intersection would be within City of San José right of way and would be subject to design, funding, and approval standards of the City through the processing of a City encroachment permit. Therefore, these proposed improvements would be designed and constructed to maintain safe travel for all transportation modes utilizing the intersection and no geometric design features or incompatible uses would be introduced, resulting in a less than significant impact related to the introduction of such features.

Mitigation: None required.

Impact 3.5-4: Implementation of the EVC FMP could result in inadequate emergency access. (*Less than Significant*)

Under the proposed EVC FMP, facilities requiring service vehicle access would be distributed in multiple locations on campus as shown in Appendix C. The EVC FMP proposes removing service vehicles from primary pedestrian circulation near the Gullo 1 Student Center and reconfiguring service access at the new pedestrian plaza at the internal roundabout, which would be disconnected from Valle del Lago. Service vehicles would share the roadway with pedestrians along the main pedestrian spine along Valle del Lago.

Implementation of the EVC FMP would not create new obstacles for emergency vehicle access or inhibit existing access points. Further, project specific design, including internal circulation, would be reviewed and approved by applicable service providers, per fire code requirements, to ensure that improvements are designed to maintain adequate emergency access. For this reason, implementation of the EVC FMP would have a less-than-significant impact related to the adequacy of emergency access.

Mitigation: None required.

Impact 3.5-5: Construction activities under the EVC FMP could temporarily impact travel conditions along sidewalks and roadways serving the EVC site. (*Potentially Significant; Less than Significant with Mitigation*)

The discussion of construction impacts is based on currently available information from the District, as summarized in Chapter 2, *Project Description*; local and state regulations regarding use of the public right-of-way; and experience with typical construction practices by the District in the City of San José.

Also, as discussed in Chapter 3, implementation of the EVC FMP would be spread over the next nine years and would preserve the EVC's operations at the campus site during the construction period. Construction would begin in late-2021, with projects anticipated to be completed by the horizon year 2030.

The EVC FMP would include improvements to Yerba Buena Road by way of the creation of a new campus driveway. Construction of this improvement would be anticipated to require temporary closure of existing City of San José transportation facilities, including closure of the sidewalk and Class II bicycle lane along the north side of the intersection, in the footprint of the proposed driveway. Additional facilities closures may include restriping or minor construction in the roadway medians to create turn pockets to accommodate vehicle access to the proposed driveway. These improvements may be anticipated to require temporary lane closures during construction. These temporary closures and impacts to City of San José transportation facilities would create obstacles for ongoing pedestrian, bicycle, and vehicle travel and would be considered potentially significant.

Construction activities at the campus site pursuant to the EVC FMP would result in truck trips associated with the delivery of construction equipment and materials and the off haul of demolition debris, excavated soil and construction wastes, and vehicle trips to and from the site by construction workers. These trips would have the potential to cause temporary disruptions to nearby streets, transit services, and pedestrian and bicycle facilities. Specifically, construction of individual projects or phases of the EVC FMP, including the arrival or departure of construction vehicles and delivery of construction materials may inhibit vehicle, transit, bicycle and pedestrian movement and access both intermittently and through the duration of their construction if sidewalk and walkway closures, street closures, temporary relocation of a transit stops, or bicycle route detours are required. These could also result in a temporary parking supply reduction, whether off- or on-street due to construction staging. Construction workers who drive to the site and potential temporary parking restrictions would cause a temporary increase in parking demand. Construction workers would park within EVC parking facilities, either in available or designated parking spaces.

Prior to construction of certain phases or projects associated with the implementation of the EVC FMP, the District and their construction contractor(s) would meet with the City of San José Public Works staff to develop a construction management plan and review truck routing plans and any required temporary roadway or sidewalk closures or detours. For any work in the public right-of-way, the construction contractor would be required to comply with conditions of the City of San José encroachment permit, including the regulations regarding sidewalk and lane closures, and would meet with relevant City staff to determine if any special traffic permits would be required. Prior to construction, the project contractor would coordinate with VTA to coordinate construction activities and reduce any impacts to transit operations. Additionally, any temporary traffic controls implemented as part of a construction project would be required to conform to the California Manual of Uniform Traffic Control Devices.

Although construction activities pursuant to implementation of the EVC FMP would be temporary, construction impacts would be considered **potentially significant** given the magnitude and duration of the work and the need for on-going coordination and monitoring.

Mitigation Measure 3.5-2: Construction Coordination and Monitoring Measures

- a) **Construction Traffic Control Plan** – In order to reduce potential conflicts between construction activities and pedestrians, transit and autos during construction activities at the EVC campus, the District shall require construction contractor(s) to prepare a traffic control plan for major phases of project construction (e.g., demolition, construction, or renovation of individual buildings). The District and their construction contractor(s) will meet with relevant City and County agencies to coordinate feasible measures to reduce traffic congestion and potential traffic and transit disruption and pedestrian circulation effects during major phases of construction of the EVC FMP projects.
- b) **Reduce Drive Alone Mode Share for Construction Workers** – In order to minimize parking demand and vehicle trips associated with construction workers, the District shall require the construction contractor to include in the Construction Traffic Control Plan methods to encourage walking, bicycling, carpooling, and transit access to the campus site by construction workers.

- c) **Project Construction Updates for Adjacent Residents and Businesses** – In order to minimize construction impacts on access for nearby residences, institutions, and businesses, the District shall provide nearby residences and businesses with regularly-updated information regarding project construction, including construction activities, peak construction vehicle activities (e.g., concrete pours, excavation), and travel lane closures via a newsletter, website, and/or construction update meetings with neighbors.

Significance after Mitigation: With the implementation of the construction traffic control plan for construction pursuant to the EVC FMP, the local roadways and freeway facilities would continue to operate acceptably and there would not be increased frequency of multimodal conflicts. Temporary impacts to City of San José transportation facilities, including lane closures and closure of pedestrian and bicycle facilities would be mitigated through the provision of alternative routes or accesses during construction, the placement of appropriate signs and notices, and the control of traffic flow around temporary closures.

Reduction of construction worker trips through rideshare and the encouraged use of multimodal transportation would further reduce potential conflicts.

In addition, the provision of construction updates to adjacent land uses would inform residents and workers in those areas, who may opt to avoid peak construction traffic, where feasible. Implementation of these measures would reduce potential temporary impacts from construction pursuant to implementation of the EVC FMP to **less than significant**.

Cumulative Impacts

The City of San José employs a VMT methodology that requires projects to demonstrate consistency with the *Envision San José 2040 General Plan* to address cumulative VMT impacts. Consistency with the City's General Plan is based on a project's density, design, and conformance to the City General Plan goals and policies. If a project is determined to be inconsistent with the City General Plan, a cumulative impact analysis is required as part of the City's *Transportation Analysis Handbook*. As VMT impacts from the EVC FMP would take place on the City of San José's roadway system, surrounding the project site, the District has chosen to utilize the City's methodology in analyzing cumulative VMT impacts for the EVC FMP.

Cumulative Construction Projects

There are approximately 10 approved or reasonably foreseeable substantial construction projects within approximately 6 miles of the EVC campus, in the City of San José as shown in Table D-1 in Appendix C of the Draft EIR. These projects include approximately 2,444 residential units and 973,000 square feet of non-residential development (City of San José, 2021).

Impact C-3.5-6: Implementation of the EVC FMP, in combination with other development, could conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivisions (b). (Less than Significant Cumulative Impact)

Implementation of the EVC FMP would be consistent with the *Envision San José 2040 General Plan* goals and policies for the following reasons:

- The EVC campus has an internal transit center, which is serviced by two VTA bus routes.
- The EVC FMP would maintain the existing employment density in the project area, and the proposed density would be consistent with the General Plan Land Use Designation.
- The EVC FMP would provide improvements to pedestrian connectivity in the vicinity of the campus.

Therefore, the EVC FMP would be consistent with the *Envision San José 2040 General Plan*. Consistent with the City's VMT methodology, the District is not required to prepare a cumulative VMT impact analysis.

Implementation of the EVC FMP would be considered as part of the cumulative solution to meet the City General Plan's long-range transportation goals and would result in a **less-than-significant** cumulative impact.

Mitigation: None required.

Impact C-3.5-7: Implementation of the EVC FMP, in combination with other development, could result in inadequate emergency access. (Less than Significant Cumulative Impact)

As addressed in the discussion of Impact 3.5-4, above, facilities requiring service vehicle access would be distributed in multiple locations on campus. Based on the location of these facilities, service vehicle access would be provided from several locations on campus. Service vehicles would share the roadway with pedestrians.

As under existing conditions, emergency access to the EVC campus under the EVC FMP would continue to be provided via internal driveways and parking lots. Access to the EVC campus interior is provided to emergency vehicles at gated entry points or through removal of vehicle entry barriers, including bollards, where pedestrian pathways intersect driveways and parking areas. Implementation of the EVC FMP would not create new obstacles for emergency vehicle access or inhibit existing access points.

Implementation of the EVC FMP would not result in elimination of vehicular access points to the campus from perimeter roads (i.e., Yerba Buena Road and San Felipe Road). Under cumulative conditions, no known projects would be anticipated to inhibit emergency access in the project area. No roadway improvements in the project area would eliminate existing emergency access points. Therefore, implementation of the EVC FMP would not result in a cumulative contribution to a significant cumulative impact related to emergency access. This cumulative impact would be **less than significant**.

Mitigation: None required.

Impact C-3.5-8: The proposed EVC FMP would cause construction-related traffic impacts that would be cumulatively considerable under cumulative conditions. (Cumulatively Significant; Less than Cumulatively Considerable)

The cumulative context for construction impacts would be other projects in the general vicinity that may be constructed concurrently with buildout of the EVC FMP. These include known or anticipated development projects in the EVC campus area. In addition, known or anticipated infrastructure projects in the EVC campus area could include construction of bicycle facilities as described in the City's Better Bike Plan 2025 along the major roadways surrounding the campus. In addition, the segment of Yerba Buena Road between San Felipe Road and Villa Vista Road is scheduled to undergo pavement maintenance in 2023 (City of San José, 2021b).

These cumulative projects would be anticipated to add additional construction traffic to roadways that would be affected by construction traffic from projects pursuant to implementation of the EVC FMP. The specific periods of EVC FMP project construction or periods when construction traffic from cumulative projects within the City would be at their peak would vary by project and cannot be specifically planned over the planning and development horizon of the EVC FMP. For this reason, construction pursuant to implementation of the EVC FMP in combination with cumulative construction could have a **potentially-significant cumulative impact**.

As implementation of the EVC FMP would take place through the year 2030 and include a notable amount of new construction, demolition, and renovation/remodeling, the contribution of the EVC FMP development to cumulative development in the EVC campus area could be considered **cumulatively considerable**.

Mitigation Measure C-3.5-8: Implement Mitigation Measure 3.5-1: Construction Coordination and Monitoring Measures.

Significance after Mitigation: With the implementation of the construction traffic control plan for the EVC FMP, the affected roadways would be anticipated to continue to operate acceptably and there would not be increased frequency of multimodal conflicts. Reduction of construction worker trips through rideshare and the encouraged use of multimodal transportation would further reduce potential conflicts. In addition, the provision of construction updates to adjacent land uses would inform residents and workers in those areas, who may opt to avoid peak construction traffic, where feasible.

As the specific periods in which the implementation of the proposed project would overlap cumulative projects in the EVC campus area, there is both potential for a substantial amount of overlapping traffic and difficulty in predicting when project construction activities may overlap with cumulative traffic.

Implementation of these measures to reduce and manage the impacts of construction traffic may not be sufficient to reduce the cumulative impacts from construction traffic to less than significant. However, implementation of this measure would be anticipated to

reduce potential temporary impacts from construction pursuant to implementation of the EVC FMP to **less than cumulatively considerable**.

3.5.4 References

City of San José, 2016. Citywide Traffic Database. Updated December 1, 2016. As cited in Hexagon Transportation Consultants, Inc., 2021. Evergreen Valley College Facility Master Plan Transportation Analysis. June 10, 2021.

———, 2020. *Transportation Analysis Handbook*. April 2020.

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———, 2021. Key Economic Development Projects Interactive Map. Available at <https://gis.sanjoseca.gov/maps/devprojects/>. Accessed June 8, 2021.

———, 2021b. Pavement Projects Interactive Map. Available at <https://gis.sanjoseca.gov/maps/paveprojects/>. Accessed June 8, 2021.

Hexagon Transportation Consultants, Inc., 2021. *Evergreen Valley College Master Plan Transportation Analysis*. June 10, 2021.

Santa Clara Valley Transportation Authority (VTA), 2003. Traffic Level of Service Analysis Guidelines. October 2014.

———, 2014. *VTA Transportation Impact Guidelines*. October 2014.

3.6 Utilities and Service Systems

This section describes and evaluates potential impacts of the project on public utilities and service systems, including water supply, wastewater, solid waste, and related infrastructure. Section 3.2, *Energy* discusses potential impacts related to electricity and natural gas supply and demand.

3.6.1 Environmental Setting

Water Supply

The City of San José relies on four primary sources of water including surface water from San Francisco Public Utilities Commission (SFPUC), local and imported surface water sourced from Santa Clara Valley Water District (Valley Water), groundwater from the Santa Clara groundwater basin, and recycled water from the South Bay Water Recycling Program, sourced from effluent treated at the San José-Santa Clara Regional Wastewater Facility (RWF) (City of San José, 2021a).

The San José Municipal Water System (SJMWS) provides potable water to more than 100,000 people (City of San José, 2021b). The SJMWS provides potable water service to four different areas of San José, including the Evergreen service area, which the EVC campus is located within. Water provided to the SJMWS's Evergreen service area is mainly from Valley Water sourced from local surface water and water imported from the South Bay Aqueduct, Lake Del Valle, and San Luis Reservoir, which all draw water from the Sacramento San Joaquin Delta watershed. Water is conveyed to the EVC campus via a 12-inch main at two points of connection. The primary connection is located behind the Performing Arts Center, adjacent to Parking Lot 5, and the secondary connection is located on the hill west of the Automotive Technology (AT) building. Potable water is distributed throughout the EVC campus via two separate 8-inch and 10-inch water mains.

The current peak potable water demand for the entire campus is estimated to be approximately 55,188 gallons per day (gpd)¹ or approximately 62 acre-feet per year, based on a water demand factor from the District's San José City College, a comparable college campus (West Yost, 2021). The campus currently uses recycled water for landscape irrigation purposes.

Wastewater

Wastewater generated on the EVC campus is discharged to City of San José wastewater collection lines, and conveyed to and treated at the RWF, located approximately 14 miles northwest of the EVC campus. The RWF is the largest advanced wastewater treatment facility in the western United States, treating an average of 110 million gallons of wastewater per day (mgd) with a capacity of 167 mgd. The RWF is owned by the cities of San José and Santa Clara, and serves 1.4 million residents and over 17,000 businesses in eight cities and four sanitation districts in the region (City of San José, 2020a).

¹ Based on a 9,198 existing EVC service population (2019) * 6 gpd water demand factor = 55,188 gpd, or 61.82 acre feet per year. The referenced water demand rate was derived from the existing water demand rate estimated for the San José College (SJCC). The service population is defined as total full time equivalent student and staff anticipated to be on campus on a regular basis.

Wastewater generated at the EVC campus is conveyed through an existing on-campus collection system and flows to a 10-inch sanitary gravity main on the southern perimeter of campus along Yerba Buena Road that connects to a City sewer main on San Felipe Road. Existing peak wastewater generated on the EVC campus is estimated to be approximately 0.05 million gallons per day (mgd).²

Stormwater

The EVC campus is served by stormwater infrastructure, which is owned and maintained by the City of San José. The existing stormwater drainage system on the EVC campus consists of subsurface reinforced concrete pipes. The storm drain system is discharged off campus into Yerba Buena Creek at two locations: one location is south of the Evergreen Lake and the second is at the southeastern corner of the EVC campus property (City of San José, 2020b).

Solid Waste

Solid waste generated on the campus is collected by a private hauler and is disposed at any of three privately owned landfills in San José or at other landfills outside the County. Landfills serving the City include Kirby Canyon and Newby Island Sanitary Landfill. Closure dates for these facilities range from 2041 to 2059 and these facilities have approximately 16,191,600 cubic yards to 21,200,000 cubic yards of remaining capacity (California Department of Resources Recycling and Recovery, 2021a, b).

Other Utilities

Pacific Gas and Electric (PG&E) provides electricity and natural gas to the campus via 21-kilovolt (kV) lines that connect into the EVC campus central energy plant. A renewable energy 1.5 megawatt (MW) tracking solar system is also installed on the EVC campus, which generates about one-third of the campus power. Natural gas is supplied to campus through the central energy plant via an off-site PG&E gas mainline. Energy use is discussed in more detail in Section 3.3, *Energy*.

Telecommunications facilities consist of fiber optic cables for internet services, telephone and computer connections on campus, which facilitates online education (distance learning) for the EVC campus population.

3.6.2 Regulatory Setting

Federal

There are no federal regulations pertaining to public utilities and service systems that are applicable to the EVC FMP.

² Estimated wastewater is based on 90 percent of campus water demand [55,188 gpd (existing) X 90 percent = 49,669 gpd or 0.05 mgd].

State

Assembly Bill 325

Assembly Bill (AB) 325, the Water Conservation in Landscaping Act of 1990, directs local governments to require the use of low-flow plumbing fixtures and the installation of drought-tolerant landscaping in all new development. Pursuant to the Water Conservation in Landscaping Act, the California Department of Water Resources developed a Model Water Efficient Landscape Ordinance. In compliance with AB 325, the City of San José developed a Model Water-Efficient Landscape Ordinance on April 30, 2013 (Ordinance No. 29243), amending its existing water efficient landscape standards.

Assembly Bill 939

The California Integrated Waste Management Act of 1989 (AB 939) requires municipalities to divert to recycling facilities at least 50 percent of all solid waste generated by the year 2000 and establishes the goal of diverting at least 75 percent of generated waste (based on per capita disposal rates) by 2020.

Urban Water Management Planning Act

The 1983 California Urban Water Management Planning Act requires public and private sector urban water suppliers, who serve 3,000 or more customers or who provide 3,000 or more acre-feet of water per year, to prepare and adopt an urban water management plan (UWMP) and to update its UWMP once every five years. The purpose of the Act is to ensure that water suppliers plan for the long-term conservation and efficient use of the State's water supplies. Among other requirements, the Act requires a description of the water supply's reliability and vulnerability to seasonal and climatic shortage, to the extent practicable, and to provide data for average, single dry, and multiple dry years. AB 2242 (introduced by Rubio, 2018) amended the State Water Code to also require water reliability assessment to consider in the UWMP the 5 consecutive historic driest years experienced by the water supplier (CA LegInfo, 2018).

2018 Bay-Delta Plan Amendment

In December 2018, the State Water Resources Control Board adopted amendments to the Water Quality Control Plan for the San Francisco Bay/Sacramento-San Joaquin Delta Estuary, which establishes water quality objectives to maintain the health of the rivers and the Bay-Delta ecosystem.³ Among the goals of the adopted Bay-Delta Plan Amendment is to increase salmonid populations in the San Joaquin River, its tributaries (including the Tuolumne River), and the Bay-Delta. Specifically, the plan amendment requires increasing flows in the Stanislaus, Tuolumne, and Merced Rivers to 40 percent of unimpaired flow⁴ from February through June every year, whether it is wet or dry. During dry years, this would result in a substantial reduction in the water supplies from the Tuolumne River watershed.

³ State Water Resources Control Board Resolution No. 2018-0059, *Adoption of Amendments to the Water Quality Control Plan for the San Francisco Bay/Sacramento-San Joaquin Delta Estuary and Final Substitute Environmental Document*, December 12, 2018, available at https://www.waterboards.ca.gov/plans_policies/docs/2018wqcp.pdf.

⁴ "Unimpaired flow" represents the water production of a river basin, unaltered by upstream diversions, storage, or by export or import of water to or from other watersheds.

California Universal Waste Rule

Under CCR Title 22, Division 4.5, Chapter 23, standards pertaining to the management of universal wastes are established in California. Universal wastes are hazardous wastes that are widely produced such as: televisions, computers and other electronic devices as well as batteries, fluorescent lamps, and mercury thermostats, among others. As universal wastes may contain hazardous substance such as mercury, lead cadmium, copper, or other substances hazardous to human and environmental health, such items may not be discarded in municipal landfills and must be recycled, where valuable metals may be recovered and reused (DTSC, 2016).

California Green Building Standards Code

Part 11 of the Title 24 Building Energy Efficiency Standards is referred to as the California Green Building Standards Code (CALGreen Code). The CALGreen Code is intended to encourage more sustainable and environmentally friendly building practices, conserve natural resources, and promote the use of energy-efficient materials and equipment. Since 2011, the CALGreen Code has been mandatory for all new residential and non-residential buildings constructed in the state. Mandatory measures related to water conservation include water-conserving plumbing fixture and appliance requirements, including flow rate maximums, compliance with state and local water-efficient landscape standards for outdoor potable water use in landscape areas, and recycled water systems, where available. The CALGreen Code was most recently updated in 2019 to include new mandatory measures for residential and non-residential uses; the 2019 amendments to the CALGreen Code became effective January 1, 2020. Updates include a requirement that all residential and non-residential developments adhere to a local water efficient landscape ordinance or to the State of California's Model Water Efficient Landscape Ordinance, whichever is more stringent.

General Construction Activity Stormwater Permit

In accordance with National Pollutant Discharge Elimination System (NPDES) regulations, to minimize the potential effects of construction runoff on receiving water quality, the State requires that any construction activity affecting one acre or more obtain coverage under a General Construction Activity Stormwater Permit (Construction General Permit). The current Construction General Permit is the modified 2017 NPDES Construction General Permit (CGP) for Storm Water Discharges from Construction Activities, effective June 27, 2019. CGP applicants are required to prepare and implement a storm water pollution prevention plan (SWPPP) which includes implementing best management practices (BMPs) to reduce construction effects on receiving water quality by implementing erosion and sediment control measures and reducing or eliminating non-stormwater discharges. Examples of typical construction BMPs in SWPPPs include, but are not limited to: using temporary mulching, seeding, or other suitable stabilization measures to protect uncovered soils; storing materials and equipment so as to ensure that spills or leaks cannot enter the storm drain system or surface water; developing and implementing a spill prevention and cleanup plan; and installing sediment control devices such as gravel bags, inlet filters, fiber rolls, or silt fences to reduce or eliminate sediment and other pollutants from discharging to the local drainage system or receiving waters.

The CGP includes what are known as Construction and Development rule requirements which have non-numeric effluent limitations that apply to all permitted discharges from construction sites (40 CFR 450.21). The effluent limitations are structured to require construction operators to first prevent the discharge of sediment and other pollutants through the use of effective planning and erosion control measures; and second, to control discharges that do occur through the use of effective sediment control measures. Operators must implement a range of pollution control and prevention measures to limit or prevent discharges of pollutants, including those from dry weather discharges as well as wet weather (i.e., stormwater).

Phase II General Stormwater Permit (SWRCB Order Nos. 2003-0005-DWQ and 2013-0001-DWQ)

In 2003, the State Water Resources Control Board (SWRCB) adopted the General Permit for the Discharge of Storm Water from Small Municipal Separate Storm Sewer System (MS4s), SWRCB Order No. 2003-0005-DWQ (Phase II General Stormwater Permit), which applies to small municipal separate storm water systems. A revised permit was approved in 2013 (Order No. 2013-0001-DWQ).

The SWRCB is developing a proposed reissuance of the General Permit for consideration of adoption by the SWRCB in 2021. It is expected that community college districts will be designated in this iteration of the permit.

Local

SJMWS Urban Water Management Plan

The San José Municipal Water System 2015 UWMP was adopted and submitted to the California Department of Water Resources (DWR) in 2016. The 2015 UWMP included projected water supplies required to meet municipal demand in the service area through the year 2040 (City of San José, 2016). On June 16, 2021, the City of San José approved the City of San José 2020 Urban Water Management Plan. The 2020 UWMP assesses projected water demand and supplies through 2045. The 2020 UWMP includes a Water Shortage Contingency Plan (WSCP) to address reductions in water demands to offset a water supply shortfall during single dry year or multiple dry years (City of San José, 2021).

City of San José Post-Construction Urban Runoff Management Policy

The City of San José established specific requirements in its Post-Construction Urban Runoff Management Policy (Policy 6-29) to minimize and treat stormwater runoff from new development and redevelopment projects, which is consistent with the San Francisco Bay Region Municipal Regional Stormwater National Pollutant Discharge and Elimination System (NPDES) Permit (or MRP) the City participates in. As the project would create or replace 10,000 square feet or more of impervious surface area, the project would be considered a “regulated project” and would be required to utilize site design and source control measures and numerically-sized Low Impact Development (LID) stormwater treatment measures to minimize (reduce volume) and treat stormwater runoff through LID measures and source control of pollution (City of San José, 2011).

SJECCD

Climate Change and Sustainability Resolution and Policy

In January 2020, the Board of Governors of the California Community Colleges adopted a *Climate Change and Sustainability Resolution* and *Climate Change and Sustainability Policy* (California Community Colleges, 2020) as part of their ongoing commitment to environmental sustainability and providing California community college students and their communities sustainable and safe learning environments. Together the resolution and policy acknowledge the urgency of climate change and its impact on community college campuses, communities and state.

Adoption of this policy and resolution aligns the efforts of the California Community Colleges on climate change and sustainability with California's *Climate Change Strategy*. The policy and resolution provide a set of seven goals to be achieved by 2030, with incremental progress for each expected by 2025. Goal 7 is for California Community Colleges is by 2025, to reduce municipal solid waste by 25 percent compared to current levels; and by 2030 to reduce municipal solid waste by 50 percent compared to current levels.

SJECCD District Standards + Campus Guidelines Handbook

The SJECCD District Standards + Campus Guidelines Handbook provides guidelines and standards for new development intended to be considered in conjunction with applicable building codes and regulations (SJECCD, 2014).

Part B, Sustainable Design Guidelines includes guidance on, among other topics, water efficiency, waste diversion, and conservation. Three important considerations included in Part B include:

- Achieve water efficiency and conservation through efficient use of water indoors, outdoors and in waste water conveyance.
- By employing a variety of water-wise strategies, limited water resources may be conserved and safeguarded.
- Landscape management best practices, such as drought-tolerant native plants, aid in water conservation and protection of local watersheds.

Part C Hardscape Elements, Part H, Landscape elements, and Part K, Irrigation Standards includes guidance on, among other topics, stormwater management and water conservation, including:

- Opportunities for sustainable stormwater management include the use of permeable paving and bioswales where appropriate.
- Site drainage shall be directed into planted bio-swales where appropriate to minimize run-off to storm drains and meet CalGreen stormwater guidelines.
- Permeable pavers are an excellent solution for allowing site water to infiltrate without the use of storm basins.
- Quads and plazas can be planted with water conserving grass and large trees for shade.

- Individual irrigation systems around the campus shall be designed to water the entire landscaped area within that area in one evening between the hours of 10 pm and 8 am.
- Irrigation systems and plans shall be designed to meet the requirement of the State of California AB 1881 and the Model Water Efficient Landscape Ordinance (MWELO) of the City of San José.

3.6.3 Analysis, Impacts, and Mitigation

Standards of Significance

The impact from the implementation of the EVC FMP to the utilities and service systems would be considered significant if it would:

- a. require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power or natural gas or telecommunications facilities, the construction of which could cause significant environmental effects;
- b. (not) have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years;
- c. result in a determination by the wastewater treatment provider that it has (in)adequate capacity to serve the project's projected demand in addition to the providers existing commitments;
- d. generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair attainment of solid waste reduction goals; or
- e. fail to comply with federal, State, or local management and reduction statutes and regulations related to solid waste.

Methodology

This evaluation of potential impact to utilities and service systems is based on a comparison of the existing and projected demand for utilities and the resulting need, if applicable, for any new expanded or modified facilities to meet the projected increased demand. Under CEQA, impacts are typically considered to be significant if a project will require new or expanded utilities service facilities, the construction of which will result in significant environmental effects.

Impacts and Mitigation Measures

Impact 3.6-1: The EVC FMP would not require or result in the relocation or construction of new or expanded water or stormwater facilities, the construction or relocation of which could cause significant environmental effects. (*Less than Significant*)

Utility infrastructure improvements would be required within or adjacent to the EVC campus to serve proposed construction and campus renovation under the proposed EVC FMP.

Improvements may include those for new buildings, renovation of existing structures as well as utility infrastructure to support the new construction, demolition of buildings, parking and access improvements. As described in the regulatory setting, the projects proposed under the EVC FMP would be required to comply with stormwater LID design measures to reduce runoff and hydromodification of the site. Given the varied terrain of the campus and the two waterways

along the northern and southern boundaries of the campus (Evergreen Creek and Yerba Buena Creek, respectively), control and management of stormwater is an important consideration.

As more than one-acre of ground disturbance would occur with proposed construction, the EVC FMP projects would be required to secure a Construction General Permit from the San Francisco Bay Regional Water Quality Control Board. The Construction General Permit requires development of a site-specific stormwater pollution prevention program (SWPPP) and implementation of best management practices to reduce erosion and control stormwater runoff. The project would not require construction of water or stormwater infrastructure external to the campus.

Construction activities associated with the utility improvements would have the potential to result in significant or potentially significant impacts. However, compliance with mitigation measures and other construction-related regulatory requirements as discussed here and in other sections of this EIR, including Section 3.1, *Air Quality*; Section 3.4, *Noise*, among others, would reduce construction-related effects associated with stormwater improvements to a less-than-significant level. As a result, the construction of stormwater infrastructure within the campus for work proposed under the EVC FMP would result in less than significant impacts.

Mitigation: None required.

Impact 3.6-2: Sufficient water supplies would be available to serve the EVC FMP and reasonably foreseeable future development during normal, dry, and multiple dry years. (*Less than Significant*)

Implementation of the EVC FMP would result in an increased demand for water at the EVC campus. As discussed in the Setting, the EVC campus receives its potable water supply from the SJMWS. The EVC FMP would accommodate an incremental increase in student enrollment and faculty/staff at the EVC campus over the course of its implementation. Based on the 2030 service population at EVC, and using the existing average daily water use rates as estimated in the Setting, the water use at EVC campus would increase from approximately 55,188 gpd under existing conditions to an estimated 55,344 gpd,⁵ (or approximately 62 AFY) under the EVC FMP, which would represent an increase of approximately 0.3 percent over existing conditions. Using the existing average daily water use rate provides a conservative water use estimate, as it does not reflect future water conservation requirements and measures that would be expected to be implemented at the EVC campus over time that would have the effect of providing additional water use efficiency.

The projected EVC water demand of approximately 62 acre feet per year would not exceed the City of San José 2020 UWMP's projected 2030 institutional water demand of 239 acre feet, and would be less than 0.3 percent of the SJMWS's total projected 2030 water demand.

⁵ Based on the estimated 2030 EVC service population of 9,224 * 6 gpd water demand factor (see footnote 1) = 55,344 gpd. The service population is defined as total full time equivalent student and staff anticipated to be on campus on a regular basis.

The City of San José 2020 UWMP indicated that it has adequate supplies to meet projected demands in its service area for average years through 2045. However, the 2020 UWMP also estimates that during a single dry year or multiple dry years, the SJMWS would experience a supply shortage of approximately five to ten percent during a drought.

SJMWS receives most of its supplies from Valley Water imported surface water supplies to serve the Evergreen service area. As such, the SJMWS's supply reliability is highly dependent on the reliability of Valley Water's supplies. In January 2019, the Valley Water Board of Directors approved an updated long-term water supply reliability level-of-service goal to develop supplies to meet at least 100 percent of annual water demand identified in the Valley Water's Master Plan during non-drought years and at least 80 percent of annual water demand in drought years. With the phased implementation of planned future projects, Valley Water's available supplies are projected to increase over time. In addition, in November 2019, Valley Water completed its Water Supply Master Plan 2040, which provides a strategy for meeting future water demands consistent with Valley Water's updated level-of-service goal. Based on Valley Water's updated level-of-service goal and strategy for meeting future water demands, it is anticipated that SJMWS will have adequate water supplies to meet the projected demands for the EVC FMP (Valley Water, 2019). In the event of a water shortage, the SJMWS would be subject to the water demand reduction actions as part of its Water Shortage Contingency Plan.

Furthermore, the District would continue to implement improvements proposed under the EVC FMP pursuant to its Campus Design Standards which provides guidelines and standards for new development, and all applicable regulations, for water efficiency and conservation.

For the reasons described above, this impact would be considered less than significant.

Mitigation: None required.

Impact 3.6-3: The proposed EVC FMP would not result in a determination from the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments (*Less than Significant*)

Construction

During construction, portable sanitary facilities would be provided by the contractor for worker use. The portable facilities would be transported to off-site location at a facility capable of receiving and treating such wastes. As construction would be temporary and would not place an ongoing demand no wastewater treatment infrastructure would be required to be added to accommodate this temporary demand. Impacts during construction would be less than significant.

Operation

As described in Section 2.5.8, *Utilities*, the EVC FMP would include new and repurposed buildings, which would include restrooms and associated wastewater infrastructure internal to the EVC campus. As design for the proposed facilities is preliminary, associated increases in

wastewater volume have not yet been determined. It can be reasonably assumed that students and staff (representing the service population) would generally consist of individuals residing in the City of San José; so use of facilities upon the campus is not anticipated to increase overall use or wastewater demand in the sphere of influence in San José.

Wastewater generated on the EVC campus is conveyed through the public sewer system owned by the city of San José to the RWF for treatment. As discussed in the Setting, existing average daily flows generated on the EVC campus are estimated to be approximately 49,669 gpd (or 0.05 mgd). The RWF currently has a wastewater treatment capacity of 167 mgd, with average daily flows at 110 mgd (City of San José, 2020a), which, based on the current sewage flows, leaves the city with approximately 57 mgd of surplus treatment capacity. Under the EVC FMP, a projected EVC wastewater generation of 49,810 gpd⁶ would represent only a small incremental increase over the existing EVC wastewater generation, and similarly, would not result in wastewater treatment capacity exceedances. Therefore, impacts during operation of the EVC FMP would therefore be considered **less than significant**.

Impact 3.6-4: Implementation of the EVC FMP would not generate waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair attainment of solid waste reduction goals; and would comply with federal, State, or local management and reduction statutes and regulations related to solid waste. (*Less than Significant*)

Construction

To complete the proposed EVC FMP campus upgrades, construction and demolition activities would generate solid waste during construction, a portion of which would require disposal at a landfill. As described in Section 2.5, *Proposed Project Components* and shown in Table 2-1, it is anticipated that 100,636 gross square feet (gsf) of existing buildings would be demolished; 147,742 gsf of buildings would require renovation; and 186,000 gsf of new buildings would be constructed upon the campus, as proposed in the EVC FMP. Based on the most conservative construction and demolition waste generation rate estimates provided by the USEPA, construction and demolition under the proposed EVC FMP would result in an estimated 8,353 tons of solid waste (USEPA, 2017).⁷ Based on studies of renovation waste generation, building renovation pursuant to implementation of the EVC FMP would be anticipated to generate an additional 316 tons of solid waste (Ding, Z. et al., 2019).⁸ Consistent with current CalGreen standards, and SJECCD policy, construction and demolition debris would be transported by a registered transporter to a registered facility that must recover for reuse or recycling and divert from landfill at least 75 percent of all received construction and demolition debris. As a result, construction associated with the EVC FMP would generate up to approximately 2,167 residual

⁶ Wastewater demand is based on 90 percent of campus projected 2030 water demand [55,344 gpd * 0.90 = 49,810 (or 0.05 mgd)].

⁷ The most conservative generation rates of 4.34 pounds per square foot for nonresidential construction, and 158 pounds per square foot for nonresidential demolition were used for this calculation. EVC FMP construction/ demolition generated waste was calculated based on: [(186,000 gross square feet of total new construction * 4.34 pounds/square foot) + (100,636 square feet of EVC FMP demolition * 158 pounds/square foot)/ 2,000 pounds/ton] = 8,353 tons.

⁸ Renovation waste generation is calculated based on: (147,742 gsf of total building renovation * 4.27 pounds/square foot) = 631,381 pounds = 315.7 tons.

tons of waste that could require disposal at a landfill. Given the existing and future capacities of the landfills where EVC solid waste is disposed, construction that would occur under the proposed EVC FMP would not result in construction waste generation that exceeds the permitted capacity of the landfills that serve the campus or be in non-compliance with federal, State, and local statutes and regulations related to solid waste. Therefore, this impact would be less than significant.

Operation

Operation of the proposed EVC FMP considers the level of use facilities constructed under the EVC FMP may incur, quantified essentially by the projected increase in the campus' service population. Under the EVC FMP, the service population would increase from an estimated 9,198 to approximately 9,224 individuals over the ten-year timeframe of this study.⁹ Based on a solid waste generation rate of 0.8 pounds per individual per day, it is estimated that the EVC FMP may generate approximately 7,379 pounds of solid waste per day at full capacity, which represents a nominal potential increase of approximately 21 pounds per day. The EVC campus would continue to manage its waste stream by implementing and encouraging recycling measures, consistent with District sustainability policies. Impacts associated with operation of the EVC FMP would also be considered less than significant.

Cumulative Impacts

Impact C-3.6-5: Implementation of the EVC FMP in combination with past, present, and reasonably foreseeable future projects, would not substantially contribute to cumulative impacts related to utilities and service systems. (*Less than Significant*)

The geographic scope of cumulative impact analysis for utilities and service systems includes the service areas of each of the relevant utility or service systems providers for water supply, wastewater, stormwater, solid waste disposal utilities that could be affected by the EVC FMP. This geographic extent is appropriate because increases in demand are generally limited to the service area of the utility purveyor or service provider. The majority of impacts identified in this section are either less than significant or are associated with the temporary construction of the project. No impacts to utilities and service systems would be significant and unavoidable.

Water Supply

The analysis conducted as described under Impact 3.6-2 is a cumulative analysis of the EVC FMP's water demand within the greater context of the overall cumulative water demand based on current water supply planning scenarios. The EVC FMP would not make a considerable contribution to cumulative impacts on water supply, and the impact would be less than significant.

⁹ For the purposes of this analysis, the year 2019 was used as the baseline assessment of student and staff full-time-equivalent population. Given the COVID-19 pandemic shelter-in-place rules, the year 2020 was not representative of "normal" facility use levels.

Wastewater

A cumulative impact would occur for wastewater treatment if the incremental proportion of use/demand posed by the EVC FMP, when considered along with other development and associated use increases would result in a determination that the provider would not have the capacity to serve the EVC FMP along with existing and reasonably foreseeable future commitments.

The impact analysis described under Impact 3.6-3 considers the EVC FMP's potential demand on overall available wastewater treatment capacity at the RWF, which notes that with the EVC FMP's wastewater generation contribution and effect on the available RWF treatment capacity would be negligible. Other projects will be considered for City service approval on a case-by-case basis, based on available RWF treatment capacity at the time of their consideration. The EVC FMP and associated increases in service population would not make a considerable contribution to cumulative impacts on wastewater treatment capacity, and the impact would be less than significant.

Solid Waste

Along with other projects which generate construction and demolition debris, the proposed EVC FMP would be subject to State standards which aim to reduce, reuse, or otherwise divert solid waste from landfills. These regulations exist in recognition that such projects generate an incremental effect that, when considered together, combine to result in cumulative stressors to landfill capacity. As noted in Impact 3.6-4, the EVC FMP would comply with SJECCD policies and CalGreen Code standards related to construction and demolition debris diversion, such that a minimum of 75 percent of this solid waste would not enter the landfill. With implementation of these regulatory policies, the EVC FMP would not result in a cumulatively considerable contribution with respect to solid waste. The impact would be less than significant.

3.6.4 References

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CHAPTER 4

Alternatives

4.1 Introduction

An EIR must describe a range of reasonable alternatives to the proposed project that might feasibly accomplish most of the basic objectives of the proposed project and could avoid or substantially lessen any of the project's significant environmental effects. This chapter describes the CEQA requirements for an alternatives analysis, presents the District's project objectives, summarizes the significant effects of the proposed EVC FMP that cannot be avoided or reduced to less than significant, and describes the alternatives, including those that were considered but dismissed from further evaluation. The chapter then considers the comparative effects of each of the alternatives relative to those of the proposed EVC FMP and evaluates the relationship of the alternatives to the project objectives. As required under Section 15126.6(e) of the CEQA Guidelines, an environmentally superior alternative is identified and addressed at the end of this chapter.

4.1.1 CEQA Requirements

CEQA requires that an EIR describe and evaluate a range of reasonable alternatives to the proposed project, or to the location of the proposed project, and evaluate the comparative merits of the alternatives (CEQA Guidelines Section 15126.6(a), (d)). The "range of alternatives" is governed by the "rule of reason," which requires the EIR to set forth only those alternatives necessary to foster informed decision-making and public participation (Section 15126.6(a), (f)).

The range of alternatives shall include alternatives that would feasibly attain most of the basic objectives of the project and would avoid or substantially lessen any of the significant effects of the project (CEQA Guidelines Section 15126.6(a)-(c)). CEQA generally defines "feasible" to mean an alternative that is capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, technological, and legal factors. In addition, the following may be taken into consideration when assessing the feasibility of alternatives: site suitability; economic viability; availability of infrastructure; general plan consistency; other plans or regulatory limitations; jurisdictional boundaries; and the ability of the proponent to attain site control (Section 15126.6(f)(1)). If the lead agency concludes that no feasible alternative locations exist, it must disclose the reasons for this conclusion, and should include the reasons in the EIR (Section 15126.6(f)(2)(B)).

The description or evaluation of alternatives does not need to be exhaustive, and an EIR need not consider alternatives for which the effects cannot be reasonably determined and for which implementation is remote or speculative. An EIR need not describe or evaluate the environmental effects of alternatives in the same level of detail as the proposed project, but must include enough

information to allow meaningful evaluation, analysis, and comparison with the proposed project (CEQA Guidelines Section 15126.6(d)).

The “no project” alternative must be evaluated. This analysis shall discuss the existing conditions, as well as what could be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services (CEQA Guidelines Section 15126.6(e)(2)).

CEQA also requires that an environmentally superior alternative be selected from among the alternatives. The environmentally superior alternative is the alternative with the fewest or least severe adverse environmental impacts. When the “no project” alternative is the environmentally superior alternative, the EIR must also identify an environmentally superior alternative from among the other alternatives (CEQA Guidelines Section 15126.6(e)(2)).

4.2 Factors in Selection and Rejection of Alternatives

The nature and scope of the range of alternatives to be discussed is governed by the “rule of reason.” The CEQA Guidelines recommend that an EIR should briefly describe the rationale for selecting the alternatives to be discussed (Section 15126.6(c)). This alternatives analysis considers the following factors:

- The extent to which the alternative would accomplish most of the basic objectives of the proposed project;
- The extent to which the alternative would avoid or lessen the identified significant, or less-than-significant with mitigation, environmental effects of the proposed project;
- Requests by interested parties, community members, and decision makers at the EIR scoping session for information regarding the relative environmental impacts of different development programs and different numbers of housing units;
- The feasibility of the alternative, taking into account site suitability, availability of infrastructure, general plan consistency, and consistency with other applicable plans and regulatory limitations;
- The extent to which an alternative contributes to a “reasonable range” of alternatives necessary to permit a reasoned choice; and
- The requirement of the CEQA Guidelines to consider a “no project” alternative, and to identify an “environmentally superior” alternative in addition to the no-project alternative (Section 15126.6(e)).

4.2.1 Project Objectives

As stated above, the selection of alternatives shall consider the basic objectives of the proposed project. As previously presented in Chapter 2, *Project Description*, the EVC FMP objectives are to:

- Create a functional, usable, and student-oriented space/facilities plan based on the EVC EMP that updates the facility needs to match the projected needs;

- Link the EVC EMP's goals, strategies, and desired productivity to space quantification that balances the current and future curriculum, instructional delivery modes, effective learning environment, and necessary support structures;
- Match space needs and utilization with the curriculum, create modern teaching facilities and learning environments, and provide modern support services sufficient to serve student's needs;
- Reuse some existing buildings that are in good condition and have adequate space for educational and administrative functions;
- Assist the District in meeting its EVC FMP goals and objectives, particularly those related to provision of educational programs, supportive needs, and student retention;
- Implement a well-conceived and well-justified plan for capital outlay projects that are an outcome of a sound master planning process;
- Provide an optimal educational and supportive services to the students of EVC; and
- Provide a program that supports extra-curricular services for students.

4.2.2 Elimination and/or Reduction of Significant Impacts

CEQA Guidelines Section 15126.6(b) states that “(b)ecause an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code Section 21002.1), the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.”

Potentially significant environmental impacts that would result from the proposed project are evaluated in Chapter 3, *Environmental Analysis*, of this EIR. With implementation of the project design features, standard conditions and requirements, and mitigation measures identified for each resource area significantly impacted, all of the potentially significant impacts resulting from the implementation of the EVC FMP would be reduced to a less-than-significant level.

4.3 Alternatives Considered but Rejected from Further Evaluation

CEQA Guidelines Section 15126.6(c) requires an EIR to identify and briefly discuss any alternatives that were considered by the lead agency and rejected from further evaluation. In identifying alternatives to the proposed project, primary consideration was given to alternatives that would reduce impacts while still meeting most of the basic project objectives as well as the District's planning goals and objectives, such as those articulated in the District's EVC Educational Master Plan (EVC EMP) and EVC FMP. The alternative scenarios that the District considered but rejected are discussed briefly below, along with the specific reasons why they were not evaluated further in this document.

4.3.1 Alternative Site Location

Implementation of the EVC FMP at an alternative location was not included as a project alternative because of the likely infeasibility of such an alternative, and the lack of evidence that such an alternative would avoid or substantially reduce the significant impacts of the proposed EVC FMP. Even if constructing the new facilities on another site were feasible from an economic or educational standpoint, establishment of a new campus of the required size would take many years to obtain funding, find a feasible site, and prepare and implement campus plans.

Furthermore, the primary purpose of the EVC FMP is to authorize modernization of the EVC campus in a manner consistent with the future educational demand assumptions in the EVC FMP; a potential alternative that would provide for District development at an alternative site would not accomplish the primary EVC FMP objectives. For these reasons, this alternative was determined to be infeasible and was not carried forth in the EIR for detailed evaluation.

4.3.2 No Project - No Development

The No Project - No Development Alternative is the circumstance under which the proposed EVC FMP would not proceed; and furthermore, any remaining unbuilt development contemplated and approved under the existing EVC FMP (i.e., EVC 2025 Updated FMP) would also not occur. Accordingly, under the No Project - No Development Alternative, the existing EVC would remain in its current state. The existing buildings, infrastructure, circulation system, topography, vegetation, and other physical characteristics of the EVC campus would remain unchanged. It is assumed that student enrollment on the EVC campus would not increase above existing conditions, or would only potentially increase slightly, with additional students being accommodated in existing EVC facilities, under this alternative.

This alternative would not meet any of the objectives of the EVC EMP or the proposed EVC FMP and would not meet the projected need for new facilities to meet the anticipated educational demands. For these reasons, this alternative is considered infeasible and not carried forth in this EIR for detailed evaluation.

4.4 Alternatives Selected for Analysis

The alternatives selected for analysis are designed to inform the public discussion and the final decisions by the District Board on the EVC FMP. Specifically, the range of alternatives is designed to inform decision makers about:

- Potential modifications to the proposed EVC FMP that might minimize or avoid environmental impacts.
- The relative change in environmental impact (increase or decrease) that might be expected by potential modifications to the proposed EVC FMP.
- The impact on the District's ability to achieve the EVC FMP objectives with the potential modifications to the EVC FMP.

Based on these considerations, the District has identified the following range of reasonable alternatives to be addressed in this EIR.

- **Alternative 1:** No Project - Implement EVC 2025 Updated FMP
- **Alternative 2:** Reduced Project Alternative
- **Alternative 3:** Renovations Only Alternative

Of these alternatives, Alternative 1 is the “no project” alternative in which only remaining development as planned and previously approved in the EVC 2025 Updated FMP would be developed. Alternative 2 and Alternative 3 include different scenarios of demolition, construction, and/or renovation. Each are described below, along with their relative impacts in comparison to the proposed EVC FMP.

4.4.1 Alternative 1: No Project - Implement EVC 2025 Updated FMP

The No Project - Implement EVC 2025 Updated FMP would not implement the renovation, demolition, or new construction included in the proposed EVC FMP (i.e., EVC Vision 2030 FMP). Instead, this alternative would continue to implement the EVC 2025 Updated FMP, the existing facility master plan for the EVC campus. The EVC 2025 Updated FMP identifies several buildings for demolition/removal to eliminate non-functioning space and replace the oldest and most aged facilities with new facilities, as follows:

- Cluster Acacia
- Cluster Roble
- Racquetball Courts
- All portable buildings

The EVC 2025 Updated FMP proposed the construction of new buildings listed below:

- Math/Science Complex
- Automotive Technology
- General Education Building
- GED/Engineering/Language Arts/Social Science
- Fitness Center

In addition to above-described demolition and new construction, the EVC 2025 Updated FMP included renovation of some existing structures, including both renovations to change the uses of existing structures and renovations to sustain existing uses, as follows:

- Central Plant/Campus Police Building

- Administration/Student Services Center
- Admissions and Records Building
- Gullo I
- Gullo II

Several actions planned in EVC 2025 Updated FMP have already been implemented. The Roble building has already been demolished, and the Cedro Portables and P 100s portable buildings have been removed. The Automotive Technology (AT), Fitness Center (FC), and Math, Science & Social Science (MS3) buildings have been constructed and are in operation.

Components of the EVC 2025 Updated FMP that would be implemented under this alternative would include the construction of the GED/Engineering/Language Arts/Social Science buildings and renovation of the Student Services (SS) and Admissions & Records (AR) buildings. In addition, the racquetball building would be demolished and the remaining portable classrooms south of the Fitness Center would be removed.

The overall change in campus facilities with continued implementation of the EVC 2025 Updated FMP would result in a net increase in campus square footage of approximately 11,000 gross square feet (GSF) compared to existing conditions. This alternative would include approximately 20,800 GSF of new construction, and demolition and removal of approximately 9,800 GSF of existing structures.

Under the No Project - Implement EVC 2025 Updated FMP, the overall programmable square footage would be more than what currently exists on campus but less than what is proposed under the EVC FMP. However, the combination of renovation of existing structures and construction of new structures is intended to accommodate a projected growth in student population to up to 9,100 full-time equivalent students by 2025. Under the proposed EVC FMP the Plan is designed to accommodate educational programming needs in specific space categories. The modest student growth under the proposed EVC FMP could be anticipated to be accommodated by this alternative.

The No Project - Implement EVC 2025 Updated FMP Alternative would include transportation, pedestrian, and landscape improvements. However, relative the proposed EVC FMP, this alternative would not include the construction of another campus driveway onto Yerba Buena Road, providing access to the west parking lots from that roadway.

This alternative would meet the District's proposed EVC FMP objectives of providing optimal educational and supportive services to the students at EVC and reusing some existing buildings. Relative to the proposed EVC FMP, the No Project - Implement EVC 2025 Updated FMP Alternative would be less effective in achieving the District's objectives related creating modern teaching facilities and learning environments, and providing modern support services sufficient to serve student needs.

As shown in Table 4-1 at the end of this chapter, the No Project - Implement EVC 2025 Updated FMP Alternative would be less effective at meeting the District's objectives relative to the proposed EVC FMP.

Comparison of Effects of No Project – Implement EVC 2025 Updated FMP Alternative to the Proposed EVC FMP

Aesthetics

This alternative would result in overall less and smaller scale new development at the campus site compared to development proposed under the EVC FMP. Under this alternative, new development on the EVC campus would occupy a similar footprint, although would provide similar capacity for growth in the EVC service population relative to development proposed under the EVC FMP. As under the EVC FMP, this alternative would not result in a substantial adverse impact on scenic vistas. This alternative would also have incrementally less impact related to new sources of light and glare compared to the EVC FMP, given the overall less development proposed.

Air Quality

This alternative would have less new construction and demolition activities than that which would occur under the EVC FMP. This alternative would have less impact associated with construction and demolition emissions of criteria pollutants, and toxic air contaminants (TACs) and associated health risks at sensitive receptors, and would similarly mitigate those effects to less than significant with the use of clean construction equipment and implementation of BAAQMD dust control measures.

This alternative would also result in less overall new development and a similar projected student population, resulting in similar operational traffic compared to the EVC FMP. As a result, operations under this alternative would generate similar criteria pollutant emissions compared to the less-than-significant but mitigable operational emissions under the EVC FMP. This alternative would also have less project and cumulative impact associated with exposure of sensitive receptors to substantial project and cumulative operational pollutant concentrations and require similar mitigation to reduce diesel particulate matter (DPM), which would mitigate those significant effects to less than significant. Lastly, this alternative would have less impact associated with conflict of the EVC FMP with or obstruction of implementation of the applicable *Clean Air Plan*, and with mitigation, the impact would similarly be reduced to less than significant.

Biological Resources

As previously described, this alternative would have less overall new construction and demolition activities compared with the EVC FMP, and therefore, the overall extent of construction and development-related impacts to biological resources under this alternative would be less than that associated with the EVC FMP. Significant project and/or cumulative construction-related effects on special-status plant and wildlife species of this alternative would be similarly mitigated to less than significant with applicable survey and resource project measures similar to the proposed EVC FMP.

Cultural Resources

Similar to the proposed EVC FMP, this alternative would have no impact to architecturally significant historical resources eligible for listing in the National Register and California Register, as no such resources exist at the EVC campus site.

This alternative would result in less ground disturbing construction activities compared to the EVC FMP, and therefore have less potential to affect archaeological and tribal cultural resources. Potentially significant project and cumulative impacts to previously unknown archaeological resources, human remains, and/or tribal cultural resources under this alternative would be similarly mitigated to a less-than-significant level as under the EVC FMP.

Energy

This alternative would result in less overall construction and demolition activities compared to the EVC FMP and as a result, would have less construction energy use impact compared to the EVC FMP. This alternative would have less increase in development although similar student growth, and similar associated traffic, compared to the EVC FMP, and consequently, would have similar operational energy use compared to the EVC FMP. As such, the alternative would be similarly mitigated to a less than significant project and/or cumulative impact associated with consumption of energy resources as under the EVC FMP; and would have a similarly less than significant impact resulting from a conflict with a state or local plan for renewable energy or energy efficiency.

Geology, Soils, Seismicity, and Paleontological Resources

This alternative would result in less ground disturbing construction activities and new building construction compared to the EVC FMP, and therefore, would have overall less potential to result in effects on seismic ground shaking, liquefaction or unstable soils, landslides, and erosion from ground disturbance during construction, and those effects would be similarly less than significant with compliance with applicable regulatory requirements and the implementation of geotechnical design recommendations and/or mitigation.

Greenhouse Gas Emissions

This alternative would result in less overall construction or demolition activities compared to the EVC FMP. Furthermore, this alternative would have less increase in development, but a similar projected student population, resulting in similar associated traffic at the EVC campus site compared to the EVC FMP. Similar to the EVC FMP, with mitigation, this alternative would not conflict with applicable plans, policies or regulations adopted for the purpose of reducing GHG emissions.

Hazards and Hazardous Materials

This alternative would result in less overall new construction or demolition activities compared to that under the EVC FMP. This alternative would also result in less increase in development, and the associated increases in hazardous materials use that would occur with operations under the EVC FMP. Significant project and/or cumulative impacts associated with routine transport, use, or disposal of hazardous materials under this alternative would be similarly mitigated to a less-

than-significant level with compliance with applicable, federal and State laws and regulations that direct the transportation, management, and disposal of hazardous materials and wastes. In addition, project and/or cumulative impacts associated with potential accidental release of hazardous materials; and emitting and handling of hazardous materials within one-quarter mile of an existing or proposed school, for this alternative would be similarly less than significant.

Hydrology and Water Quality

This alternative would result in less new construction and groundbreaking activities compared to the EVC FMP; and an incrementally smaller increase in new impervious surfaces at the campus site, compared to the EVC FMP, and thus, would generate incrementally less runoff. Project and/or cumulative impacts related to the potential to violate water quality discharge requirements; degradation of surface or groundwater quality; erosion and siltation; effect on flooding; effect on the capacity of stormwater drainage systems; additional sources of polluted runoff; or impedance or redirection of storm flows, would be reduced compared to the proposed EVC FMP, and similarly less than significant, with compliance with the construction BMPs required by the NPDES Construction General Permit and operational design measures and LID stormwater requirements controls of the Phase II MS4 permit.

Land Use and Planning

This alternative would result in less new development compared to the EVC FMP. Overall, this alternative would have less project and/or cumulative impacts at the EVC campus site associated with conflict with land use plans, policies and regulations adopted for the purpose of avoiding or mitigating an environmental effect, and incompatibility with adjacent land uses. Therefore, these effects would be less than significant, similar to the proposed EVC FMP.

Noise and Vibration

This alternative would result in less construction and demolition activities compared to the EVC FMP and, as a result, would result in less construction-related noise and vibration impacts than would occur under the EVC FMP. Therefore, this alternative would result in less project-specific and/or cumulative construction noise compared to the EVC FMP. Similarly, this alternative would have construction noise impacts that could be mitigated to a less-than-significant level.

This alternative would have less increase in development but similar student growth, and similar associated traffic, compared to the EVC FMP, and consequently, similar operational noise compared to the EVC FMP. As such, the alternative would have less than significant but mitigable project-specific impacts associated with operational noise, as under the EVC FMP; and would result in similar cumulative operational noise impact, relative to the EVC FMP, and which can be mitigated to less-than-significant cumulative impacts.

Population and Housing

This alternative would also result in no increase in on-site population and housing, as would occur under the EVC FMP.

Public Services

This alternative would result in a similar projected student population at the EVC campus site compared to the EVC FMP, and thus, would result in similar demand for public services. For this reason, project and/or cumulative impacts associated with need for new or altered fire protection, police protection, public school facilities, parks, or other public facilities would be less than significant, similar to the proposed EVC FMP.

Recreation

This alternative would result in less new development but a similar project student population at the EVC campus site compared to the EVC FMP. Therefore, the project and/or cumulative impacts of increase in the use of existing neighborhood and regional parks or other existing on- and off-campus recreational facilities, and need for construction of new recreational facilities under this alternative would remain less-than-significant, similar to the proposed EVC FMP.

Transportation

This alternative would result in less new construction at the EVC campus site compared to the EVC FMP. Consequently, the significant construction phase impact to travel conditions along sidewalks and roadways serving the campus site under this alternative would be similarly mitigated to a less-than-significant level with implementation of construction traffic management planning measures.

This alternative would also result in less overall new development but a similar projected student population, resulting in similar operational traffic, compared to the EVC FMP. With similar operational traffic, this alternative would have less than significant project and/or cumulative impacts related to conflicts with programs, plans, ordinances or policies addressing the circulation system; increases in VMT; increases in hazard due to design features; and emergency access, similar to the proposed EVC FMP.

Utilities and Service Systems

This alternative would result in less new development but a similar projected student population, resulting in similar associated increases in public utility demands at the EVC campus site, compared to the EVC FMP. As a result, project and/or cumulative impacts related to utilities and service systems under this alternative would be similarly less-than-significant as with the EVC FMP. This would include impacts associated with: construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities; effects on water supply availability during normal, dry and multiple dry years; effects on wastewater treatment capacity; effects on capacity of local solid waste infrastructure, and compliance with federal, and state and local statutes and regulations related to solid waste.

Tribal Cultural Resources

This alternative would also result in less ground disturbing construction activities compared to the EVC FMP, and therefore have less potential to affect tribal cultural resources. Potentially significant project and cumulative impacts to previously unknown tribal cultural resources under this alternative would be similarly mitigated to a less-than-significant level as under the EVC FMP.

4.4.2 Alternative 2: Reduced Project Alternative

Under the Reduced Project Alternative, proposed new facilities would be constructed with 50 percent of square footage, resulting in approximately 93,000 GSF of new facilities compared to 186,000 GSF proposed under the EVC FMP. Additionally, similar to the EVC FMP, the Reduced Project Alternative assumes the demolition of the existing racquetball courts, Acacia, and Sequoia Lecture Hall; and renovation of the Admissions and Records Emergency Operations Center; the Cedro, Campus Police, Gullo I Student Center, and Sequoia Buildings; and the Student Activities Center.

The Reduced Project Alternative would meet some of the objectives of the proposed EVC FMP, in that it would reuse some existing buildings and would provide optimal educational services to the students. However, this alternative would not fully meet the project objectives of creating functional and usable space or matching space needs and utilization with the District's desired curriculum. As such, the alternative would assist the District in meeting only some of its EVC EMP and EVC FMP goals and objectives.

Since development and renovation pursuant to the Reduced Project Alternative would be substantially less than what would occur under the proposed EVC FMP, it is unknown if it would fully meet the student/administration and faculty needs, necessary to develop and operate the various educational programs in a financially and operationally sustainable manner. However, for purposes of the environmental analysis, it is assumed that the alternative would be potentially feasible.

As shown in **Table 4-1** at the end of this chapter, the Reduced Project Alternative would be marginally better than the No Project – Implement EVC 2025 Updated FMP Alternative in meeting the project objectives, but would not be as effective at meeting project objectives as the proposed EVC FMP.

Comparison of Effects of the Reduced Project Alternative to the Proposed EVC FMP

Aesthetics

This alternative would result in overall less new development at the campus site compared to the EVC FMP. As under the EVC FMP, this alternative would not result in a substantial adverse impact on scenic vistas. This alternative would also have incrementally less impact related to new sources of light and glare compared to the EVC FMP, given the overall less development proposed.

Air Quality

This alternative would have less new construction but similar demolition activities than that which would occur under the EVC FMP. Consequently, this alternative would have less impact associated with construction emissions of criteria pollutants, and toxic air contaminants (TACs) and associated health risks at sensitive receptors, and would similarly mitigate those effects to less than significant with the use of clean construction equipment and implementation of BAAQMD dust control measures.

This alternative would also result in less overall new development but a similar projected student population, resulting in similar operational traffic, compared to the EVC FMP. As a result, operations under this alternative would generate similar criteria pollutant emissions compared to the less-than-significant but mitigable operational emissions under the EVC FMP. This alternative would also have similar project and cumulative impact associated with exposure of sensitive receptors to substantial project and cumulative operational pollutant concentrations, and require similar mitigation to reduce diesel particulate matter (DPM), which would mitigate those significant effects to less than significant. Lastly, this alternative would have incrementally less impact associated with conflict of the EVC FMP with or obstruction of implementation of the applicable *Clean Air Plan*, and with mitigation, the impact would similarly be reduced to less than significant.

Biological Resources

This alternative would have less new construction but similar demolition activities compared with the EVC FMP, and therefore, the overall extent of construction and development-related impacts to biological resources under this alternative would be less than that associated with the EVC FMP. The significant project and/or cumulative construction-related effects on special-status plant and wildlife species of this alternative would be similarly mitigated to less than significant with applicable survey and resource project measures, as under the proposed EVC FMP.

Cultural Resources

Similar to the EVC FMP, this alternative would have no impact to architecturally significant historical resources eligible for listing in the National Register and California Register, as no such resources exist at the EVC campus site.

This alternative would result in less ground disturbing construction activities compared to the EVC FMP, and therefore have less potential to affect archaeological and tribal cultural resources. Potentially significant project and cumulative impacts to previously unknown archaeological resources, human remains, and/or tribal cultural resources under this alternative would be similarly mitigated to a less-than-significant level, as under the EVC FMP.

Energy

This alternative would result in less construction but similar demolition activities compared to the EVC FMP and as a result, would have less construction energy use impacts compared to the EVC FMP. This alternative would have less increase in development but similar student growth, and similar associated traffic, compared to the EVC FMP. However, this alternative would develop less new programmable space, which would be designed to Title 24 energy efficiency standards and would be designed with the goal of meeting the LEED Gold, or equivalent standard. This alternative would have a smaller overall building footprint than the EVC FMP, and consequently, would have less operational energy use compared to the EVC FMP. As such, the alternative would also be mitigated to a less than significant project and/or cumulative impact associated with consumption of energy resources as under the EVC FMP; and would have a similarly less than significant impact resulting from a conflict with a state or local plan for renewable energy or energy efficiency.

Geology, Soils, Seismicity, and Paleontological Resources

This alternative would result in less ground disturbing construction activities and new building construction compared to the EVC FMP, and therefore, would have overall less potential to result in effects on seismic ground shaking, liquefaction or unstable soils, landslides, and erosion from ground disturbance during construction, and those effects would be similarly less than significant with compliance with applicable regulatory requirements and the implementation of geotechnical design recommendations and/or mitigation.

Greenhouse Gas Emissions

This alternative would result in less construction, but similar demolition activities compared to the EVC FMP. Furthermore, this alternative would have less increase in development but similar student growth, and similar associated traffic at the EVC campus site compared to the EVC FMP, and consequently, operational-generated GHG emissions would be similar to those generated under the EVC FMP, as it relates to vehicle emissions, and slightly less for on-campus operations, as this alternative would have a smaller overall building footprint. Similar to the EVC FMP, with mitigation, this alternative would not conflict with applicable plans, policies or regulations adopted for the purpose of reducing GHG emissions.

Hazards and Hazardous Materials

This alternative would result in less new construction, but similar demolition activities compared to that under the EVC FMP. This alternative would also result in less increase in development, and the associated increases in hazardous materials use that would occur with operations under the EVC FMP. Significant project and/or cumulative impacts associated with routine transport, use, or disposal of hazardous materials under this alternative would be similarly mitigated to a less-than-significant level with compliance with applicable, federal and State laws and regulations regulating transportation, management, and disposal of hazardous materials and wastes. In addition, project and/or cumulative impacts associated with potential accidental release of hazardous materials; and emitting and handling of hazardous materials within one-quarter mile of an existing or proposed school, for this alternative, would be similarly less than significant.

Hydrology and Water Quality

This alternative would result in less new construction and groundbreaking activities compared to the EVC FMP; and an incrementally smaller increase in new impervious surfaces at the campus site, compared to the EVC FMP, and thus, would generate incrementally less runoff. Project and/or cumulative impacts related to the potential to violate water quality discharge requirements; degradation of surface or groundwater quality; erosion and siltation; effect on flooding; effect on the capacity of stormwater drainage systems; additional sources of polluted runoff; or impedance or redirection of storm flows, would be reduced compared to the proposed EVC FMP, and similarly less than significant with compliance with the construction BMPs required by the NPDES Construction General Permit and operational design measures and LID stormwater requirements controls of the Phase II MS4 permit.

Land Use and Planning

This alternative would result in less new development compared to the EVC FMP. The Reduced Project Alternative would develop educational uses at an existing educational facility and the resulting EVC operations would not be substantially different from operations under existing conditions, similar to conditions under the EVC FMP. Overall, this alternative would have similar project and/or cumulative impacts at the EVC campus site associated with conflict with land use plans, policies and regulations adopted for the purpose of avoiding or mitigating an environmental effect, and incompatibility with adjacent land uses, as under the EVC FMP. Therefore, these effects would be less than significant, similar to the proposed EVC FMP.

Noise and Vibration

This alternative would result in less construction, but similar demolition activities compared to the EVC FMP, and as a result, would result in less construction-related noise and vibration impacts that would occur under the EVC FMP. Therefore, this alternative would result in less project-specific and/or cumulative construction noise compared to the mitigated to a less-than-significant level construction noise impacts that would occur under the EVC FMP.

This alternative would have less increase in development but similar student growth, and similar associated traffic, compared to the EVC FMP, and consequently, similar operational noise compared to the EVC FMP. As such, the alternative would have similar significant but mitigable project-specific impacts associated with operational noise as under the EVC FMP; and would result in similar cumulative operational noise, relative to the EVC FMP.

Population and Housing

This alternative would also result in no increase in on-site population and housing, as would occur under the EVC FMP.

Public Services

This alternative would result in a smaller increase in development but similar student growth at the EVC campus site compared to the EVC FMP, and thus, would result in similar levels of demand for public services. For this reason, project and/or cumulative impacts associated with need for new or altered fire protection, police protection, public school facilities, parks, or other public facilities would be less than significant, similar to the proposed EVC FMP.

Recreation

This alternative would result in less new development but similar student growth at the EVC campus site compared to the EVC FMP. Therefore, the project and/or cumulative impacts of increase in the use of existing neighborhood and regional parks or other existing on- and off-campus recreational facilities, and need for construction of new recreational facilities under this alternative would remain less-than-significant, similar to the proposed EVC FMP.

Transportation

This alternative would result in less new construction at the EVC campus site compared to the EVC FMP. Consequently, the significant construction phase impact to travel conditions along

sidewalks and roadways serving the campus site under this alternative would be similarly mitigated to a less-than-significant level with implementation of construction traffic management planning measures.

This alternative would result in less overall new development but similar student growth, and similar associated operational traffic compared to the EVC FMP. With similar operational traffic, this alternative would have less than significant project and/or cumulative impacts related to conflicts with programs, plans, ordinances or policies addressing the circulation system; increases in VMT; increases in hazard due to design features; and emergency access, similar to the proposed EVC FMP.

Utilities and Service Systems

This alternative would result in less new development but similar student growth, and similar public utility demands at the EVC campus site, compared to the EVC FMP. As a result, project and/or cumulative impacts related to utilities and service systems under this alternative would be similarly less-than-significant as with the EVC FMP. This would include impacts associated with: construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities; effects on water supply availability during normal, dry and multiple dry years; effects on wastewater treatment capacity; effects on capacity of local solid waste infrastructure, and compliance with federal, and state and local statutes and regulations related to solid waste.

Tribal Cultural Resources

This alternative would result in less ground disturbing construction activities compared to the EVC FMP, and therefore have less potential to affect tribal cultural resources. Potentially significant project and cumulative impacts to previously unknown tribal cultural resources under this alternative would be similarly mitigated to a less-than-significant level, as under the EVC FMP.

4.4.3 Alternative 3: Renovations Only Alternative

The Renovations Only Alternative assumes the campus buildings and facilities that are proposed for renovation under the EVC FMP would be implemented, rather than the full suite of demolition and new construction assumed under the EVC FMP. Additionally, campus buildings and facilities that are proposed for demolition under the EVC FMP would be renovated under this alternative. The only exception would be the Acacia Building, which has been designated by DSA as a building that must be demolished due to its proximity to the fault. Therefore, demolition of the Acacia Building would proceed under this alternative. Accordingly, development under this alternative would encompass renovations to the following EVC campus facilities:

1. Admissions and Records/Emergency Operations Center
2. Campus Police/Central Plant Building
3. Sequoia Building
4. Student Services/Student Activities Center

5. Racquetball Courts

6. Sequoia Lecture Hall

The above-listed existing facilities would undergo renovations similar to that described in Chapter 2, *Project Description*. However, there would be no demolition of any existing buildings that were proposed for removal under the EVC FMP. There would also be no construction of new buildings at the campus that are proposed under the EVC FMP (i.e., no General Education, Language Arts, Sequoia Lecture Hall and Nursing, Sports Complex, or Student Services Complex).

Implementation of the Renovations Only Alternative would assist the District in meeting its plans for reuse and repurposing of some of the existing buildings and facilities. Under this alternative, the level of construction on site would be anticipated to be reduced, as it would be primarily limited to minor external alternations, and internal renovations to dry walls, flooring, update to interior finishes for repurposing of classrooms and offices. This alternative assumes that required renovations would not trigger DSA budget requirements for building replacement. Concurrently, it would develop the limited onsite infrastructure to serve the renovations under this alternative. It is unknown if implementation of the Renovations Only Alternative would provide adequate facilities and infrastructure needed to meet the EVC EMP.

While this alternative would meet some the objectives of the EVC FMP, it would generally not meet all of the objectives of the EVC FMP. This alternative would provide for renovations and repurposing of existing buildings and facilities to accommodate educational programs, and sports facilities, however, this alternative would not provide optimal educational and supportive services to the students of EVC. Although the economic feasibility of this alternative would be required to be confirmed (i.e., the ability of the alternative to fund the necessary site development costs, as well as the ongoing fixed operational costs once the project is developed), for the purposes of the environmental analysis, this alternative is considered potentially feasible.

As shown in Table 4-1 at the end of this chapter, the Renovations Only Project Alternative would be marginally better than the No Project – Implement EVC 2025 Updated FMP Alternative in meeting the project objectives, but would be far less effective at meeting the District’s objectives relative to the EVC FMP.

Comparison of Effects of the Renovations Only Alternative to the Proposed EVC FMP

Aesthetics

This alternative would result in overall less and smaller scale construction, with no new development at the campus site compared to that under the EVC FMP. Under this alternative, construction would be limited to renovation of existing structures on the EVC campus. As under the EVC FMP, this alternative would not result in a substantial adverse impact on scenic vistas. This alternative would also have incrementally less impact related to new sources of light and glare compared to the EVC FMP, given the overall less intensive development that would occur under this alternative.

Air Quality

This alternative would be limited to renovation of existing structures and thus, have far less overall construction intensity than that which would occur under the EVC FMP. In particular, this alternative would utilize substantially less construction equipment and vehicles. Consequently, this alternative would have less impact associated with construction emissions of criteria pollutants, and TACs and associated health risks at sensitive receptors, and would similarly mitigate those effects to less than significant with the use of clean construction equipment and implementation of BAAQMD dust control measures.

This alternative would be limited to renovation of existing structures and would not include new development, however, it would also result in similar student growth and associated traffic, compared to the EVC FMP. As a result, operations under this alternative would generate similar criteria pollutant emissions compared to the significant but mitigable operational emissions under the EVC FMP. This alternative would also have less project and cumulative impact associated with exposure of sensitive receptors to substantial project and cumulative operational pollutant concentrations and require similar mitigation to reduce diesel particulate matter (DPM), which would mitigate those significant effects to less than significant. Lastly, this alternative would have less impact associated with conflict of the EVC FMP with or obstruction of implementation of the applicable *Clean Air Plan*, and with mitigation, and the impact would similarly be reduced to less than significant.

Biological Resources

This alternative would be limited to renovation of existing structures, and not involve new building construction or building demolition activities. Compared with the EVC FMP, the overall extent of construction and development-related impacts to biological resources under this alternative would be less than that associated with the EVC FMP. The significant project and/or cumulative construction-related effects on special-status plant and wildlife species of this alternative would be similarly mitigated to less than significant with applicable survey and resource project measures, as under the proposed EVC FMP.

Cultural Resources

Similar to the proposed EVC FMP, this alternative would have no impact to architecturally significant historical resources eligible for listing in the National Register and California Register, as no such resources exist at the EVC campus site.

This alternative would result in substantially less ground-disturbing construction activities compared to the EVC FMP, and therefore have less potential to affect archaeological and tribal cultural resources. Potentially significant project and cumulative impacts to previously unknown archaeological resources, human remains, and/or tribal cultural resources under this alternative would be similarly mitigated to a less-than-significant level as under the EVC FMP.

Energy

This alternative would result in less construction and demolition activities compared to the EVC FMP and as a result, would have less construction energy use impacts compared to the EVC

FMP. This alternative would have less increase in development but similar student growth, and similar associated traffic, compared to the EVC FMP, and consequently, would have similar operational energy use compared to the EVC FMP. As such, the alternative would be similarly mitigated to a less than significant project and/or cumulative impact associated with consumption of energy resources as under the EVC FMP; and would have a similarly less than significant conflict with a state or local plan for renewable energy or energy efficiency.

Geology, Soils, Seismicity, and Paleontological Resources

This alternative would result in substantially less ground disturbing construction activities and no new building construction. Compared to the EVC FMP, this alternative would have overall less potential to result in effects on seismic ground shaking, liquefaction or unstable soils, landslides, and erosion from ground disturbance during renovation activities, and those effects would be similarly less than significant with compliance with applicable regulatory requirements and the implementation of geotechnical design recommendations and/or mitigation.

Greenhouse Gas Emissions

This alternative would result in substantially less construction or demolition activities compared to the EVC FMP. Furthermore, this alternative would have less increase in development but similar student growth, and similar associated traffic at the EVC campus site compared to the EVC FMP, and consequently, operational-generated GHG emissions would be similar to those generated under the EVC FMP. Similar to the EVC FMP, with mitigation, this alternative would not conflict with applicable plans, policies or regulations adopted for the purpose of reducing GHG emissions.

Hazards and Hazardous Materials

This alternative would result in substantially less new construction and demolition activities but would include the same renovation of older structures as would occur under the EVC FMP. This alternative would also result in no increase in development, and little to no associated increases in hazardous materials use compared to that which would occur with operations under the EVC FMP. Significant project and/or cumulative impacts associated with routine transport, use, or disposal of hazardous materials under this alternative would be similarly mitigated to a less-than-significant level with compliance with applicable, federal and State laws and regulations regulating transportation, management, and disposal of hazardous materials and waste. In addition, project and/or cumulative impacts associated with potential accidental release of hazardous materials; and emitting and handling of hazardous materials within one-quarter mile of an existing or proposed school, for this alternative would be similarly less than significant.

Hydrology and Water Quality

As compared to the EVC FMP, this alternative would result in no new building construction and groundbreaking activities, and little to no increase in impervious surfaces at the campus site, and thus, would generate less new runoff than under the EVC FMP. Project and/or cumulative impacts related to the potential to violate water quality discharges requirements; degradation of surface or groundwater quality; erosion and siltation; effect on flooding; effect on the capacity of stormwater drainage systems; additional sources of polluted runoff; or impedance or redirection

of storm flows, would be reduced compared to the proposed EVC FMP and similarly less than significant with compliance with the construction BMPs required by the NPDES Construction General Permit and operational design measures and LID stormwater requirements controls of the Phase II MS4 permit.

Land Use and Planning

As compared to the EVC FMP, this alternative would result in no new building development. Overall, this alternative would have less project and/or cumulative impacts at the EVC campus site associated with conflict with land use plans, policies and regulations adopted for the purpose of avoiding or mitigating an environmental effect, and incompatibility with adjacent land uses. Therefore, these effects would be less than significant, similar to the proposed EVC FMP.

Noise and Vibration

This alternative would result in substantially less construction and demolition activities compared to those that would occur under the EVC FMP. As a result, this alternative would result in less construction-related noise and vibration impacts than would occur under the EVC FMP. Therefore, this alternative would result in less project-specific and/or cumulative construction noise impacts compared to the construction noise impacts that would occur under the proposed implementation of the EVC FMP.

This alternative would also have less increase in development but similar student growth, and similar associated traffic, compared to the EVC FMP, and consequently, similar operational noise compared to the EVC FMP. As such, the alternative would have similar less than significant but mitigable project-specific impacts associated with operational noise as under the EVC FMP; and would result in similar cumulative operational noise, relative to the mitigated less-than-significant cumulative impact under the EVC FMP.

Population and Housing

This alternative would also result in no increase in population and housing, as would occur under the EVC FMP.

Public Services

As compared to the EVC FMP, this alternative would result in a similar increase in service population compared to that which would occur under the proposed EVC FMP. Therefore, this alternative would result in similar demand for public services. For this reason, project and/or cumulative impacts associated with need for new or altered fire protection, police protection, public school facilities, parks, or other public facilities would be less than significant, similar to the proposed EVC FMP.

Recreation

This alternative would result in less new development but a similar projected student population at the EVC campus site compared to the EVC FMP. Therefore, the project and/or cumulative impacts of increase in the use of existing neighborhood and regional parks or other existing on-

and off-campus recreational facilities, and the need for construction of new recreational facilities under this alternative would remain less-than-significant, similar to the proposed EVC FMP.

Transportation

As compared to the EVC FMP, this alternative would be limited to renovation of existing structures and result in no new construction at the EVC campus site. Consequently, the significant construction phase impact to travel conditions along sidewalks and roadways serving the campus site under this alternative would be substantially less and would not be anticipated to require mitigation to control construction traffic.

This alternative would result in less overall new development but similar student growth, and similar associated operational traffic compared to the EVC FMP. With similar operational traffic, this alternative would have similar significant but mitigable increases in VMT; and similar less than significant impacts related to conflicts with programs, plans, ordinances or policies addressing the circulation system; increases in hazard due to design features; and emergency access, as the proposed EVC FMP.

Utilities and Service Systems

This alternative would result in no new building development and only incremental change associated with public utility demands at the EVC campus site from renovation of existing structures, compared to implementation of the EVC FMP. As a result, project and/or cumulative impacts related to utilities and service systems under this alternative would be less-than-significant as with the EVC FMP. This would include impacts associated with: construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities; effects on water supply availability during normal, dry and multiple dry years; effects on wastewater treatment capacity; effects on capacity of local solid waste infrastructure, and compliance with federal, and state and local statutes and regulations related to solid waste.

Tribal Cultural Resources

This alternative would also result in substantially less ground disturbing construction activities compared to the EVC FMP, and therefore have less potential to affect tribal cultural resources. Potentially significant project and cumulative impacts to previously unknown tribal cultural resources under this alternative would be similarly mitigated to a less-than-significant level as under the proposed EVC FMP.

4.5 Summary Comparison of Alternatives

Table 4-1 provides a summary of comparison of impacts of the proposed EVC FMP and the EVC FMP alternatives and indicates whether the impacts of the alternatives are more or less severe than those of the proposed EVC FMP. For more information about the methodology used to evaluate potential impacts of the EVC FMP and an explanation of the resulting impact conclusions, please see Chapter 3, *Environmental Analysis*.

4.6 Environmentally Superior Alternative

Section 15126.6(e)(2) of the CEQA Guidelines requires the identification of an environmentally superior alternative to the proposed project. If the environmentally superior alternative is the “no project” alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.

From the alternatives evaluated in this EIR, Alternative 3: Renovations Only Alternative is considered the environmentally superior alternative. Among the three alternatives, the Renovations Only Alternative would involve the least amount of demolition and construction and would involve the smallest increase in new campus site development over existing conditions.

The Renovations Only Alternative would also serve to reduce the severity of the significant but mitigable impacts that would occur under the EVC FMP, including impacts related to conflict with an applicable air quality plan, construction emissions, exposure of sensitive receptors to toxic air contaminant emissions, nighttime light/glare effects, adverse impacts to protected species, adverse effects to archaeological resources or tribal cultural resources, disturbance of human remains, conflicts with state and local plans for renewable energy, destruction of unique paleontological resources, conflict with applicable greenhouse gas emissions reduction plans or policies, construction and operational noise, construction vibration, construction traffic effects and increases in VMT.

For these reasons, the Renovations Only Alternative would be considered the environmentally superior alternative. However, this alternative would fail to fully achieve a number of the project objectives of the EVC FMP, including providing optimal educational and supportive services to the students of EVC.

**TABLE 4-1
COMPARISON OF THE PROPOSED EVC FMP AND ALTERNATIVES**

Impact	Proposed EVC FMP	Alternative 1: No Project – Implement EVC 2025 Updated FMP Alternative	Alternative 2: Reduced Project Alternative	Alternative 3: Renovations Only Alternative
I. Aesthetics				
I-a) Except as provided in Public Resources Code Section 21099, the project would have a substantial adverse effect on a scenic vista	NI	NI	NI	NI
I-b) Except as provided in Public Resources Code Section 21099, the project would substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway.	NI	NI	NI	NI
I-c) Except as provided in PRC Section 21099, the project would conflict with applicable zoning and other regulations governing scenic quality.	LTS	-/= LTS	-/= LTS	-/= LTS
I-d) Except as provided in PRC Section 21099, the project would create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area.	LTSM	- LTS	- LTS	- LTS
II. Agriculture and Forestry Resources				
II-a) The project would convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the map prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.	NI	NI	NI	NI
II-b) The project would conflict with existing zoning for agricultural use or a Williamson Act contract.	NI	NI	NI	NI
II-c) The project would conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production.	NI	NI	NI	NI
II-d) The project would result in the loss of forest land or conversion of forest land to non-forest use.	NI	NI	NI	NI
II-e) The project would involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or forest land to non-forest use.	NI	NI	NI	NI

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LTS	Less than Significant impact	-/=	Less or similar impact to that of the proposed CPHP
LTCC	Less than Cumulatively Considerable	-/+	Less or greater impact as the proposed CPHP
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TABLE 4-1 (CONTINUED)
COMPARISON OF THE PROPOSED EVC FMP AND ALTERNATIVES

Impact	Proposed EVC FMP	Alternative 1: No Project – Implement EVC 2025 Updated FMP Alternative	Alternative 2: Reduced Project Alternative	Alternative 3: Renovations Only Alternative
III. Air Quality				
Impact 3.1-1: EVC FMP construction and operation could conflict with or obstruct implementation of the applicable air quality plan.	LTSM	- LTSM	- LTSM	- LTS
Impact 3.1-2: Construction activities associated with the EVC FMP could result in a cumulatively considerable increase in emissions for which the SFBAAB is in non-attainment under an applicable federal or State ambient air quality standard.	LTSM	- LTSM	- LTSM	- LTS
Impact 3.1-3: Operation of campus facilities and buildings developed under the EVC FMP could result in a cumulatively considerable increase in emissions for which the SFBAAB is non-attainment under an applicable federal or State ambient air quality standard.	LTS	- /LTS	- /LTS	- /LTS
Impact 3.1-4: Construction activities associated with the EVC FMP could lead to health risks from exposure of sensitive receptors to substantial concentrations of TACs.	LTSM	- LTSM	-LTSM	- LTS
Impact 3.1-5: The proposed EVC FMP could lead to increased health risks from exposure of sensitive receptors to substantial concentrations of criteria air pollutants.	LTS	- LTS	- LTS	- LTS
Impact C-3.1-6: Implementation of the EVC FMP combined with cumulative development in the vicinity would result in a cumulatively considerable net increase of a criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard.	LTSM	- LTSM	- LTSM	- LTS
Impact C-3.1-7: Implementation of the EVC FMP could contribute considerably to cumulative emissions of TACs and PM _{2.5} that could expose sensitive receptors to substantial pollutant concentrations or health risks.	LTSM	- LTSM	- LTSM	- LTS
IV. Biological Resources				
IV-a) The project would have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.	LTSM	- LTSM	-/LTS	-/LTS
IV-b) The project would have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.	LTS	NI	NI	NI

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TABLE 4-1 (CONTINUED)
COMPARISON OF THE PROPOSED EVC FMP AND ALTERNATIVES

Impact	Proposed EVC FMP	Alternative 1: No Project – Implement EVC 2025 Updated FMP Alternative	Alternative 2: Reduced Project Alternative	Alternative 3: Renovations Only Alternative
IV. Biological Resources (cont.)				
IV-c) The project would have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.	NI	NI	NI	NI
IV-d) The project would interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites.	LTS	- LTSM	-/= LTSM	-/= LTSM
IV-e) The project would conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance.	NI	NI	NI	NI
IV-f) The project would conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.	LTSM	-/=LTSM	-/= LTSM	-/= LTSM
V. Cultural Resources				
V-1: Implementation of the EVC FMP would demolish historic architectural resources but would not result in a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5.	NI	NI	NI	NI
V-b) The project would cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5	LTSM	- LTSM	- LTSM	NI
V-c) The project would disturb any human remains, including those interred outside of dedicated cemeteries.	LTSM	- LTSM	- LTSM	NI
VI. Energy				
Impact 3.2-1: The EVC FMP would not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during construction or operation.	LTS	- LTS	- LTS	- LTS
Impact 3.2-2: Energy use associated with the implementation of the proposed EVC FMP would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.	LTSM	- LTSM	- LTS	- LTS
Impact C-3.2-3: Energy use associated with the implementation of the EVC FMP would not result in a cumulatively considerable contribution to a significant energy impact.	LTSM	- LTSM	- LTSM	- LTS

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TABLE 4-1 (CONTINUED)
COMPARISON OF THE PROPOSED EVC FMP AND ALTERNATIVES

Impact	Proposed EVC FMP	Alternative 1: No Project – Implement EVC 2025 Updated FMP Alternative	Alternative 2: Reduced Project Alternative	Alternative 3: Renovations Only Alternative
VII. Geology and Soils				
VII-a) The project would directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. Refer to Division of Mines and Geology Special Publication 42. ii) Strong Seismic ground shaking iii) Seismic-related ground failure, including liquefaction. iv) Landslides	LTS	- LTS	= LTS	- LTS
VII-b) The project would result in substantial soil erosion or the loss of topsoil.	LTS	- LTS	= LTS	- LTS
VII-c) The project would be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.	LTS	-LTS	= LTS	- LTS
VII-d) The project would be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property.	LTS	=LTS	= LTS	= LTS
VII-e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.	NI	NI	NI	NI
VII-f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	LTSM	- LTSM	- LTSM	NI
VIII. Greenhouse Gas Emissions				
Impact 3.3-1: Construction and operation of development proposed under the EVC FMP could generate GHG emissions, either directly or indirectly, that could conflict with applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of GHGs and lead to a significant impact on the environment.	LTSM	- LTSM	- LTSM	- LTSM

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TABLE 4-1 (CONTINUED)
COMPARISON OF THE PROPOSED EVC FMP AND ALTERNATIVES

Impact	Proposed EVC FMP	Alternative 1: No Project – Implement EVC 2025 Updated FMP Alternative	Alternative 2: Reduced Project Alternative	Alternative 3: Renovations Only Alternative
IX. Hazards and Hazardous Materials				
IX-a) The project would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	LTS	- LTS	- LTS	- LTS
IX-b) The project would create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	LTS	- LTS	- LTS	- LTS
IX-c) The project would emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.	LTS	- LTS	- LTS	- LTS
IX-d) The project would be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.	NI	NI	NI	NI
IX-e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, the project would result in a safety hazard or excessive noise for people residing or working in the project area	NI	NI	NI	NI
IX-f) The project would impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	LTS	- LTS	- LTS	- LTS
IX-g) The project would expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.	NI	NI	NI	NI
X. Hydrology and Water Quality				
X-a) The project would violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.	LTS	- LTS	- LTS	- LTS
X-b) The project would substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin	LTS	- LTS	- LTS	- LTS

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TABLE 4-1 (CONTINUED)
COMPARISON OF THE PROPOSED EVC FMP AND ALTERNATIVES

Impact	Proposed EVC FMP	Alternative 1: No Project – Implement EVC 2025 Updated FMP Alternative	Alternative 2: Reduced Project Alternative	Alternative 3: Renovations Only Alternative
X. Hydrology and Water Quality (cont.)				
X-c) The project would substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site;	LTS	- LTS	- LTS	- LTS
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	LTS	-/+ LTS	-/+ LTS	- LTS
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	LTS NI	-/+ LTS NI	-/+ LTS NI	- LTS NI
iv) impede or redirect flood flows.				
X-d) The project would, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.	NI	NI	NI	NI
X-e) The project would conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.	LTS	= LTS	= LTS	= LTS
XI. Land Use and Planning				
XI-a) The project would physically divide an established community.	LTS	- LTS	-LTS	-LTS
XI-b) The project would cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.	LTS	= LTS	= LTS	- LTS
XII. Mineral Resources				
XII-a) The project would result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.	NI	NI	NI	NI
XII-b) The project would result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.	NI	NI	NI	NI

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TABLE 4-1 (CONTINUED)
COMPARISON OF THE PROPOSED EVC FMP AND ALTERNATIVES

Impact	Proposed EVC FMP	Alternative 1: No Project – Implement EVC 2025 Updated FMP Alternative	Alternative 2: Reduced Project Alternative	Alternative 3: Renovations Only Alternative
XIII. Noise				
Impact 3.4-1: Construction activities associated with the implementation of the EVC FMP could result in temporary increases in ambient noise levels in the vicinity of the EVC campus in excess of standards established in the City of San José General Plan or Noise Ordinance, or applicable standards of other agencies.	LTSM	- LTSM	- LTSM	- LTS
Impact 3.4-2: Stationary sources associated with operation of the proposed EVC FMP could result in generation of a permanent increase in ambient noise levels in the vicinity of the EVC campus in excess of standards established in the City of San José General Plan or Noise Ordinance, or applicable standards of other agencies.	LTSM	- LTSM	- LTSM	- LTS
Impact 3.4-3: EVC FMP-generated traffic noise would result in permanent increases in ambient noise levels in the vicinity of the EVC campus in excess of standards established in the City of San José General Plan or Noise Ordinance, or applicable standards of other agencies.	LTS	-/= LTS	-/= LTS	-/= LTS
Impact 3.4-4: Construction activities associated with the implementation of the EVC FMP could result in the generation of excessive groundborne vibration or groundborne noise levels.	LTSM	- LTSM	- LTSM	- LTSM
Impact C-3.4-5: Construction activities associated with the EVC FMP combined with cumulative construction noise in the vicinity of the EVC campus would result in a substantial temporary or periodic increase in ambient noise levels in excess of standards established in the City of San José General Plan or Noise Ordinance.	LTSM	-LTSM	-LTSM	- LTSM
Impact C-3.4-6: Operation of the EVC FMP when considered with other cumulative development would cause a substantial permanent increase in ambient noise levels in excess of standards established in the City of San José General Plan or Noise Ordinance.	LTS	-/= LTS	- /=LTS	- /=LTS
XIV. Population and Housing				
XIV-a) The project would induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).	NI	NI	NI	NI
XIV-b) The project would displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.	NI	NI	NI	NI

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TABLE 4-1 (CONTINUED)
COMPARISON OF THE PROPOSED EVC FMP AND ALTERNATIVES

Impact	Proposed EVC FMP	Alternative 1: No Project – Implement EVC 2025 Updated FMP Alternative	Alternative 2: Reduced Project Alternative	Alternative 3: Renovations Only Alternative
XV. Public Services				
XV-a) The project would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services: i) Fire protection; ii) Police protection; iii) Schools; iv) Parks; v) Other public facilities.	LTS	- LTS	- LTS	- LTS
XVI. Recreation				
XVI-a) The project would increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.	LTS	- LTS	- LTS	- LTS
XVI-b) The project includes recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	LTS	- LTS	- LTS	- LTS
XVII. Transportation				
Impact 3.5-1: Implementation of the EVC FMP could conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.	NI	NI	NI	NI
Impact 3.5-2: Implementation of the EVC FMP could conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).	LTSM	- /=LTSM	- /=LTSM	- /=LTSM
Impact 3.5-3: Implementation of the EVC FMP could substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	LTS	- LTS	= LTS	- LTS
Impact 3.5-4: Implementation of the EVC FMP could result in inadequate emergency access.	LTS	= LTS	= LTS	= LTS

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TABLE 4-1 (CONTINUED)
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Impact	Proposed EVC FMP	Alternative 1: No Project – Implement EVC 2025 Updated FMP Alternative	Alternative 2: Reduced Project Alternative	Alternative 3: Renovations Only Alternative
XVII. Transportation (cont.)				
Impact 3.5-5: Construction activities under the EVC FMP could temporarily impact travel conditions along sidewalks and roadways serving the EVC site.	LTSM	- LTSM	- LTSM	- LTS
Impact C-3.5-6: Implementation of the EVC FMP, in combination with other development, could conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).	LTS	-/= LTS	- /=LTS	-/= LTS
Impact C-3.5-7: Implementation of the EVC FMP, in combination with other development, could result in inadequate emergency access.	LTS	= LTS	= LTS	= LTS
Impact C-3.5-8: The proposed EVC FMP would cause construction-related traffic impacts that would be cumulatively considerable under cumulative conditions.	LTSM	- LTS	- LTS	- LTS
XVIII. Tribal Cultural Resources				
<p>XVIII-a) The project would cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</p> <p>i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources, Code Section 5020.1(k), or</p> <p>ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</p>	LTSM	- LTSM	- LTSM	NI
XIX. Utilities and Service Systems				
Impact 3.6-1: The EVC FMP would not require or result in the relocation or construction of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects.	LTS	= LTS	= LTS	= LTS
Impact 3.6-2: Sufficient water supplies would be available to serve the EVC FMP and reasonably foreseeable future development during normal, dry, and multiple dry years.	LTS	= LTS	= LTS	= LTS

SUM	Significant and Unavoidable with Mitigation	-	Lesser impact than that of the proposed CPHP
LTSM	Less than Significant with Mitigation	=	Same (or similar) impact as that of the proposed CPHP
LTS	Less than Significant impact	-/=	Less or similar impact to that of the proposed CPHP
LTCC	Less than Cumulatively Considerable	-/+	Less or greater impact as the proposed CPHP
		=/+	Similar or greater impact to that of the proposed CPHP

TABLE 4-1 (CONTINUED)
COMPARISON OF THE PROPOSED EVC FMP AND ALTERNATIVES

Impact	Proposed EVC FMP	Alternative 1: No Project – Implement EVC 2025 Updated FMP Alternative	Alternative 2: Reduced Project Alternative	Alternative 3: Renovations Only Alternative
XIX. Utilities and Service Systems (cont.)				
Impact 3.6-3: The proposed EVC FMP would not result in a determination by the wastewater treatment provider that serves or may serve the project that it does not have adequate capacity to serve the EVC FMP's projected demand in addition to the provider's existing commitments.	LTS	= LTS	= LTS	= LTS
Impact 3.6-4: Implementation of the EVC FMP would not generate waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair attainment of solid waste reduction goals; and would comply with federal, State, or local management and reduction statutes and regulations related to solid waste.	LTS	= LTS	= LTS	= LTS
Impact C-3.6-5: Implementation of the EVC FMP in combination with past, present, and reasonably foreseeable future projects, would not substantially contribute to cumulative impacts related to utilities and service systems.	LTS	= LTS	= LTS	= LTS
XX. Wildfire				
XX-a) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, the project would substantially impair an adopted emergency response plan or emergency plan.	LTS	= LTS	= LTS	NI
XX-b) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, the project would, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.	LTS	= LTS	= LTS	NI
XX-c) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, the project would require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.	LTS	= LTS	= LTS	NI
XX-d) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, the project would expose people or structures to significant risks, including downslope or downstream flooding for landslides, as a result of runoff, post-fire slope instability, or drainage changes.	NI	NI	NI	NI

SUM	Significant and Unavoidable with Mitigation	-	Lesser impact than that of the proposed CPHP
LTSM	Less than Significant with Mitigation	=	Same (or similar) impact as that of the proposed CPHP
LTS	Less than Significant impact	-/+	Less or similar impact to that of the proposed CPHP
LTCC	Less than Cumulatively Considerable	-/+	Less or greater impact as the proposed CPHP
		=/+	Similar or greater impact to that of the proposed CPHP

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CHAPTER 5

Other CEQA/NEPA Considerations

5.1 Introduction

Section 15126 of the CEQA Guidelines requires that evaluation of a project's impact on the environment must consider all phases of the project, including planning, construction, and operation. Further, CEQA Guidelines Section 15126.2(a) requires that the evaluation of significant impacts consider direct and reasonably foreseeable indirect effects of the proposed project over the short-term and long-term. The EIR must identify (1) significant environmental effects of the proposed project, (2) potentially feasible mitigation measures proposed to avoid or substantially lessen significant effects, (3) significant environmental effects that cannot be avoided if the proposed project is implemented, (4) significant irreversible environmental changes that would result from implementation of the proposed project, (5) growth-inducing impacts of the proposed project, and (6) alternatives to the proposed project.

Chapter 2 of the Draft EIR provides the description of the proposed EVC FMP and Chapter 3, *Environmental Analysis*, Sections 3.1 through 3.6, provides analysis of the environmental effects of the implementation of the proposed EVC FMP, potentially feasible mitigation measures, and conclusions regarding the level of significance of each impact before and after mitigation. Chapter 4, *Alternatives*, presents a comparative analysis of alternatives to the proposed EVC FMP. The other CEQA-required analyses described above are presented in this chapter.

5.2 Significant and Unavoidable Impacts

Section 15126.2(b) of the CEQA Guidelines requires that an EIR describe any significant impacts that cannot be avoided, even with the implementation of feasible mitigation measures. The environmental effects of the EVC FMP on various aspects of the environment are discussed in detail in Chapter 3, *Environmental Analysis*. There would be no significant impacts of the EVC FMP that cannot be mitigated to less than significant with the implementation of mitigation measures described in Chapter 3.

Section 15126.2(b) also requires: "Where there are impacts that cannot be alleviated without imposing an alternative design, their implications and reasons why the project is being proposed, notwithstanding their effect, should be described." The discussion of the feasibility of alternatives to address significant impacts of the proposed EVC FMP is discussed in Chapter 4, *Alternatives*.

¹ CEQA Guidelines sections 15126.2(a), (c-e), 15126.4, and 15126.6.

5.3 Significant Irreversible Environmental Effects

Under CEQA, an EIR must analyze the extent to which a project's primary and secondary effects would commit future generations to the allocation of nonrenewable resources and to irreversible environmental damage (CEQA Guidelines Section 15126.2(c)). Specifically, Section 15126.2(c) states:

Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible, since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

Generally, a project would result in significant irreversible environmental changes if:

- The primary and secondary impacts would generally commit future generations to similar uses;
- The project would involve a large commitment of nonrenewable resources;
- The proposed consumption of resources is not justified (e.g., the project involves the wasteful use of energy); and/or
- The project would involve uses in which irreversible damage could result from any potential environmental accidents associated with the project.

Each of these issues is discussed below for the proposed EVC FMP.

5.3.1 Commitment of the Project Site for Future Generations

EVC is an existing community college campus that has been built out with urbanized uses and updated over time. The implementation of the EVC FMP would not alter the types of land uses and activities conducted at the campus and would recommit the land resources of the campus to urban development for future generations.

As discussed in Chapter 2, *Project Description*, the proposed EVC FMP projects and activities, namely demolition, re-construction/restoration, and new construction would be contained within the developed areas within the EVC campus.

5.3.2 Large Commitment of Resources

With respect to the commitment of non-renewable resources, and consumption of resources, these would occur during both construction and operation of the EVC FMP. Construction of new development and demolition or renovation of existing structures and infrastructure would require the use of fossil fuel, construction materials, and water.

Operation of the EVC campus facilities under the EVC FMP, would require an irreversible commitment of energy, primarily in the form of fossil fuels, for heating and cooling of buildings, for vehicle fuel, and for energy production; as well as potable and non-potable water for consumption, landscaping, and other uses.

5.3.3 Unjustified Consumption of Resources

Resources that would be permanently and continually consumed by implementation of the proposed project include water, electricity, natural gas, and fossil fuels; however, the amount and rate of consumption of these resources would not result in the unnecessary, inefficient, or wasteful use of resources (see Chapter 3, Section 3.2, *Energy*, and Section 3.6, *Utilities and Service Systems*). As shown in Section 3.2, the proposed EVC FMP's annual net new energy demand for electricity, natural gas, and diesel would increase. The annual gasoline consumption from vehicle trips per student to the campus is expected to have a minor increase. In addition, electricity and fossil fuels would also be consumed in the use of vehicles and equipment during construction of the proposed EVC FMP.

Project Construction

Consumption of non-renewable fossil fuels during construction of the proposed EVC FMP is described in Section 3.2, *Energy*. Construction of the proposed EVC FMP would result in the irretrievable commitment of construction materials (e.g., steel products, cement, glass). While construction of the proposed EVC FMP would result in the irretrievable commitment of nonrenewable energy resources, primarily in the form of fossil fuels (including fuel oil), natural gas, and gasoline for automobiles and construction equipment, the consumption of fossil fuels would occur on a temporary basis during the construction period.

Construction methods would employ fuel-efficient equipment consistent with State and federal regulations, such as fuel efficiency regulations in accordance with the CARB Pavley Phase II standards, the anti-idling regulation in accordance with Section 2485 in Title 13 of the CCR, and fuel requirements for stationary equipment in accordance with Section 93115 (concerning Airborne Toxic Control Measures) in Title 17 of the CCR. Use of construction equipment that is compliant with these regulations would result in the use of more fuel-efficient engines and associated fuel savings.

Construction under the EVC FMP would also involve construction of up to five new buildings, demolition of three structures, and renovation and repurposing of six existing structures on the EVC campus, which would generate solid waste in the form of concrete, demolition debris, and other materials. It is anticipated that the EVC FMP would comply with City of San José Construction and Demolition Diversion program requirements and that a minimum of 50 percent of these materials would be recycled or otherwise diverted from landfill, consistent with City regulations, per Title 9, Chapter 9.10.2440 of the City's Municipal Code and state objectives for diversion of construction demolition debris.

The EVC FMP would divert mixed construction and demolition debris to City-certified construction and demolition waste processors using City-certified waste haulers, which would

reduce truck trips to landfills, and increase the amount of waste recovered (e.g., recycled, reused, etc.) at material recovery facilities, thereby further reducing transportation fuel consumption. As such, the consumption of energy during project construction would not be wasteful, inefficient, or unnecessary.

Project Operation

Operation of the EVC FMP would result in the demand for electricity and natural gas for project operations, and gasoline and diesel fuel for transportation and backup generation functions. As described in Section 3.2, *Energy*, future energy use for development under the EVC FMP would not result in an increase in annual net new energy demand.

Assuming compliance with 2019 Title 24 Building Energy Efficiency standards and applicable 2019 CALGreen Code requirements, the campus buildings and facilities at buildout would result in a projected net decrease in the annual demand for electricity. As described in Section 3.2, *Energy*, the future energy use would represent a very small percentage of future state consumption, would be similar or potentially less than current energy consumption for the campus, and would be within projected electrical supplies.

In addition, the EVC FMP's operational electricity consumption would have a negligible effect on peak-load conditions of the power grid. As the proposed EVC FMP would comply with the CALGreen Code and all newly constructed buildings on campus would be required to incorporate design features necessary to achieve LEED Silver certification level or equivalent standards. Therefore, the proposed EVC FMP would not be anticipated to result in the wasteful or inefficient use of electrical energy.

Collectively, the incorporation of the above described conservation measures and design features, operation of the proposed EVC FMP would minimize the consumption of electricity, natural gas, and transportation fuels. Therefore, as the operation of the proposed EVC FMP would not result in the wasteful, inefficient, or unnecessary consumption of electricity, natural gas, and transportation fuels, and thus would not result in the unjustified consumption of natural resources.

5.3.4 Irreversible Environmental Damage

The CEQA Guidelines also require a discussion of the potential for irreversible environmental damage that could be caused by an accident associated with the proposed EVC FMP. The proposed EVC FMP could result in the use, transport, storage, and disposal of limited amounts of hazardous wastes during construction and operation. However, as described in the Initial Study, all activities would comply with applicable State and federal laws related to hazardous materials, which significantly reduce the likelihood and severity of the occurrence of accidents that could result in irreversible environmental damage.

As discussed in detail in Section 3.3, *Greenhouse Gas Emissions*, the emission of GHGs is known to have long-term effects on atmospheric conditions that affect the global climate, with resultant changes in sea level, hydrological conditions in rivers, heat island effects, and a range of other conditions. While these changes are not considered irreversible, they could last for

generations. As further described in Section 3.4, the proposed EVC FMP could result in short-term increases in GHG emissions, however, with the implementation of mitigation measures, the EVC FMP would not generate GHG emissions, directly or indirectly, that would lead to significant impacts on the environment.

The most notable significant irreversible impacts of the proposed EVC FMP are the short-term commitment of non-renewable and slowly renewable natural and energy resources, such as water and energy resources used during construction activities. Operations associated with future uses would also consume water, natural gas and electrical energy. The unavoidable environmental consequences of the proposed EVC FMP are described in the appropriate sections in Chapter 3, *Environmental Analysis*, and Section 5.2, above.

5.4 Growth-Inducing Effects

As required by CEQA Guidelines Section 15126.2(e), an EIR must discuss ways in which a project could foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. Also, an EIR must discuss the characteristics of a project that could encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. Growth can be induced in a number of ways, such as through the elimination of obstacles to growth, through the stimulation of economic activity within the region. The purpose of this section is to evaluate the potential growth-inducing effects resulting from the implementation of the proposed EVC FMP in the project area.

In general, a project may foster spatial, economic, or population growth in a geographic area if the project removes an impediment to growth (e.g., the establishment of an essential public service, the provision of the new access to or infrastructure capacity that serves an area); or indirectly stimulates economic expansion or growth that occurs in an area in response to the project (e.g., changes in revenue base, employment expansion).

5.4.1 Elimination of Obstacles to Growth

The elimination of physical obstacles to growth is considered a growth-inducing effect. The EVC campus is located in a highly urbanized area. Common factors that limit growth include limited capacities of local or regional utility infrastructure, such as storm drainage systems, or wastewater conveyance and treatment systems. Transportation infrastructure can also be a factor that limits growth.

The EVC campus, located within a fully urbanized landscape has transportation and utility infrastructure designed to accommodate urban development in the City of San José, unincorporated County of Santa Clara and Southern Bay Area region. As described in Section 2.5.5, *Site Access, Parking, and Circulation*, the EVC FMP proposes improvements of existing EVC vehicular access points and the addition of one new vehicular access point. Such improvements would not eliminate obstacles to further growth in the City of San José, County of Santa Clara, or surrounding areas.

As described in Section 3.6, *Utilities and Service Systems*, existing service systems for water supply, wastewater, and storm drainage are either currently adequate to serve the proposed project, or would require localized improvements to accommodate the proposed EVC FMP. Such improvements would not be sized to provide substantial excess capacity beyond what is needed to serve the proposed EVC FMP.

As such, the proposed EVC FMP would not eliminate obstacles to further growth in the City of San José, County of Santa Clara, or surrounding areas.

5.4.2 Economic Effects

Growth can be induced in a number of ways, including the elimination of obstacles to growth, or through the stimulation of economic activity within the region. The discussion of removal of obstacles to growth relates directly to the removal of infrastructure limitations or regulatory constraints that could result in population growth or development unforeseen at the time of project approval. Under CEQA, growth is not necessarily considered beneficial, detrimental, or of little significance to the environment.

Direct Population and Employment Growth

The EVC FMP anticipates the demand for facility space based on the EVC Education Master Plan (EMP). The EMP is one of the tools utilized by the District to plan for projected campus population growth and demand for community college educational programs from its primary service area. The District projects that the EVC student population will grow through the year 2030. However, the District anticipates that a greater percentage of EVC students would utilize online course offerings over the duration of the EVC FMP, to the extent that the on-campus student population at the EVC campus is anticipated to remain substantially similar to existing on-campus student population, growing from 8,618 students in 2019 to 8,644 students in 2030². Further, there is no staff member growth anticipated during this period.

Student population growth would not result in a direct population increase leading to a subsequent growth, as the EVC does not provide housing for students or faculty and administrators. Additionally, the 0.3 percent growth in student population would have minimal impacts of nearby businesses.

The City of San José and County of Santa Clara is the primary study area that would be affected directly by EVC FMP-related employment effects that could in turn result in demand for additional housing. However, effects may extend beyond the County of Santa Clara to neighboring counties in the Bay Area. It is assumed that future students and employees would make approximately the same residential location decisions as current EVC students and employees. However, as described in Section 3.5 of the Draft EIR, *Transportation*, implementation of the EVC would result in an incremental increase in average daily student vehicle miles traveled due to the anticipated majority of student population growth taking place in areas outside the immediate vicinity of the EVC campus.

² SJECCD WSCH Forecast.

As mentioned above, on-campus student population would increase by only 0.3 percent as a result of the proposed project. Therefore, the proposed project would not increase demand for housing in the area and there would be minimal impacts to the environment.

Indirect Economic Growth

When student population growth occurs at the EVC campus, additional local employment could be generated through what is commonly referred to as the “multiplier effect.” The multiplier effect refers to the secondary economic effects caused by spending from project-generated students and employees.

The multiplier effect also calculates induced employment. Induced employment follows the economic effect of employment beyond the expenditures of the students and employees within the EVC campus site to include jobs created by the stream of goods and services necessary to construct and operate the EVC campus as envisioned in the EVC FMP.³ The multiplier effect tends to be greater in regions with larger diverse economies (such as the Bay Area) due to a decrease in the requirement to import goods and services from outside the region, as compared to the effects of spending in smaller economies where goods and services must be imported from elsewhere.

Indirect economic growth would result under the proposed EVC FMP from non-EVC jobs that might be induced by the growth in campus-affiliated populations. Indirect jobs that would be generated by implementation of the proposed EVC FMP include those of suppliers of goods and services to EVC and induced jobs are created through the household expenditures of EVC and supplier workers. For example, when a EVC staff member purchases goods or services at local businesses, additional employees are hired.

Environmental Effects of Indirectly Caused and Induced Growth

The residential locations of people working in indirect and induced jobs is unknown. It would be speculative to conclude where such workers would reside or be employed in the Bay Area (or beyond), or to determine any associated environmental effects. It is acknowledged above that the precise nature, location, and magnitude of effects of indirect and induced growth cannot be determined; or are likely to be spread across a large geographic area. However, due to the minimal student population increase of 0.3 percent at EVC, the minimal growth induced directly and indirectly by the proposed EVC FMP would likely not affect the greater Bay Area region. As such, the proposed EVC FMP would likely not result in an increased demand in the region for housing, commercial and industrial space, and associated infrastructure and there would be minimal impacts to traffic, air pollution, open space, habitat and associated flora and fauna, and public utilities.

³ For example, when a manufacturer buys products or sells products, the employment associated with those inputs or outputs are considered induced employment. As an additional example, when a staff member from the campus site goes out to lunch, the person who serves the student or employee lunch holds a job that was indirectly caused by the proposed EVC FMP. When the server then goes out and spends money in the economy, the jobs generated by this third-tier effect are considered induced.

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CHAPTER 6

Acronyms and Other Abbreviations

Acronym or Abbreviation	Definition
2017 Scoping Plan Update	2017 Climate Change Scoping Plan Update
2030 GHGRS	<i>2030 Greenhouse Gas Reduction Strategy</i>
$\mu\text{g}/\text{m}^3$	microgram(s) per cubic meter
A	Acacia
A	Agriculture
AB	Assembly Bill
ABAG	Association of Bay Area Governments
Academic Core	Compact, centralized zone of one- and two-story academic buildings surrounding an open green which generally defines the Evergreen Valley College campus
ADA	Americans with Disabilities Act
AFY	acre-feet per year
ALUC	Santa Clara County Airport Land Use Commission
Airport	Norman Y. Mineta San José International Airport
AR	Admissions & Records
AR4	Fourth Assessment Report
ARM	Archaeological Resource Management
ASF	assignable square feet
ATCM	Air Toxic Control Measure
avg.	average
BAAQMD	Bay Area Air Quality Management District
BAAQMD CEQA Guidelines	Bay Area Air Quality Management District <i>California Environmental Quality Act Air Quality Guidelines</i>
BACT	Best Available Control Technology
BART	Bay Area Rapid Transit
BMP	best management practice
BOT	Board of Trustees
Btu	British thermal unit(s)
C&D	construction and demolition
CAA	Clean Air Act
CAAQS, or “state standards”	California ambient air quality standards
CAFE	Corporate Average Fuel Economy
CalEEMod	California Emissions Estimator Model
CALGreen Code	California Green Building Standards Code

Acronym or Abbreviation	Definition
California Register	California Register of Historic Resources
CalRecycle	California Department of Resources and Recycling
Caltrans	California Department of Transportation
CAP	Clean Air Plan
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CARE	Community Air Risk Evaluation
CBC	California Building Code
CCA	Community Choice Aggregator
CCR	California Code of Regulations
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CEQA Guidelines	<i>Guidelines for Implementing the California Environmental Quality Act</i>
CFR	Code of Federal Regulations
CGP	Construction General Permit
Checklist	City of San José Greenhouse Gas Reduction Strategy Compliance Checklist
City	City of San José
City General Plan	<i>Envision San José 2040 General Plan</i>
CL	city landmark
CLUP	Norman Y. Mineta San José International Airport's Comprehensive Land Use Plan
CMA	congestion management agency
CMP	congestion management program
CNEL	community noise equivalent level
CNG	compressed natural gas
CNRA	California Natural Resources Agency
COVID-19	Coronavirus disease 2019
CO	carbon monoxide
CO ₂	carbon dioxide
CO ₂ e	carbon dioxide equivalent
Construction General Permit	General Construction Activity Stormwater Permit
County	County of Santa Clara
CPUC	California Public Utilities Commission
dB	decibel(s)
dBA	A-weighted decibel(s)
DGE	diesel gallon equivalency
District	San José Evergreen Community College District
DNL	day-night average noise level
Downtown	City of San José Downtown area
DPM	diesel particulate matter
DPR	Department of Parks and Recreation
DSA	Division of State Architect
DTSC	California Department of Toxic Substances Control

Acronym or Abbreviation	Definition
DW	District Warehousing
EIR	environmental impact report
EMFAC2017	Emission Factor model
EMP	educational master plan
EPA	U.S. Environmental Protection Agency
ESA	Environmental Science Associates
EV	electric vehicle
EVC	Evergreen Valley College
EVC EMP	Evergreen Valley College Educational Master Plan
EVC FMP	Evergreen Valley College Vision 2030 Facilities Master Plan
FHWA	Federal Highway Administration
FMP	facilities master plan
FTA	Federal Transit Administration
GE	General Education
General Plan	<i>Envision San José 2040 General Plan</i>
GHG	greenhouse gas
GHGRS	City of San José Greenhouse Gas Reduction Strategy
gpd	gallons per day
GSF	gross square feet
GWP	global warming potential
HAP	hazardous air pollutant
HI	hazard index
hp	horsepower
HRA	Health Risk Assessment
HRI	City of San José Historic Resources Inventory
HVAC	heating, ventilation, and air conditioning
Hz	hertz
I-280	Interstate 280
I-880	Interstate 880
IEPR	Integrated Energy Policy Report
in/sec	inch(es) per second
IPCC	Intergovernmental Panel on Climate Change
IS	Initial Study
ITE	Institute of Transportation Engineers
kBtu	thousand British thermal units
km	kilometer(s)
kV	kilovolt(s)
kW	kilowatt(s)
kWh	kilowatt-hour(s)
L	Library/Education Technology Center
LA	Language Arts
lb	pound(s)
LCFS	low carbon fuel standard
LEED®	Leadership in Energy and Environmental Design

Acronym or Abbreviation	Definition
L _{eq}	equivalent-continuous sound level, or “average sound level”
LID	Low Impact Development
L _{max}	maximum instantaneous noise level experienced during a given period of time
LOS	level of service
LRT	light rail train
m	meter(s)
MEIR	Maximally Exposed Individual Receptor
MERV	minimum efficiency reporting value
mgd	million gallons per day
MMBtu	million British thermal units
MMRP	Mitigation Monitoring and Reporting Program
MMT	million metric ton(s)
MMTCO _{2e}	million metric ton(s) of carbon dioxide equivalent
mpg	miles per gallon
mph	miles per hour
MS3	Math, Science & Social Science
MS4	municipal separate storm sewer system
MT	metric ton(s)
MTC	Metropolitan Transportation Commission
MTCO _{2e}	metric ton(s) of carbon dioxide equivalent
MTCO _{2e} /year/SP	metric ton(s) of carbon dioxide equivalent per year per service population
Municipal Code	City of San José Municipal Code
MW	megawatt(s)
MWEL	Model Water Efficient Landscape Ordinance
MWh	megawatt-hour(s)
NAAQS, or “national standards”	national ambient air quality standards
National Register	National Register of Historic Places
NECPA	National Energy Conservation Policy Act
NESHAP	National Emission Standards for Hazardous Air Pollutants
NCC	neighborhood/community commercial
NHA	not historic-age
NHTSA	National Highway Traffic Safety Administration
NO	nitric oxide
NO ₂	nitrogen dioxide
Noise Ordinance	City of San José Noise Ordinance
NOP	Notice of Preparation
NO _x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NPDES General Stormwater Permit	National Pollutant Discharge Elimination System General Construction Permit for Discharges of Stormwater Associated with Construction Activities
OEHHA	Office of Environmental Health Hazard Assessment
OPR	Governor’s Office of Planning and Research
OSHA	Occupational Safety and Health Administration

Acronym or Abbreviation	Definition
PA	public address
PDA	priority development area
PE	Physical Education
PG&E	Pacific Gas and Electric Company
PHEV	plug-in hybrid electric vehicle
PM	particulate matter
PM ₁₀	particulate matter that is 10 microns or less in diameter
PM _{2.5}	particulate matter that is 2.5 microns or less in diameter
ppb	part(s) per billion
ppm	part(s) per million
PPV	peak particle velocity
P/QP	public/quasi-public
PRC	Public Resources Code
Program	climate protection program
Project	Evergreen Valley College Vision 2030 Facilities Master Plan Draft Environmental Impact Report
REL	reference exposure level
RMS	root mean square
ROG	reactive organic gases
RPS	Renewables Portfolio Standard
RWF	San Jose-Santa Clara Regional Wastewater Facility
S	Sequoia
SAC	Student Activities Center
SAR	Second Assessment Report
SB	Senate Bill
SBWR	South Bay Water Recycling
SCAQMD	South Coast Air Quality Management District
Scoping Plan	Climate Change Scoping Plan
SFBAAB, or Bay Area	San Francisco Bay Area Air Basin
SFPUC	San Francisco Public Utilities Commission
SJCC	San José City College
SJCC EMP	San José City College Educational Master Plan
SJCC FMP	San José City College Vision 2030 Facilities Master Plan
SJCE	San José Clean Energy
SJECCD	San José Evergreen Community College District
SJFD	San José Fire Department
SJVAPCD	San Joaquin Valley Air Pollution Control District
SJWC	San Jose Water Company
SL/N	Sequoia Lecture Hall and Nursing
SO ₂	sulfur dioxide
SP	service population
SR	State Route
SS	Student Services
SSC	Student Services Complex

Acronym or Abbreviation	Definition
Standards	Secretary of the Interior's Standards for the Treatment of Historic Properties
SWPPP	storm water pollution prevention plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TA Handbook	Transportation Analysis Handbook
TCR	The Climate Registry
TIA	transportation impact analysis
TPA	transit priority area
USGBC	U.S. Green Building Council
USGCRP	United States Climate Change Research Program
UWMP	Urban Water Management Plan
V/C	volume-to-capacity ratio
Valley Water	Santa Clara Valley Water District
VdB	vibration decibel(s)
VDECS	Verified Diesel Emissions Control Strategies
VMT	vehicle miles traveled
VOC	volatile organic compound
VTa	Santa Clara Valley Transportation Authority
W	watt(s)
WRAP	Western Regional Air Partnership
WSA	Water Supply Assessment
WSMP 2040	Water Supply Master Plan 2040
ZEV	zero-emission vehicle

CHAPTER 7

Report Preparers, and Persons and Organizations Consulted

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Amah Mutsun Tribal Band, Valentin Lopez, Chairperson
Amah Mutsun Tribal Band of Mission San Juan Bautista, Irene Zwierlein, Chairperson
Indian Canyon Mutsun Band of Costanoan, Ann Marie Sayers, Chairperson
Muwekma Ohlone Indian Tribe of the SF Bay Area, Monica Arellano
North Valley Yokuts Tribe, Katherine Perez, Chairperson
The Ohlone Indian Tribe, Andrew Galvan

Appendix A
**Initial Study/
Notice of Preparation (NOP)**

EVERGREEN VALLEY COLLEGE FACILITY MASTER PLAN

Initial Study and Environmental Checklist

Prepared for
San José Evergreen Community
College District

January 2021



**NOTICE OF PREPARATION OF AN
ENVIRONMENTAL IMPACT REPORT
FOR THE
Evergreen Valley College Facilities Master Plan**

**To: Public Agencies and Concerned
Citizens/Interested Parties**

**From: San José Evergreen Community
College District
40 S. Market Street
San José, CA 95113**

Lead Agency/Project Proponent: San José Evergreen Community College District

Notice: Notice is hereby given that the San José Evergreen Community College District (SJECCD), acting as Lead Agency under the California Environmental Quality Act (CEQA), is preparing an Environmental Impact Report (EIR) for the Vision 2030 Evergreen Valley College Facilities Master Plan (EVC FMP) and other actions and transactions associated with the proposed project. Written comments regarding the issues that should be covered in the EIR, including potential alternatives to the proposed project and the scope of the analysis, are invited. This Notice of Preparation (NOP), and Initial Study, are available on the SJECCD website at: <http://cboc.sjebond.com/program-documents/>

The EIR is being prepared in compliance with CEQA. Under CEQA, upon deciding to prepare an EIR, the SJECCD must issue a NOP to inform trustee agencies, responsible agencies, and the public of that decision. The purpose of the NOP is to provide information describing the project and its potential environmental effects to those who may wish to comment regarding the scope and content of the information to be included in the EIR. Agencies should comment on such information as it relates to their statutory responsibilities in connection with the project.

The EIR will provide an evaluation of potential environmental impacts associated with development of the proposed project. The proposed project description, location, and environmental issue areas that may be affected by development of the proposed project are described below. The EIR will evaluate the potentially significant environmental impacts of the proposed project, on both a direct and cumulative basis, identify mitigation measures that may be feasible to lessen or avoid such impacts, and identify alternatives to the proposed project.

Project Location: The project site is located at:

Evergreen Valley College
3095 Yerba Buena Road, San José, CA 95128

The Evergreen Valley College campus is located in a developed suburban/rural setting within east-central San José, regionally accessible from Interstate 101. It is surrounded by a variety of uses, including residential uses and Falls Creek Park to the north; residential uses, Evergreen Park, and a church to the south; Montgomery Hill Park and undeveloped lands to the east; and residential uses and an assisted-living facility to the west.

Project Description: The San José Evergreen Community College District (SJECCD) proposes to construct and implement the Vision 2030 Evergreen Valley College Facilities Master Plan (EVC FMP), which includes renovations throughout the EVC campus, demolition of aging structures, construction of

new structures, and upgrades to existing transportation and circulation facilities. A detailed project description is included in the Initial Study referenced in this notice.

Scoping Meeting: SJECCD is hosting a public scoping meeting on February 10, 2021 from 9:00 to 10:00 a.m. Please join virtually from your PC, Mac, Linux, iOS or Android devices:

<https://cccconfer.zoom.us/j/98666023692>

Environmental Effects and the Scope of the EIR: The EIR will analyze potentially significant impacts that result from implementation of the proposed project.

As indicated above, the SJECCD has prepared an Initial Study to describe the project and identify any potentially significant project-specific or cumulative environmental effects, as well as, identify any mitigation measures or alternatives that may avoid or mitigate the identified effects, if any, to a less-than-significant level. Based on the findings of the Initial Study, it is anticipated that the following topics could have potentially significant impacts:

- Air Quality
- Energy
- Greenhouse Gas Emissions
- Noise
- Transportation
- Utilities and Service Systems

In addition, the EIR will describe and evaluate project alternatives that may reduce or avoid any identified significant adverse impacts of the project. Unless new information is presented during the NOP comment process, the following topics are expected to have less-than-significant impacts and will be discussed only in the Initial Study: aesthetics; archaeological resources; agriculture and forestry resources; biological resources; cultural resources; geology and soils; hazards and hazardous materials; hydrology and water quality; land use and planning; mineral resources; population and housing; public services; recreation; tribal cultural resources; and wildfire.

Address Where Written Comments May be Sent: Comments and suggestions as to the appropriate scope of analysis in the EIR are invited from all interested parties. Written comments or questions concerning the EIR for the proposed project should be directed to the SJECCD at the following address, in writing, by the end of the scoping period, **Monday, February 22, 2021, at 5:00 p.m.** Submit comments by U.S. Mail or E-mail to:

Terrance DeGray, Associate Vice Chancellor, Physical Plant Development and Operations
San José Evergreen Community College District
40 S. Market Street
San José, CA 95113
Email: Terrance.DeGray@sjeccd.edu
Telephone: (408) 274-6401

EVERGREEN VALLEY COLLEGE FACILITY MASTER PLAN

Initial Study and Environmental Checklist

Prepared for
San José Evergreen Community
College District

January 2021

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ENVIRONMENTAL CHECKLIST

Initial Study

- 1. Project Title:** Vision 2030 Evergreen Valley College Facility Master Plan
- 2. Lead Agency Name and Address:** San José Evergreen Community College District
- 3. Contact Person and Phone Number:** Terrance S. DeGray
Associate Vice Chancellor
Physical Plant Development and Operations
(408) 270-6401
Terrance.DeGray@sjeccd.edu
- 4. Project Location:** Evergreen Valley College, 3095 Yerba Buena Road, San José, CA 95135
- 5. Project Sponsor's Name and Address:** San José Evergreen Community College District, 40. Market Street, San José, CA 95113
- 6. General Plan Designation(s):** Envision San José 2040 General Plan
Designation: Public/Quasi-Public (P/QP);
Neighborhood/Community Commercial (NCC)
- 7. Zoning:** San José Land Use Zoning:
Single-Family Residential (R-1-5);
Agriculture (A)

8. Description of Project:

The San José Evergreen Community College District (SJECCD) proposes to construct and implement the Vision 2030 Evergreen Valley College Facilities Master Plan (EVC FMP), which includes renovations throughout the EVC campus, demolition of aging structures, construction of new structures, and upgrades to existing transportation and circulation facilities.

9. Surrounding Land Uses and Setting.

The EVC campus is located within a developed suburban/rural setting within east-central San José and is surrounded by a variety of uses, including residential uses and Falls Creek Park to the north; residential uses, Evergreen Park, and a church to the south; Montgomery Hill Park and undeveloped lands to the east; and residential uses and an assisted-living facility to the west.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)

The proposed EVC FMP may also require approvals from the following responsible or regulatory agencies:

- Division of State Architect;
- City of San José;
- Bay Area Air Quality Management District;
- City of San José Fire Department;
- Santa Clara County Water District; and
- Santa Clara Valley Water District.

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

The SJECCD has not received a request for consultation from California Native American Tribes pursuant to Public Resources Code section 21080.3.1. Nevertheless, the SJECCD sent notification letters to the representatives of applicable California Native American Tribes for which the SJECCD and its consultants anticipate may have an interest in commenting on the proposed project. No responses were received from the California Native American Tribes contacted for the proposed project.

Introduction

The SJECCD proposes to implement the development program of the Vision 2030 Evergreen Valley College Facilities Master Plan (EVC FMP) and subsequent revisions in the 2030 Educational Master Plan (EMP) for the EVC campus.

The 2030 EVC FMP responds to the evolving conditions and funding opportunities that concurrently influence the EMP and thereby the development program and the campus objectives for the growth of the EVC.

This Initial Study examines the current facilities and campus development program, which includes various components ranging from the demolition and renovation of existing structures, construction and operation of new structures, site and circulation improvements with entrances, street connections, pedestrian improvements, and landscaping.

Project Location

The EVC campus is located at 3095 Yerba Buena Road in southeastern area of the City of San José in Santa Clara County. The campus is located at the base of Mount Hamilton, a mountain in California's Diablo Range. The campus is bounded by San Felipe Road to the west, Yerba Buena Road to the south, Montgomery Hill Park to the east, and Falls Creek Drive to the north.

In addition to campus facilities, the 130-acre college site includes an SJECCD warehousing facility (approximately 2 acres) and an SJECCD-owned solar field (approximately 7.5 acres). The college leases a small daycare site and facility at the south edge of campus to an independent service provider. The location of the campus within Santa Clara County and the City of San José is shown on **Figure 1** (Regional Location).

Surrounding Uses

The EVC campus is in a suburban/rural setting that is currently experiencing substantial commercial and residential development growth. A retail center occupies the northeast corner of the San Felipe-Yerba Buena intersection, and abuts the SJECCD property boundary. A 27-acre parcel owned by the District, located north and east of the aforementioned retail development, was designated by the District and College as surplus land in 2004. That land is currently planned for retail, housing and commercial uses.

The Church on the Rock owns and occupies a parcel south of the campus athletic fields, providing a break in an otherwise continuous campus frontage along Yerba Buena Road.

Evergreen Creek runs along the north campus boundary, south of Falls Creek Drive. Residential neighborhoods are located further north of the campus, across Falls Creek Drive. Montgomery Hill Park abuts the northeast edge of the campus.



SOURCE: Esri, 2012; ESA, 2020

Vision 2030 Evergreen Valley College Facility Master Plan

Figure 1
Regional Location



SOURCE: Esri, 2012; ESA, 2020

Vision 2030 Evergreen Valley College Facility Master Plan

Figure 2
Project Vicinity

Additional parklands and open space are located south of the campus along Yerba Buena Creek, immediately south of Yerba Buena Road. Single family developments are located across Yerba Buena Road, south of Yerba Buena Creek.

Senior housing and single-family residential neighborhoods are located to the west of the campus across San Felipe Road, west of Thompson Creek. **Figure 2** (EVC Campus Surrounding Land Uses) depicts the location of these land uses in relation to the EVC campus.

Environmental Setting

Existing Campus and Facilities

EVC opened its doors in 1975 to 3,000 students and currently hosts more than 9,000 students. The campus is generally defined by a compact, centralized zone of one- and two- story academic buildings (referred to as Academic Core) surrounding an open green. Surface parking occupies the west and east ends of campus. South of the Academic Core are athletic fields and additional surface parking. A large retention pond and small amphitheater occupy the southeast of the campus.

The age and condition of campus facilities varies widely. The original campus facilities are approximately 45 years of age. By the end of the 2030 planning period addressed in the FMP, these original facilities will be up to 60 years of age. Newer buildings on the EVC campus include the Visual and Performing Arts Center (2009) the Montgomery Hill Observatory (2005), the Gullo I Student Center (2001), the Gullo II Building (2005), the Library Education Technology Center (2004), and the Sequoia and Sequoia Lecture Hall (2001). **Figure 3** (Evergreen Valley College) shows the layout of the EVC campus, key buildings and facilities, and the age and assessed condition of facilities.

The campus site generally slopes from the northeast to the southwest with substantial grade differences (approximately 30 feet) between the buildings at the north edge of the Academic Core and the south campus and athletic playfields. These grade differences create notable Americans with Disabilities Act (ADA) and universal accessibility considerations.

Existing Vehicular Access, Circulation, Parking

The EVC campus is served by two arterials, San Felipe Road, which provides vehicular access to the west side of campus via Paseo de Arboles; and Yerba Buena Road, which provides access to the south and east areas of campus. Yerba Buena Road further connects the campus to U.S. Route 101 two miles to the west. The San Felipe Road entrance to the campus is signalized. The Yerba Buena entrances are unsignalized. All entries access major surface parking lots on the campus.



SOURCE: Brailsford & Dunlavey

Evergreen Valley College Sports Complex

Figure 3
Evergreen Valley College

The campus includes pedestrian access ways to the Academic Core from east and west parking lots. Pedestrian access ways from parking lots to the Academic Core are generally well defined in the form of linear plazas. Pedestrian access to the Academic Core from the south parking areas is limited to walkways primarily intended to serve the athletic facilities in the southern portion of the campus, where improvements to pedestrian walkways are intermittent.

Parking is concentrated in the west, south and east areas of the Academic Core with direct pedestrian access into campus. There are currently 2,585 parking spaces serving the EVC campus. **Figure 4** (Existing Vehicular Access, Circulation, and Parking Facilities) shows existing campus vehicular access, circulation, parking facilities.

Project Components

The EVC FMP contains the revised facility recommendations and subsequent plans, including demolition and removal of existing buildings on the campus; the construction of new buildings and the repurposing of existing buildings and facilities to meet the future program needs; improvements to vehicular and pedestrian access and circulation systems; expansion of parking facilities and capacity; and open space-landscape improvements. A description of each of these elements is provided below.

Building and Facilities Program

Descriptions of EVC campus buildings proposed for demolition and removal, proposed new buildings, and buildings to be renovated and/or repurposed are provided below. Figure 4 (Building Facilities Program) illustrates these proposed FMP projects. **Table 1** provides the scope of the building program under the EVC FMP and estimated square footage of the facilities to be demolished, constructed, or renovated.

Buildings to be Demolished

The FMP and its subsequent revisions includes buildings identified for demolition. Facilities identified for demolition as part of the proposed EVC FMP include:

- Sequoia Lecture Hall;
- Acacia Building; and
- Racquetball Courts

Please note the EVC FMP also included the Roble building in the list of structures to be demolished. Demolition of the Roble building was the subject of a prior District approval, and this building has since been demolished, and that site is currently undeveloped.



SOURCE: Brailsford & Dunlavy

Evergreen Valley College Sports Complex

Figure 4
Building Facilities Program

TABLE 1
PROPOSED FACILITIES MASTER PLAN BUILDING PROGRAM

Key	Facility	Physical Change Proposed	Existing Building Gross Square Feet (GSF)	Proposed Building Gross Square Feet (GSF)	Net Change (GSF)
G2	Gullo II	Partial Renovation (internal)	6,290	6,290	NA
VPA	Visual Arts + Performing Arts Buildings	None	56,883	56,883	NA
AT	Automotive Technology	None	39,251	39,251	NA
L	Library / Education Technology Center	None	86,311	86,311	NA
FC	Fitness Center	None	8,045	8,045	NA
MS3	Math, Science & Social Science	None	67,630	67,630	NA
CD	Child Development Center	None	4,219	4,219	NA
DW	District Warehouse	None	13,584	13,584	NA
O	Montgomery Hill Observatory	None	1,170	1,170	NA
P	Physical Education	None	57,631	57,631	NA
C	Cedro	Partial Renovation (internal)	25,060	25,060	NA
SS	Student Services / Student Activities Center	Partial Renovation (internal)	88,509	88,509	NA
GS	Gullo I Student Center	None	29,993	29,993	NA
S	Sequoia Building	Partial Renovation (internal)	35,800	35,800	NA
AR	Admissions and Records/ Emergency Operations Center	Partial Renovation (internal)	12,373	12,373	NA
CP	Campus Police / Central Plant	Expansion to accommodate Central Plant capacity	20,087	20,087	NA
LA	Language Arts Building	New Building	NA	52,500	+52,500
SSC	Student Services Complex	New Building	NA	76,400	+76,400
GE	General Education Building	New Building	NA	32,000	+32,000
SL/N	New Sequoia Lecture and Nursing Building	New Building	NA	17,700	+17,700
R	Racquetball Building	Demolish to Construct Student Services Complex	9,794	NA	-9,794
A	Acacia	Demolish	84,142	NA	-84,142
SL	Existing Sequoia Lecture Hall	Demolish to Construct New SL/N	6,700	NA	-6,700
Total			653,472 GSF	731,436 GSF	+77,964 GSF

NOTES:

* Gross square feet (GSF) comprises the building's total footprint.

SOURCE: SJECCD, 2020

Renovated Buildings

Admissions and Records Emergency Operations Center

The District proposes to remodel the first floor of the Admissions and Records building. The remodel would primarily remove interior walls and finishes in order to install new enclosed storage units and offices. The renovated space will become the Emergency Operations Center and will improve campus security and safety. The estimated square footage to be remodeled is 8,153 gross square feet (GSF), although the overall gross square feet of this building would remain the same.

Cedro Building

The District proposes to update the existing interior finishes of Cedro Hall offices, classrooms, lobby spaces, and exterior spaces. This project would include a renovation to the existing patio on the south side of the Cedro Building to provide study area for students. The interior renovation would include new flooring, new wall surfacing to include white boards and tack boards, and new IT equipment to support local and distant education needs. The HVAC system would also be upgraded to reduce classroom noise and improve air quality. This project would address many of the existing ADA deficiencies of the building. The estimate square footage to be remodeled is 15,600 GSF, although the overall gross square feet of this building would remain the same.

Student Services/Student Activities Center

The Student Services building, located south of the Acacia Building, was planned for demolition in the EVC FMP to make way for the construction of a new Language Arts Building. The SJECCD has revised its development plan to retain the Student Services Building and develop a new Language Arts Building in the former location of the Roble Building, to the west.

The SJECCD proposes to renovate the interior of the Student Services Building to develop a Student Activities Center. The renovation would be primarily interior reconfiguration, and would not begin until the completion and move-in of the Student Services Complex. The estimated square footage to be renovated is 41,248 GSF, although the overall gross square feet of this building would remain the same.

Sequoia Building

The EVC FMP planned for partial interior renovation of the existing Sequoia Building. These improvements are planned for 35,800 square feet of existing building. It is likely that the vacated and repurposed space in the Sequoia building will be used to support the expansion of the Biology program.

Campus Police/Central Plant

The existing Campus Police/Central Plant is located strategically with service vehicle access. The existing 20,087 square foot building is adequate but will be renovated internally to accommodate the central plant capacity upgrades to support the 2030 FMC Master Plan.

Proposed New Buildings

General Education Building

The EVC FMP proposes construction of a new three-story multi-disciplinary academic building on the southeast edge of the Academic Core, south of the existing Gullo I Student Center and west of the current south campus buildings.

The General Education Building would provide classroom space for projected student growth. It would also replace the classroom space vacated through the previous demolition of the Roble Building, the proposed demolition of the Acacia Building, and the general education classrooms currently located in the existing Physical Education Building. The estimated square footage of the new building is 32,000 GSF.

Language Arts Building

The EVC FMP proposes the construction of a new Language Arts Building in the location of the existing Student Services Building. The SJECCD has revised its development plan to retain the Student Center Building and develop a new Language Arts Building in the location of the former Roble Building site. This building would be designed to consolidate the Language Arts functions and services currently dispersed throughout the campus and to meet future growth needs. The estimated square footage of the new building is 52,500 GSF.

Student Services Complex

The FMP proposes the EVC student service facilities, which are currently scattered on campus, should be consolidated and relocated to a new two-story Student Services Complex on the southwest edge of the Academic Core, south of the Library and west of the Fitness Center, at the current location of Lots 4 and 5. The proposed Student Services Complex would consolidate the uses currently housed in the existing Student Services Building and the Admissions and Records Building, as well as other related programs currently housed outside of the existing Student Services Building. The estimated square footage of the new building is 76,400 GSF.

Sequoia Nursing Addition / Sequoia Lecture Building

The District proposes to demolish the existing Sequoia Lecture Building and construct a new lecture and nursing building with equivalent square footage of lecture space as in the existing structure (6,700 GSF) and an additional 17,700 GSF for the nursing program.

The EVC FMP initially envisioned the addition of building space for the nursing program to the Engineering/Applied Technology and Nursing Building on the previously-demolished Roble Building site. However, the current development program proposes to construct the Language Arts Building at the site of the former Roble Building. (described in the *Language Arts Building*, and *Student Center* descriptions.)

Vehicular Access, Circulation, and Parking Improvements

Vehicular Access Additions and Improvements

The EVC FMP proposes improvement of existing EVC vehicular access points and the addition of one new vehicular access point. The proposed access improvements and additions are described in this section. In addition to providing access to the west and east parking lots, the FMP recommends new improved entrances that support public transit, bike paths, and pedestrian access from the campus perimeter. The FMP proposes parallel parking be considered for both sides of these roads to provide additional spaces where most desired for students, spectators, and athletes. The FMP also cites parallel parking and bike paths as effective traffic-calming features.

Existing East Yerba Buena Street Entries

There are two existing entries from Yerba Buena into the EVC campus. One connects to Valle del Lago and leads towards a roundabout in the heart of campus. Under the District's proposed development plan the roundabout would be disconnected and re-purposed as a pedestrian plaza.

Once the Valle del Lago entry is disconnected from the current roundabout, minor reconfiguration of existing roads may be required to provide service access to the Student Center and Bookstore.

New West Yerba Buena Street Entry

A new primary entrance to the campus to the east of the existing Yerba Buena-San Felipe intersection at the western edge of the EVC athletic fields is planned as part of the EVC FMP.

The new West Yerba Buena Street entrance would be highly visible from the San Felipe and Yerba Buena intersection and serve as the main entry to the campus. In addition, it is intended to serve the southwest sector of campus, providing a second point of access to the west parking lots and public access to the west end of a future Athletic Zone (not part of the EVC FMP).

The new West Yerba Buena Street entrance is planned to extend to Paseo de Arboles to provide access to the southern edge of Lot 3 and the LETC. It will support pedestrian access to the campus core and arrival of first-time students to the proposed Student Services Center (described in *Building and Facilities Program*) south of the existing Library.

Existing North San Felipe Road Entry

The existing North San Felipe Road entrance is planned to connect with the proposed new Yerba Buena Entryway to provide continuous access to the west parking lots. This improvement promotes a connected network to the campus.

Parking

The 2030 FMP calls for a total of 3,536 spaces by the 2030 buildout, the majority of which have already been realized through previously implemented restriping and painting projects. The District's proposed building program would include relocation of Lots 4 and 5 further west to

allow for new building construction adjacent to the Library. The number of spaces would increase from 225 spaces to 427.

Pedestrian Access and Circulation Improvements

The FMP proposes the following pedestrian access and circulation improvements:

- Remove service vehicle access from primary pedestrian circulation (At Gullo I Student Center)
- Improve existing and create new pedestrian gateways to the campus where main pedestrian walkways (or spines) terminate at parking and drop-off zones. These gateways should reflect a consistent landscape/hardscape character and signage program to assist in wayfinding and to signify pedestrian entry to the campus.
- Extend and improve a series of east-west and north-south pedestrian walkways (or spines) to provide visual access and support physical movement through the campus from edge to edge. These spines are intended to support a high volume of pedestrian traffic, visually and physically integrate the south campus with the campus quad, and facilitate emergency vehicle access to the core of the campus.
- Create a strong north-south pedestrian connection and open space west of the proposed Student Services Center [described in the *Building and Facilities Program* description] to visually and physically integrate the south campus and current campus green.
- Differentiate all new, extended, and existing pedestrian spines and walkways by their width, hardscape, and landscape treatment, to assist in pedestrian wayfinding and visual understanding of the campus.

Implementation and Phasing Schedule

The program of campus development under the FMP includes the development sequence summarized in **Table 2**.

Construction Activities

Site preparation for new and expanded facilities would include the demolition of existing landscaped and paved areas, partial demolition of existing structures and infrastructure, excavation and trenching for utilities, hauling and piling of building materials, and preparation of sites for construction and staging for the proposed new buildings and infrastructure.

Structures scheduled for renovation and expansion could be partially demolished in areas planned for renovation, which may include full demolition of sections of those structures or internal demolition of existing features. Construction of proposed new structures would include site grading, excavation, pouring of foundations, extension of utilities, erection of structures, and landscaping. Pile-driving is not anticipated to be necessary for construction of building foundations.

TABLE 2
EVERGREEN VALLEY COLLEGE FACILITIES MASTER PLAN IMPLEMENTATION AND PHASING SCHEDULE

Project	Demolition/Construction Year
Facility Demolition	
Acacia Building Demolition	2025
Racquetball Courts Building Demolition	2021
Sequoia Lecture Hall Building	2022
Facility Renovation	
Admissions and Records / Emergency Operations Center Renovation	2024 - 2025
Cedro Building Renovation	2020 - 2021
Student Center Renovation	2023 - 2025
New Construction	
General Education Building	2022 - 2023
Language Arts Building	2021 - 2023
Student Services Complex	2022 - 2023
Sequoia Nursing Addition / Sequoia Lecture Building	2022 - 2024
West Vehicle Improvements	2021 - 2022

Project Approvals and Entitlements

SJECCD

Adoption of the proposed EVC FMP is anticipated to require, but may not be limited to, the following SJECCD actions:

- Certification of the EVC FMP EIR in compliance with the requirements of CEQA pursuant to Guidelines Section 15120-15132;
- Adoption of a Mitigation Monitoring Plan (MMP), which specifies the methods for monitoring mitigation measures required to eliminate or reduce the project's significant effects on the environment; and
- Adoption of Findings of Fact, and for any impacts determined to be significant and unavoidable, a Statement of Overriding Considerations.

The proposed EVC FMP may also require approvals from the several responsible or regulatory agencies, including, but not limited to, the Division of State Architect; the City of San José; the Bay Area Air Quality Management District; the City of San José Fire Department; and the Santa Clara County Water District.

Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

- | | | |
|---|--|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input checked="" type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Energy |
| <input type="checkbox"/> Geology/Soils | <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials |
| <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources |
| <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Transportation | <input type="checkbox"/> Tribal Cultural Resources |
| <input checked="" type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Wildfire | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial study:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Date

Signature

Date

Environmental Checklist

Aesthetics

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
I. AESTHETICS — Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The EVC campus is located on the eastern side of the Santa Clara Valley at the base of Mount Hamilton, a mountain in California's Diablo Range. The EVC campus is visually defined by a compact, centralized zone of one- and two- story academic buildings (referred to as Academic Core) surrounding an open green. Surface parking occupies the west, south and east areas of campus. South of the Academic Core are athletic fields and additional surface parking. A large retention pond and small amphitheater occupy the southeast of the campus. The existing buildings include a variety of shapes and scales and have been constructed with a variety of materials, including brick, stucco, wood, and glass, among others.

Vegetation on the campus consists of small landscaped areas outside the campus buildings, turf grass covering sports fields in the southern portion of the campus, and other landscaping throughout the campus. Trees are located throughout the campus, including in areas bordering campus parking lots, along pedestrian paths, and near a number of campus buildings. The most prevalent trees on campus are ornamental oaks. Other tree species on the campus include redwood, valley oak, coast live oak, pepper trees, black walnut, and almond.

The EVC campus is in a suburban/rural setting that is currently experiencing substantial commercial and residential development growth. A retail center occupies the northeast corner of the San Felipe-Yerba Buena intersection, and abuts the SJECCD property boundary. A 27-acre parcel, located north and east of the aforementioned retail development, was designated by the District and College as surplus land in 2004. That land is currently planned for retail, housing and commercial uses. Evergreen Creek runs along the north campus boundary, south of Falls Creek Drive. Residential neighborhoods are located further north of the campus, across Falls Creek

Drive. Montgomery Hill Park abuts the northeast edge of the campus and is visually characterized by natural grassland and unpaved trails within an oak tree environment.

Additional parklands and open space are located south of the campus along Yerba Buena Creek, immediately south of Yerba Buena Road. Single-family developments are located across Yerba Buena Road, south of Yerba Buena Creek. Senior housing and single-family residential neighborhoods are located to the west of the campus across San Felipe Road, west of Thompson Creek.

The western portion of the campus affords views of the open, grassy hills in this area. The central and eastern portions of the campus are developed and there are existing views of buildings and sports facilities from both the campus and from nearby public viewpoints such as roadways and Montgomery Hill Park.

Existing nighttime lighting at EVC is located throughout the campus for security and wayfinding, along pedestrian walkways, in parking lots, and outside of the campus buildings. The soccer field and tennis courts, located along the southern edge of the campus, are lit at night by high-intensity light fixtures located on approximately 80-foot-tall stanchions. The multi-use athletic field and tennis courts, located in the center of the campus, are not lit at night.

Discussion

- a) **No Impact.** A scenic vista is generally defined as an expansive view of highly valued landscape as observable from a publicly accessible vantage point. Although there are views across the EVC campus to the Evergreen Hills, and views from within the campus that are of high visual quality, the existing development on the campus itself does not interfere with visual resources. There are no scenic vistas that include the campus as a major part of the view. The campus is screened from the view of adjacent residences south of Park Estates Way by riparian vegetation to the south of the campus. The campus is partially screened from the southward views from adjacent residences north of Falls Creek Drive by riparian vegetation. Southward views of the north campus parking lot and portions of campus buildings are available from areas along Falls Creek Drive. However, these views are not of high visual quality. Distant views of the campus are available from higher elevations along Yerba Buena Road southwest of the campus. From these viewpoints, campus development appears as a continuous part of commercial and residential development against the backdrop of surrounding residential development and open space.

New structures developed as part of the proposed EVC FMP would be sited in developed areas of the campus. They would be similar in type, scale and use to the existing college facilities and would be built within the existing campus boundaries.

Furthermore, as noted above, there are no scenic vistas that include the campus as a major part of the view. Therefore, there would not be a substantial change to any scenic vistas. Based on these factors, the proposed project would have no impact with regard to this criterion.

- b) **No Impact.** There are no State-designated scenic highways in the vicinity of the campus (California Department of Transportation 2017). Therefore, changes on the campus as a result of implementing the proposed project would not affect visual resources associated with any State-designated or local scenic highway. There would be no impact with regard to this criterion.
- c) **Less than Significant.** Buildout of the proposed EVC FMP would include demolition and removal of certain existing buildings; the construction of new buildings and the repurposing of existing buildings; improvements to vehicular and pedestrian access and circulation systems; improvements to parking facilities; and open space improvements. As a result, buildout of the EVC FMP would incrementally alter the existing visual character of the campus.

The EVC campus qualifies as an “urban area” as defined in CEQA Guidelines section 21094.5 because it is located in an incorporated city. Therefore, the EVC FMP would have an adverse effect related to scenic quality if it were to conflict with applicable regulations governing scenic quality. The District has land use jurisdiction over programs and projects proposed on the EVC campus. There are no District regulations governing scenic quality with which development under the EVC FMP would be in conflict. Furthermore, while the District is not subject to local land use regulations, the development proposed under the EVC FMP would be generally consistent with City of San José land use designations for the campus. As demonstrated further in Section XI, Land Use and Planning, below, the EVC FMP would not conflict with any local or regional plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Consequently, the effect of the EVC FMP on scenic quality would be less than significant. For informational purposes, additional discussion is provided immediately below regarding the effects of the EVC FMP on visual character and quality.

The specific designs of new buildings that would be constructed on the campus under the EVC FMP are not known at this time, and the evaluation of impacts is based mainly on the general building mass, height, and location. The mass and height of the proposed buildings would be similar to existing buildings on the campus. A majority of the new buildings would be constructed within or adjacent to the existing core of the campus, and in some cases would replace existing buildings. As a result, the type and scale of development on the campus at buildout of the proposed EVC FMP would generally be similar to existing conditions. Proposed new buildings would not be substantially different from the existing buildings and would be designed to coordinate with them in exterior appearance, height, and mass. Views of the campus from both on-campus and off-campus viewpoints with the addition of the proposed new buildings would not be substantially different from existing views.

In addition, the proposed EVC FMP includes several elements that would improve the visual character of the campus. The EVC FMP proposes establishment of a unified, identifiable landscape and entrance character or the proposed improvement of existing EVC vehicular access points at East Yerba Buena Street and North San Felipe Road and

the addition of one new vehicular access point at West Yerba Buena Street. In addition, the EVC FMP includes the provision of new or upgraded open space areas throughout the campus core. For example, the proposed project would include the establishment of a Central Green that would serve as an active space at the heart of the campus for meeting, dining, study and socialization. New landscaping throughout the campus would increase the quality and visibility of campus open spaces. Where feasible, trees would be preserved on the campus and trees lost to development would be replaced by new trees. These elements of the proposed EVC FMP would have a generally positive impact on visual character of the campus.

Based on these factors, construction of the building programs and landscape improvements under the proposed project would not have a substantial adverse effect on visual character of the campus.

- d) **Less than Significant with Mitigation Incorporated.** The proposed EVC FMP would shift some light sources and could increase nighttime lighting in portions of the campus, due to the presence of new campus buildings and parking. These changes could affect daytime and nighttime views. New light sources would be introduced with development of the new Administration Building, General Education Building, Student Services Center, Language Arts Building, and new Sequoia Nursing Addition / Sequoia Lecture Building. Any new lighting associated with this proposed development would be expected to be of a similar nature and scale as other existing night lighting at the campus, and compatible with the surrounding area. Furthermore, the hill on the northern portion of the campus and vegetation along Evergreen Creek serves to screen the campus from residential neighborhoods to the north, while vegetation along Yerba Buena Creek serves to screen the campus from residential neighborhoods to the south. However, in the absence of actual building and lighting plans for these projects at this time, the proposed FMP could potentially be a source of adverse light or glare in the project vicinity, if appropriate design measures were not incorporated. **Mitigation Measure AES-1** would require that all new exterior lighting for future projects on the EVC campus shall incorporate downward-directed lighting or cutoff-type lighting, and/or other design measures as appropriate in order to minimize light spill and nighttime glare and would ensure the impact would be less than significant.

Mitigation Measures

Mitigation Measure AES-1: Minimize Spillover Light and Nighttime Glare. All new exterior lighting for future projects on the EVC campus shall incorporate downward-directed lighting or cutoff-type lighting, and/or other design measures as appropriate, in order to minimize light spill and nighttime glare.

References

California Department of Transportation, 2017. California Scenic Highway Program. Available: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/. Accessed August 24, 2020.

Agriculture and Forestry Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
II. AGRICULTURE AND FORESTRY RESOURCES —				
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

Santa Clara County has approximately 27,000 acres of agricultural land, with nearly half of the County's land being rangeland and productive farmland (SCVOSA, 2014). The project area is located within the City of San José, its entirety designated as urban service area (County of Santa Clara, 1994).

Discussion

- a-e) **No Impact.** The project area is located within the City of San José in a highly urbanized area. The Envision San José General Plan designates the EVC campus as Public/Quasi-Public land, which is a category for public land uses including schools and colleges, and some private land uses (including private schools) (City of San José, 2020). The California Department of Conservation (DOC) administers the Farmland Mapping and Monitoring Program (FMMP), a statewide agricultural land inventory. The EVC campus is designated as Urban and Built-Up Land and Other Land by the DOC under the FMMP. As such, none of the campus is used for agricultural purposes, or is considered Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as designated by the FMMP (DOC, 2016).

The Williamson Act, also referred as the California Land Conservation Act of 1965, enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. There is currently no Williamson Act contract applicable to EVC campus. Accordingly, implementation of the proposed EVC FMP would not result in any change in land use that could convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or Williamson Act Lands to non-agricultural use. There are no agricultural uses within or adjacent to the EVC campus.

Forest land is defined as native tree cover at a density of greater than 10 percent, which allows for management of timber, aesthetics, fish and wildlife, recreation, and other public benefits. None of the project area is zoned as forest land, timberland, or Timberland Production, and no such uses exist in the project site or in the vicinity of the EVC campus. Therefore, no impacts would occur to agriculture and forestry resources.

References

- California Department of Conservation (DOC); Farmland Mapping and Monitoring Program (FMMP), 2016. "California Important Farmland Finder." Available: <https://maps.conservation.ca.gov/DLRP/CIFF/>. Accessed September 11, 2020.
- City of San José. 2020. Envision San José 2040 General Plan. <https://www.sanjoseca.gov/home/showdocument?id=22359>. Accessed September 11, 2020.
- County of Santa Clara. 1994. Santa Clara County General Plan. https://www.sccgov.org/sites/dpd/DocsForms/Documents/GP_Book_A.pdf. Accessed September 11, 2020.
- Santa Clara Valley Open Space Authority (SCVOA). 2014. The Santa Clara Valley Greenprint: A Guide for Protecting Open Space and Livable Communities. <https://www.openspaceauthority.org/system/documents/Santa%20Clara%20Valley%20Greenprint%20Report.pdf>. Accessed September 11, 2020.

Air Quality

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
III. AIR QUALITY —				
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) **Potentially Significant Impact.** The most recent clean air plan is the Bay Area 2017 Clean Air Plan that was adopted by the Bay Area Air Quality Management District (BAAQMD) in April 2017. Consistency with this plan is the basis for determining whether development under the proposed EVC FMP would conflict with or obstruct implementation of air quality plans. Development under the proposed EVC FMP would increase both stationary and mobile sources of air emissions, which contribute to regional air pollution. Air pollutant emissions also could occur over the short term in association with construction activities that emit exhaust and dust that could affect local and regional air quality. The EVC FMP EIR will include an evaluation of the potential for the proposed project to conflict with the local clean air plan.
- b) **Potentially Significant Impact.** Construction and operation of development projects under the proposed EVC FMP would generate air pollutants that could be considerable in a regional, cumulative context. The EVC FMP EIR will include an evaluation of the air quality impacts that could result from pollutant emissions related to implementation of the EVC FMP for which the air basin is in nonattainment of the ambient air quality standards.
- c, e) **Potentially Significant Impact.** Construction and operation of development under the proposed EVC FMP could expose sensitive receptors on the campus site and in adjacent residential neighborhoods to substantial pollutant concentrations (including toxic air contaminants). The EVC FMP EIR will include an evaluation of the air quality impacts related to exposure of sensitive receptors to pollutant concentrations.
- d) **No Impact.** The proposed EVC FMP would not include development of land uses identified by BAAQMD as typically associated with odors, such as wastewater treatment plants, landfills, composting facilities, refineries, or chemical plants (BAAQMD, 2017). As the

proposed EVC FMP would not result in development that would be a potential source of odors, this topic will not be evaluated further in the EVC FMP EIR.

References

Bay Area Air Quality Management District (BAAQMD). 2017. *California Environmental Quality Act Air Quality Guidelines*. May.

Biological Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
IV. BIOLOGICAL RESOURCES — Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

Introduction

This section describes the existing conditions for biological resources present within the EVC campus (“project”) site and surrounding area. The term “study area” is used to identify the area investigated in the reconnaissance-level biological survey and encapsulates adjacent areas to the project site that could be indirectly impacted by project activities. The study area includes the project site, plus a 100-foot buffer. The resources described include existing habitat conditions and special-status plants and wildlife (federally- or State-listed as endangered, threatened, proposed, and candidate species, and state or local species of concern).

The information on biological resources is based on a review of pertinent literature and database queries as well as a reconnaissance survey conducted by ESA staff on July 17, 2020, to characterize existing conditions, characterize habitat quality, and assess the potential presence of

special-status species and sensitive natural communities. The sources of reference data reviewed for this evaluation included the following:

- U.S. Fish and Wildlife Service (USFWS) list of Federal Endangered and Threatened Species that may occur in the proposed project area, and/or may be affected by the proposed project (USFWS 2020a);
- The California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDDB) list of special-status species occurrences within the proposed project area and within the San José East, Lick Observatory, Santa Teresa Hills, and Morgan Hill USGS 7.5-minute topographic quadrangles (CDFW 2020a);
- California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants (v8-03) known to occur within the San José East, Lick Observatory, Santa Teresa Hills, and Morgan Hill USGS 7.5-minute topographic quadrangles (CNPS 2020);
- USFWS Critical Habitat for Threatened and Endangered Species (USFWS 2020b);
- Special Vascular Plants, Bryophytes, and Lichens List (CDFW 2020a); and
- Special Animals List (CDFW 2019); and
- Evergreen Valley College 2025 Updated Facilities Master Plan Final Environmental Impact Report (San José Evergreen Community College District 2013).

Existing Habitat

The EVC campus is an approximately 158-acre site located at 3095 Yerba Buena Road. The campus is bounded by San Felipe Road to the west, Yerba Buena Road to the south, Montgomery Hill Park to the east, and Falls Creek Drive to the north. The northeastern portion of campus consists of an undeveloped hillside area while the southern portion of the campus is generally flat and developed with campus facilities. The central campus area is currently developed and landscaped. The project portion of the campus includes paved parking lots, paved walkways, lawns, and other landscaping, and existing buildings. Native and non-native trees, planted as landscaping, occur throughout the developed campus and paved parking areas. These include species such as black oak (*Quercus kelloggii*), valley oak (*Quercus lobata*), blue oak (*Quercus douglassi*), coast live oak (*Quercus agrifolia*), Peruvian pepper tree (*Schinus* sp.), coast redwood (*Sequoia sempervirens*), and Monterey pine (*Pinus radiata*). Lawns and other landscaping species are also present, including ivy (*Hedera* sp.), juniper (*Juniperus* sp.), jasmine (*Jasminum* sp.), and other non-native plant species. The developed portion of the campus also includes athletic fields and Evergreen Lake (an artificial water feature with fountains).

The northeastern portion of the campus is an undeveloped hillside known as Montgomery Hill Park. No improvements are proposed within this area. The vegetation present on Montgomery Hill Park is characteristic of disturbed areas and is dominated by a dense growth of annual non-native grasses and ruderal (i.e., weedy) plant species. The dominant plant species present include wild oat (*Avena fatua*), foxtail barley (*Hordeum murinum*), ripgut brome (*Bromus diandrus*), wild radish (*Raphanus raphanistrum*), Italian thistle (*Carduus pycnocephalus*), common vetch (*Vicia sativa*), and fennel (*Foeniculum vulgare*). Coyote brush (*Baccharis pilularis*), a native shrub that often colonizes disturbed areas, also occurs at scattered locations. There are also small trees and

large shrubs on Montgomery Hill, including almond trees (*Prunus dulcis*), elderberry (*Sambucus mexicanus*), and poison oak (*Toxicodendron diversilobum*). A photovoltaic system is located on the western portion of the hillside; this area is fenced, has been largely cleared of vegetation, and is traversed by a gravel access road.

Special-Status Species

1. Special-status species are regulated under the State and federal Endangered Species Acts or other regulations, or are species that are considered sufficiently rare by the scientific community to qualify for such listing. These species are in the following categories:
2. Species listed or proposed for listing as threatened or endangered under the federal Endangered Species Act (FESA) (50 Code of Federal regulations [CFR] 17.12 [listed plants], 17.11 [listed animals] and various notices in the Federal Register [FR] [proposed species]);
3. Species that are candidates for possible future listing as threatened or endangered under FESA (61 FR 40, February 28, 1996);
4. Species listed or proposed for listing by the State of California as threatened or endangered under the California Endangered Species Act (CESA) (14 California Code of Regulations [CCR] 670.5);
5. Plants listed as rare or endangered under the California Native Plant Protection Act (NPPA) (California Fish and Game Code, Section 1900 et seq.);
6. Animal species of special concern to CDFW;
7. Animals fully protected under Fish and Game Code (California Fish and Game Code, Sections 3511 [birds], 4700 [mammals], and 5050 [reptiles and amphibians]);
8. Species that meet the definitions of rare and endangered under CEQA. CEQA Guidelines Section 15380 provides that a plant or animal species may be treated as “rare or endangered” even if not on one of the official lists; and
9. Plants considered under the CDFW and CNPS to be “rare, threatened or endangered in California” (California Rare Plant Rank [CRPR] 1A, 1B, and 2) as well as CRPR Rank 3 and 4 plant species.¹

Conclusions regarding habitat suitability and species occurrence are based on the analysis of existing literature and databases described above, known habitats occurring within the project site and regionally, and observations made during the reconnaissance survey. The results of database searches from USFWS, CNDDDB, and CNPS (**Appendix A**), combined with knowledge of the habitat present in the study area and the habitat requirements of special-status species, formed the basis for analysis of special-status species with the potential to occur in the study area (refer to

¹ CRPR 3 and 4 plants may be analyzed under CEQA, pursuant to Section 15380 of the CEQA Guidelines, if sufficient information is available to assess potential impacts to such plants. Factors such as regional rarity vs. statewide rarity should be considered in determining whether cumulative impacts to a CRPR 3 or 4 plant are significant even if individual project impacts are not. CRPR 3 and 4 plants may be considered regionally significant if, for example, the occurrence is located at the periphery of the species’ range, or exhibits unusual morphology, or occurs in an unusual habitat/substrate. For these reasons, CRPR 3 and 4 plants should be included in the special-status species analysis. CRPR 3 and 4 plants are also included in the CNDDDB Special Plants, Bryophytes, and Lichens List. [Refer to the current online published list available at: <http://www.dfg.ca.gov/biogeodata>.]

Appendix A). Species that are not expected to occur because of the absence of suitable habitat, or because the project area is outside of the species' known range, were excluded from the table.

No special-status plant species were determined to have a moderate or high potential to occur in the study area. Wildlife species with a moderate or high potential for occurrence are discussed below. While not expected to occur within the study area, Bay checkerspot butterfly (*Euphydryas editha bayensis*) is also discussed, as the project is located within the boundaries of the Santa Clara Valley Habitat Conservation Plan (HCP/NCCP), which covers this species.

Special-Status Birds

Four special-status birds have the potential to occur within the study area: western burrowing owl (*Athene cunicularia hypugaea*), white-tailed kite (*Elanus leucurus*), Cooper's hawk (*Accipiter cooperii*), and tricolored blackbird (*Agelaius tricolor*). Western burrowing owl, a California Species of Special Concern (SSC), is a California resident that prefers open annual or perennial grasslands and disturbed sites with existing burrows, elevated perches, large areas of bare ground or low vegetation, and few visual obstructions. Ground squirrel colonies often provide a source of burrows and are typically located near water and areas with large numbers of prey species, primarily insects. Breeding takes place between March and August, with a peak in April and May. Breeding western burrowing owls are documented approximately one-mile south project site in annual grasslands (Occurrence No. 395) (CNDDDB, 2020).

White-tailed kite is a California fully protected species. White-tailed kites are found throughout California in a range of habitats including marshes, grassland, and oak woodlands, and commonly perches on treetops, wires and fence posts. Cooper's hawk is included on the California Department of Fish and Wildlife's Special Animals List as a "watch list" species. This species mainly preys on birds and is typically found in woodlands and forests, but is also commonly found in suburban areas. Cooper's hawks nest in a variety of trees including but not limited to pines, oaks, beeches, and spruces. Trees within the study area provide potential nesting habitat for both white-tailed kite and Cooper's hawk. Montgomery Hill Park provides suitable foraging habitat for both species.

Tricolored blackbird is listed as endangered under the CESA. It is a permanent resident of the Central Valley but breeds in scattered coastal locations from Marin County to San Diego. This species nests colonially, with a typical minimum colony size of 50 pairs, in wetland vegetation such as cattails (*Typha* spp.), bulrush (*Scirpus* spp.), and willows (*Salix* spp.). Tricolored blackbird colonies are now more commonly found nesting in agricultural fields growing crops such as triticale (*× Triticosecale*). The nearest record of this species is located approximately 2.7 miles to the northwest of the campus and was recorded in 1994 (Occurrence No. 845) (CDFW, 2020). Tricolored blackbird has potential to nest within the study area in riparian areas including the Yerba Buena Creek riparian corridor.

Other Breeding and Migratory Birds

Trees adjacent to the project site offer foraging and nesting opportunity to a variety of resident and migratory birds. Raptors observed during the July 17, 2020 reconnaissance survey include red-tailed hawk (*Buteo jamaicensis*) and red-shouldered hawk (*Buteo lineatus*). Passerine species

which could nest in the area include, but are not limited to, Anna's hummingbird (*Calypte anna*), black phoebe (*Sayornis nigricans*), house finch (*Haemorhous mexicanus*), and American crow (*Corvus brachyrhynchos*), among many others. The federal Migratory Bird Treaty Act (MBTA) and California Fish and Game Code protect raptors, most native migratory birds, and breeding birds that could occur on the project site and/or nest in the surrounding vicinity.

Special Status Bats

Pallid bat (*Antrozous pallidus*) is a California Species of Special Concern and has a high priority designation from the Western Bat Working Group (WBWG). The long-eared myotis (*Myotis evotis*) is included on the CDFW Special Animals List and has a medium priority ranking by the WBWG. Yuma myotis (*Myotis yumanensis*) has a medium priority ranking by the WBWG (CDFW 2019). Pallid bat, long-eared myotis, and Yuma myotis roost in a variety of structure including trees and buildings. The nearest occurrence record for pallid bat and long-eared myotis is from 2007 approximately 2 miles north of the project site (Occurrence No. 421). The nearest occurrence record for Yuma myotis is approximately 9 miles south of the project site (Occurrence No. 37). The study area, which includes aquatic features such as Evergreen Lake, Yerba Buena Creek, Evergreen Creek, and Thompson Creek, provides both foraging and roosting habitat for these species. In addition, buildings on the EVC campus that are proposed for demolition may provide roosting habitat.

Bay Checkerspot Butterfly

Bay checkerspot butterfly is a federally Threatened species of butterfly that was historically found along the spine of the San Francisco Peninsula, from Twin Peaks to southern Santa Clara County and in a few pockets in Alameda and Contra Costa counties. Typical habitat for this species is found on shallow, serpentine-derived or similar soils, which support the larval host plants dwarf plantain (*Plantago erecta*) and purple owl's clover (*Castilleja densiflora* or *C. exserta*). The nearest CNDDDB record for this species is approximately 1.2 miles southwest of the EVC campus (CNDDDB Occurrence No. 13). No suitable habitat for this species is present on the campus due to the absence of the necessary soil and vegetation conditions, which was confirmed during the reconnaissance survey for areas within the study area. However, increased emissions of nitrogen from an increase in vehicle trips associated with the EVC campus could result in potential impacts to Bay checkerspot butterfly habitat. These impacts are discussed in section f), below.

Discussion

- a) **Less than Significant with Mitigation Incorporated.** The CNDDDB and USFWS document a total of 43 special-status wildlife species in the San José East, Lick Observatory, Santa Teresa Hills, and Morgan Hill 7.5-minute quadrangles, and the CNDDDB, USFWS, and CNPS document a total of 39 plant species in these quadrangles (**Appendix A**). Habitat for most of these species does not occur on the campus. The following discussion analyzes potential significant impacts to species that have a moderate or high likelihood to occur in the study area.

The proposed EVC FMP could have a substantial adverse direct or indirect impacts on special-status wildlife species that are known to occur or have a moderate or high potential to occur in the project study area. Areas within the project study area contain suitable habitat that may support special-status wildlife species including western burrowing owl, tricolored blackbird, white-tailed kite, Cooper's hawk, pallid bat, Yuma myotis, and long-eared myotis.

Construction activities that could cause direct impacts on special-status wildlife include vegetation removal and ground disturbance, building demolition, trenching, and project staging and access. Potential indirect impacts on special-status wildlife species would include noise, vibration, and increased activity levels associated with grubbing, earth moving, and heavy equipment operation during construction. Direct and indirect impacts would be limited to the duration of Project construction as disturbed areas would be restored following construction, and the new facilities would not substantially alter existing habitat conditions or result in long-term adverse effects on special-status wildlife.

Implementation of the mitigation measures **BIO-1a: Avoidance and Minimization Measures for Nesting Birds**, **BIO-1b: Western Burrowing Owl Surveys**, **BIO-1c: Tricolored Blackbird Surveys**, and **BIO-1d: Special-Status Bat Surveys** would reduce construction impacts on special-status wildlife to a less-than-significant level by avoiding and reducing habitat disturbance where feasible, conducting surveys for listed or sensitive species prior to construction, and avoiding disturbance to nesting birds through seasonal work limits and/or buffers around active nests or roosts, and requiring monitoring of construction activities by a qualified biologist.

- b) **Less than Significant.** The EVC campus is not located within designated critical habitat. The proposed development under the EVC FMP is located within developed areas on campus that do not contain sensitive natural communities. The Evergreen Creek riparian corridor is located adjacent to the northern border of the campus. Thompson Creek and Yerba Buena Creek riparian corridors are located west and south of the campus, respectively.

In 1994, the City of San José commissioned a Riparian Corridor Policy Study to “explore in detail issues related to General Plan policies which promote the preservation of riparian corridors, the areas along natural streams, and how these corridors should be treated for consistency with the General Plan.” The City Council approved the Riparian Corridor Policy Study, which was subsequently amended in 1999. The Policy Study defines a *riparian corridor* as any stream channel, including the area up to the bank full-flow line, as well as all riparian (streamside vegetation) in contiguous adjacent uplands. It also states that riparian setbacks should be measured from the outside edges of riparian habitat or the top of bank, whichever is greater.²

² City of San José, *Riparian Corridor Policy Study*. Approved by City Council May 17, 1994; revised March 1999. Available at <https://www.sanjoseca.gov/home/showdocument?id=15579>. Accessed August 24, 2020.

The City of San José adopted the Riparian Corridor Protection and Bird Safe Design Policy in 2016 (City Council Policy 6-34, City of San José, 2016). No project activities would occur within riparian setbacks as recommended by the policy and no impacts to the riparian corridor are anticipated. As such, impacts to riparian areas are considered less than significant.

- c) **No Impact.** The reconnaissance survey conducted by ESA confirmed that there are no potentially jurisdictional wetlands or waters present within the study area. Implementation of the project would not result in any adverse impacts to state or federally protected wetlands. Evergreen Lake, located within the campus near the intersection of Valle Del Lago and Yerba Buena Road, is an isolated, artificial water feature. Other aquatic features in the vicinity of the campus are located near the western, northern, and southern EVC campus boundaries and include Thompson Creek, Evergreen Creek, and Yerba Buena Creek. These features are removed from development proposed under the EVC FMP, and would not be affected by implementation of the EVC FMP.
- d) **Less than Significant.** Wildlife movement corridors are considered an important ecological resource by CDFW and the USFWS and under CEQA. Movement corridors may provide favorable locations for wildlife to travel between different habitat areas such as foraging sites, breeding sites, cover areas, and preferred summer and winter range locations. They may also function as dispersal corridors allowing animals to move between various locations within their range. Topography and other natural factors, in combination with urbanization, can fragment or separate large open-space areas. Areas of human disturbance or urban development can fragment wildlife habitats and impede wildlife movement between areas of suitable habitat. This fragmentation creates isolated “islands” of vegetation that may not provide sufficient area to accommodate sustainable populations, and can adversely affect genetic and species diversity. Movement corridors mitigate the effects of this fragmentation by allowing animals to move between remaining habitats, which in turn allows depleted populations to be replenished and promotes genetic exchange between separate populations.

The areas proposed for development under the EVC FMP would be located within the existing EVC campus. The campus does not provide habitat connectivity between open space areas and is not considered to be part of an established wildlife movement corridor. Therefore, the EVC FMP would have no impact to wildlife movement corridors. Trees within the study area provide stopover and nesting habitat for migratory birds. Implementation of **Mitigation Measure BIO-1**, described below, would address potential impacts to nesting birds and reduce impacts to **less than significant**.

- e) **No Impact.** Construction of facilities within the EVC FMP campus may result in the removal of some trees. Implementation of the project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation or policy or ordinance. The City of San José tree ordinance requires a permit for removal of any trees on private property that have a trunk circumference of 56 inches or more, measured 2 feet above grade. The SJECCD is exempted by the state constitution from

compliance with local land use regulations and ordinances. As such, there would be no impact with respect to this criterion.

- f) **Less than Significant with Mitigation Incorporated.** The Santa Clara Valley Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP) is the applicable adopted habitat conservation plan and natural community conservation plan formed with a regional partnership between six local co-permittees (the County of Santa Clara, Santa Clara Valley Transportation Authority, Santa Clara Valley Water District, and the Cities of San José, Gilroy, and Morgan Hill) and two Wildlife Agencies (the CDFW and USFWS). The HCP/NCCP allows the signatories to receive endangered-species permits for activities and projects they conduct and those under their jurisdiction.

The HCP/NCCP provides a regulatory framework for the protection and recovery of natural resources, including nine plant species, nine species of terrestrial wildlife (fish are not covered), and natural communities such as streams, while streamlining permitting for development, construction of infrastructure, and maintenance activities. The HCP/NCCP includes Conditions on Covered Activities, including conservation measures to avoid and minimize take of covered species, and avoidance and minimization measures to protect biological resources, such as riparian and aquatic habitat.

The EVC campus is located within the Santa Clara Valley HCP/NCCP area with the land cover type Urban-Suburban. However, as project activities under the EVC FMP would occur on primarily developed areas within the EVC campus, it would not result in any impacts to the land cover types as described in the HCP/NCCP.

Condition 11 concerns maintaining stream and riparian setbacks from waterways. Yerba Buena Creek, Evergreen Creek, and Thompson Creek are located adjacent to, or in the vicinity of, the EVC campus. However, no development under the EVC FMP would occur within riparian setbacks as recommended by the HCP/NCCP.

The HCP/NCCP analyzed impacts to bay checkerspot butterfly and found that increased emissions of nitrogen from vehicles trips associated with new development in the Santa Clara Valley pose a threat to bay checkerspot butterfly habitat. As the EVC FMP is expected to generate additional daily vehicle trips, thus contributing to an overall increase in nitrogen emissions through tailpipe emissions, impacts to bay checkerspot butterfly are cumulatively considerable.

The project would be subject to all applicable SCVHP conditions and fees (including the cumulative nitrogen deposition fee). The HCP/NCCP identifies a one-time mitigation payment (\$5.31 for 2020) for each new vehicle trip generated by new development to mitigate for indirect impacts resulting in increases in airborne nitrogen deposition. Implementation of **BIO-2: Mitigation for Nitrogen Deposition** would reduce impacts of the EVC FMP to **less than significant** by payment of HCP/NCCP nitrogen deposition fees.

Mitigation Measures

Mitigation Measure BIO-1a: Avoidance and Minimization Measures for Nesting Birds

- No preconstruction surveys or avoidance measures are required for construction activities that would be completed entirely during the non-nesting season (September 1 to January 31).
- For all construction activities scheduled to occur during the nesting season (February 1 to August 31), a qualified biologist (i.e., experienced with the nesting behavior of bird species of the region) shall conduct a preconstruction avian nesting survey no more than 14 days prior to the start of staging, site clearing, and/or ground disturbance.
- If there is a break of 14 days or more in construction activities during the breeding season, a new nesting bird survey shall be conducted before reinitiating construction.
- The surveying biologist shall be capable of determining the species and nesting stage without causing intrusive disturbance. The surveys shall cover all potential nesting sites within 500 feet of the project area for raptors and within 300 feet for other birds.

If active nests are found in the proposed project area or vicinity, a no-disturbance buffer shall be created around the active nests, as determined by a qualified biologist. The buffer distance can be reduced in coordination with CDFW if construction activities would not cause an adult to abandon an active nest or young or change an adult's behavior so it could not care for an active nest or young. If the nest(s) are found in an area where ground disturbance is scheduled to occur, ground disturbance shall be delayed until after the birds have fledged.

If work must occur within the established buffers, nests shall be continuously surveyed for the first 24 hours prior to any construction related activities to establish a behavioral baseline and, once work commences, all nests shall be continuously monitored to detect any behavioral changes as a result of the project, if feasible. If behavioral changes are observed, work causing the change shall cease and CDFW shall be consulted for additional avoidance and minimization measures. The avoidance and minimization measures shall ensure that the construction activities do not cause the adult to abandon an active nest or young or change an adult's behavior so it could not care for an active nest or young.

Mitigation Measure BIO-1b: Western Burrowing Owl Surveys

Prior to the implementation of the project that would disturb undeveloped portions of Montgomery Hill, a burrowing owl habitat evaluation shall be conducted of the disturbance footprint and a surrounding 500-foot area. If it is determined that habitat conditions are not suitable for burrowing owl at the time of the habitat evaluation (taking into consideration factors such as height and density of vegetation and absence of suitable small mammal burrows), then no further actions would be required. If it is determined

that suitable burrowing owl habitat is present, then the following action shall be implemented:

- Focused burrowing owl surveys shall be conducted according to the accepted CDFW protocol (see Staff Report on Burrowing Mitigation, CDFW 2012). If nesting burrowing owls are observed on or within 500 feet of the disturbance area, then the nest sites shall not be disturbed during the nesting season (February 1 through August 31) or until all young have fledged as determined by a qualified biologist. If non-nesting burrowing owls are observed in the disturbance area, then the owls shall be excluded through the use of the methods described in the Staff Report on Burrowing Owl Mitigation (CDFW 2012).

Mitigation Measure BIO-1c: Tricolored Blackbird Surveys

To avoid direct impacts of covered activities on nesting tricolored blackbird colonies, the following procedures will be implemented.

Habitat Survey

Projects require surveys if the project-specific verified land cover map shows that the project area is within 250 feet of any riparian, coastal and valley freshwater marsh (perennial wetlands), or pond land cover types. If a project meets this criterion, a qualified biologist will conduct a field investigation to identify and map potential nesting substrate. Nesting substrate generally includes flooded, thorny, or spiny vegetation (e.g., cattails, bulrushes, willows, blackberries, thistles, or nettles). If potential nesting substrate is found, the project proponent may revise the proposed project to avoid all areas within a 250-foot buffer around the potential nesting habitat and surveys will be concluded.

Preconstruction Survey

If the project proponent chooses not to avoid the potential nesting habitat and the 250-foot buffer, additional nesting surveys are required. Prior to any ground disturbance related to covered activities, a qualified biologist will:

1. Make his/her best effort to determine if there has been nesting at the site in the past 5 years. This includes checking the CNDDDB, contacting local experts, and looking for evidence of historical nesting (i.e., old nests).
2. If no nesting in the past 5 years is evident, conduct a preconstruction survey in areas identified in the habitat survey as supporting potential tricolored blackbird nesting habitat. Surveys will be made at the appropriate times of year when nesting use is expected to occur. The surveys will document the presence or absence of nesting colonies of tricolored blackbird. Surveys will conclude no more than two calendar days prior to construction.

To avoid last minute changes in schedule or contracting that may occur if an active nest is found, the project proponent may also conduct a preliminary survey up to 14 days before construction. If a tricolored blackbird nesting colony is present (through step 1 or 2 above), a 250-foot buffer will be applied from the outer edge of all hydric vegetation associated with the site and the site plus buffer will be avoided (see below for additional avoidance and minimization details). The Wildlife Agencies will be notified immediately of nest locations.

Avoidance and Minimization

Covered activities must avoid tricolored blackbird nesting habitat that is currently occupied or have been used in the past 5 years. If tricolored blackbird colonies are identified during the breeding season, covered activities will be prohibited within a 250-foot no-activity buffer zone around the outer edge of all hydric vegetation associated with the colony. This buffer may be reduced in areas with dense forest, buildings, or other habitat features between the construction activities and the active nest colony, or where there is sufficient topographic relief to protect the colony from excessive noise or visual disturbance.

Depending on site characteristics, the sensitivity of the colony, and surrounding land uses, the buffer zone may be increased. Land uses potentially affecting a colony will be observed by a qualified biologist to verify that the activity is not disrupting the colony. If it is, the buffer will be increased. Implementing Entity technical staff will coordinate with the Wildlife Agencies and evaluate exceptions to the minimum no-activity buffer distance on a case-by-case basis.

Construction Monitoring

If construction takes place during the breeding season when an active colony is present, a qualified biologist will monitor construction to ensure that the 250-foot buffer zone is enforced. If monitoring indicates that construction outside of the buffer is affecting a breeding colony, the buffer will be increased if space allows (e.g., move staging areas farther away). If space does not allow, construction will cease until the colony abandons the site or until the end of the breeding season, whichever occurs first. The biological monitor will also conduct training of construction personnel on the avoidance procedures, buffer zones, and protocols in the event that tricolored blackbirds fly into an active construction zone (i.e., outside the buffer zone).

Mitigation Measure BIO-1d: Special-Status Bat Surveys

A qualified biologist shall conduct a roosting bat habitat evaluation prior to the demolition of any buildings. The evaluation shall determine if any buildings proposed for demolition provide potential bat roosting habitat. If it is determined that the building to be removed does not provide potential roosting habitat, no further action would be required. If suitable roost structures are identified, then surveys shall be conducted to determine if roosting bats are present. If it is determined that roosting bats are present, then a site-specific bat protection plan shall be developed by the qualified biologist to prevent disturbance of an active maternity or hibernation roost; the plan may include the use of passive bat exclusion devices, adjusting project timing to when the roost is not active, or other protective measures. It should be noted that there are two acceptable seasonal time windows for humane exclusion:

- Between about March 1, when bats become active again after heavy winter rains and when evening temperatures are above 45 °F, and April 15, when females start giving birth to pups.
- Between August 31 and about October 15, or before heavy winter rains and when evening temperatures are above 45 °F. After that time, torpid bats are unable to fly out through the one-way exits.

Additionally, conducting bat surveys during the hibernation period (generally October 16 through February 28) may not provide conclusive results as bats are inactive and may be difficult or impossible to detect. Therefore, the timing of these seasonal time windows must be taken into consideration in planning and conducting the bat habitat evaluation/surveys.

Mitigation Measure BIO-2: Mitigation for Nitrogen Deposition

The project applicant shall submit a SCVHP Coverage Screening Form or Nitrogen Deposition Only Application Form (if no land cover fees apply) to the Habitat Agency for review and shall complete all required subsequent forms, reports, and/or studies as specified in the SCVHP. The project shall provide the applicable fee payment per new vehicle associated with implementation of the project to the Santa Clara Valley Habitat Agency consistent with the adopted Santa Clara Valley HCP/NCCP.

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Cultural Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
V. CULTURAL RESOURCES — Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) **No Impact.** This section discusses historical resources according to CEQA Guidelines Section 15064.5. A significant impact would occur if a project would cause a substantial adverse change to a historical resource, herein referring to historic-age architectural resources or the built environment, including buildings, structures, and objects. A substantial adverse change includes the physical demolition, destruction, relocation, or alteration of the resource. This study was initiated after Governor Gavin Newsom issued Executive Order N-33-20, a statewide shelter-in-place order. This has limited travel and forced the closure of publicly accessible archives; therefore, conducting in-person research at various repositories was not possible. ESA believes that the material that was available online and in ESA's own library, as well as the data provided by the District, was sufficient to determine the presence or absence of historical resources pursuant to CEQA on the project site.

To assess the potential for effects on historic architectural resources, ESA first completed a records search at the Northwest Information Center (NWIC) of the California Historical Resources Information System at Sonoma State University on July 27, 2020 (File No. 20-0118). Records were accessed by reviewing the U.S. Geological Survey (USGS) *San José East Quadrangle*, California 7.5-minute topographic base map. The NWIC records search indicates that no buildings or structures have been previously recorded as historical resources within the EVC campus and that no buildings or structures listed in or eligible for listing in the National Register of Historic Places (National Register) and/or the California Register of Historical Resources (California Register) are within or adjacent to the EVC campus. Additional review of historical topographic maps and aerial photographs indicates that no buildings or structures were located in the EVC campus between 1876 and 1975, when the college opened. Maps and aerial photographs reviewed include: the 1876 Thompson and West Santa Clara County Atlas Map; the 1899 USGS *San José Quadrangle* topographic map; the 1953 USGS *San José East Quadrangle* 7.5-minute topographic map; the 1961 USGS *San José East Quadrangle* 7.5-minute map, as photo revised in 1968; and the 1974 USGS San Francisco Bay Frame 9-206 aerial photograph. The records search and all maps and aerial photographs of the EVC campus indicate that there are no historic-age (i.e., 50 years old or older) architectural resources

on the EVC campus. However, because there are buildings on campus that will meet the 50-year threshold while the FMP is in effect, the EVC campus was evaluated for eligibility for the California Register using Criteria Consideration G (Properties that Have Achieved Significance within the Last 50 Years). “When the campus meets the age threshold in 2025, it is unlikely that it would be determined significant or eligible for the California Register under any of the criteria. The EVC campus does not appear to be eligible for the California Register under Criteria 1, 2 or 3. Therefore, the EVC campus is not a historical resource for the purposes of CEQA.”³ The EVC FMP would not cause a substantial adverse change in the significance of a historical resource. No mitigation is necessary.

- b) **Less than Significant with Mitigation Incorporated.** As noted in section (a) above, ESA completed a records search at the NWIC of the California Historical Resources Information System at Sonoma State University (File No. 20-0118). Records were accessed by reviewing the USGS *San José East Quadrangle*, California 7.5-minute topographic base map. Additional research was conducted using the files and literature at ESA. The records search reviewed the EVC campus and a 0.5-mile radius in order to: (1) determine whether known cultural resources have been recorded within the vicinity of the EVC campus; (2) assess the likelihood of unrecorded cultural resources based on historical references and the distribution of environmental settings of nearby sites; and (3) develop a context for identification and preliminary evaluation of cultural resources.

The records search indicated that there are no previously recorded cultural resources within the EVC campus. Ten cultural resources studies have been completed within portions of the EVC campus (Jackson et al., 1973; Roop, 1977; Cartier, 1979; Clark, 1988; Holman, 1988; Laffey, 1989; Wiberg, 1990; Leventhal, 1994; Holman, 1998; Wiberg and Duval, 2004). These studies included background research, surface and subsurface surveys, and monitoring. No cultural resources were identified or recorded during any of the studies.

Two indigenous prehistoric sites (CA-SCL-267 and CA-SCL-689) have been recorded approximately one-half mile from the EVC campus, along Thompson Creek to the west. A geological-based archaeological sensitivity analysis indicates that the EVC campus is located in an area mapped as Holocene-age alluvium, which has the potential to contain buried paleosols⁴ that could contain cultural materials. Numerous deeply buried archaeological sites have been uncovered in the Santa Clara Valley, at depths varying between one foot and more than ten feet below the ground surface; more than sixty percent of recorded archaeological sites in this region have been found in a buried context (Meyer and Rosenthal, 2007). However, given the modern ground disturbance associated with construction of the existing buildings and facilities, the distance to the previously recorded prehistoric sites, and the lack of archaeological sites identified during the several cultural resources studies completed on the EVC campus, there is a low potential

³ ESA, *Historic Resources Evaluation of Evergreen City College*, October 5, 2020.

⁴ Paleosols are defined here as buried soil surfaces that would have been available for human use and occupation in the past.

to encounter previously unknown buried archaeological resources during ground-disturbing activity associated with the EVC FMP.

Historic maps and aerial imagery show that the southern part of the EVC campus, nearest to Yerba Buena Road, contained a scatter of residences and associated structures from at least 1955 until the 1970s construction of the EVC campus. The surrounding land was used for orchards. When the campus was constructed in the 1970s, some of the residences and associated structures remained intact. As the campus grew, the residences were demolished and there are currently no historic-age buildings or structures on the EVC campus.

ESA completed an archaeological pedestrian surface survey of the EVC campus. The survey resulted in the identification of no archaeological materials and no archaeological or historical resources eligible for listing in the California Register. No prehistoric archaeological materials, such as shell, bone, lithic fragments, or midden soil were identified. No historic-era archaeological materials, such as deposits of ceramic or glass, or foundations were identified. The pedestrian survey noted surface soils consistent with the geological sensitivity analysis, including a silty loam throughout the EVC campus with artificial fills and landscaping.

As discussed above, the cultural resources assessment completed for the EVC FMP indicates there are no known archaeological resources in the EVC campus and a low potential for unknown buried archaeological resources in or near the EVC campus due to paucity of known sites and previous disturbance. Although unlikely, the inadvertent discovery of archaeological resources cannot be entirely discounted. Inadvertent damage to archaeological resources during construction would be a potentially significant impact. Implementation of **Mitigation Measure CUL-1** would reduce the impact to a less than significant level.

- c) **Less than Significant with Mitigation Incorporated.** Based on the records search and survey results, no human remains are known to exist within the EVC campus. Some projects proposed as part of the EVC FMP would involve ground-disturbing activities and, while unlikely, it is possible that such actions could inadvertently unearth, expose, or disturb buried human remains, which would be a potentially significant impact. Implementation of **Mitigation Measure CUL-2** would reduce this impact to a less than significant level.

Mitigation Measures

Mitigation Measure CUL-1: Accidental Discovery of Cultural Resources

If prehistoric or historic-period archaeological resources are encountered, all construction activities within 100 feet shall halt and the SJECCD shall be notified. Prehistoric archaeological materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or toolmaking debris; culturally darkened soil (“midden”) containing heat-affected rocks, artifacts, or shellfish remains; and stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered stone

tools, such as hammerstones and pitted stones. Historic-era materials might include deposits of metal, glass, and/or ceramic refuse.

A Secretary of the Interior-qualified archaeologist shall inspect the findings within 24 hours of discovery. If the SJECCD determines, based on recommendations from a qualified archaeologist and a Native American representative (if the resource is Native American-related), that the resource may qualify as a historical resource or unique archaeological resource (as defined in CEQA Guidelines § 15064.5) or a tribal cultural resource (as defined in PRC § 21080.3), the resource shall be avoided if feasible. Consistent with Section 15126.4(b)(3), this may be accomplished through planning construction to avoid the resource; incorporating the resource within open space; capping and covering the resource; or deeding the site into a permanent conservation easement. If avoidance is not feasible, the SJECCD shall consult with appropriate Native American tribes (if the resource is Native American-related), and other appropriate interested parties to determine treatment measures to avoid, minimize, or mitigate any potential impacts to the resource pursuant to PRC Section 21083.2, and CEQA Guidelines Section 15126.4. This shall include documentation of the resource and may include data recovery (according to PRC Section 21083.2), if deemed appropriate, or other actions such as treating the resource with culturally appropriate dignity and protecting the cultural character and integrity of the resource (according to PRC Section 21084.3).

Mitigation Measure CUL-2: Accidental Discovery of Human Remains

If potential human remains are encountered, all work will halt within 100 feet of the find and the on-site construction crew will immediately contact the SJECCD. The SJECCD will contact the Santa Clara County coroner in accordance with PRC Section 5097.98 and Health and Safety Code Section 7050.5. If the coroner determines the remains are Native American, the coroner will contact the Native American Heritage Commission (NAHC). As provided in PRC Section 5097.98, the NAHC will identify the person or persons believed most likely to be descended from the deceased Native American. The most likely descendent will make recommendations for means of treating, with appropriate dignity, the human remains and any associated grave goods as provided in PRC Section 5097.98.

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Energy

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
VI. ENERGY — Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

- a-b) **Potentially Significant Impact.** The proposed EVC FMP would result in new uses of energy resources during project construction and operation, which would have the potential to obstruct a state or local plan for renewable energy or energy efficiency. Analysis of energy-related impacts utilizes modeling and data prepared for the analysis of air quality impacts, all of which will be analyzed in the EIR. For this reason, project impacts related to energy will be analyzed in the EIR.
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Geology and Soils

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
VII. GEOLOGY AND SOILS — Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

- a.i) **Less than Significant Impact.** The EVC campus is located in an Earthquake Fault Zone (EFZ) as delineated on an Earthquake Zones of Required Investigation Map (EZRIM) published by the California Geological Survey (CGS) as required by the Alquist-Priolo Earthquake Fault Zoning Act. The Southeast Extension section of the Hayward fault zone is designated an EFZ (AEC 2020; CGS 2001).

Additionally, there are Holocene-active faults in the surrounding area (i.e., the Silver Creek, Coyote Creek, Arroyo Aguague, Calaveras, San José, and Shannon Monte Vista faults), the closest—and most substantial—being the Southeast Extension section of the Hayward fault zone (AEC 2020).

Prior to construction, as required by the California Building Code (CBC), a site-specific geotechnical investigation and report must be completed for the site. Due to EVC campus being within a designated EFZ, the geotechnical investigation must include a fault

investigation. Compliance with these and other CBC requirements would minimize potential effects related to rupture of a known fault to less than significant.

- a.ii) **Less than Significant Impact.** Strong seismic ground shaking could occur in the study area because there are active fault zones near the EVC campus, notably the Hayward fault zone. All FMP development would be designed and constructed consistent with applicable sections of the CBC, which includes design requirements for achieving seismic safety. New development would be subject to the seismic design criteria of the CBC, which requires that all improvements be constructed to withstand any anticipated ground shaking from regional fault sources. Prior to the issuance of grading permits, the SJECCD would be required to retain a licensed geotechnical engineer to ensure all development under the EVC FMP would withstand probable seismically-induced ground shaking. All construction on-site would adhere to the specifications, procedures, and site conditions contained in the final design plans (in the form of a site-specific geotechnical report), which would be fully compliant with the seismic recommendations of a California-registered, professional geotechnical engineer in accordance with the CBC. Development pursuant to the EVC FMP would also be subject to safety review by the Division of State Architect (DSA), as needed, to ensure the design meets access and safety standards, including those related to seismic safety. Compliance with all the applicable design parameters within the CBC and the geotechnical investigation would reduce the impacts associated with seismic ground shaking to less than significant.
- a.iii) **Less than Significant Impact.** As noted above, the development under the EVC FMP would be designed consistent with the applicable sections of the CBC and the seismic design parameters detailed in a site-specific geotechnical investigation, which would also reduce the risk from seismically-induced ground failures.

The EZRIM (which delineate liquefaction and earthquake-induced landslide zones, as well as EFZs) indicates the EVC campus is not within a liquefaction zone, and has a low potential for liquefaction during a major earthquake (CGS, 2001).

Regardless, the geotechnical investigation will provide foundation design recommendations and soil engineering parameters that would address the potential impacts related to liquefaction. Additionally, as discussed above in item a.ii), FMP development would be designed and constructed in accordance with all the requirements detailed in the CBC. Implementation of the geotechnical investigation recommendations, in compliance with CBC requirements, would limit liquefaction related impacts at the campus to less than significant levels.

- a.iv) **No Impact.** Due to the relatively flat terrain surrounding the project area, the potential for landslides as a result of earthquakes is considered low. According to a previous geotechnical investigation performed at the EVC campus, the EVC campus is in an area classified as Class 0 – No Susceptibility (AEC, 2020). Additionally, geologic maps indicate the project site is not in an area that is mapped as having historic landslide movement, or where conditions indicate the potential for landslides (Dibblee & Minch,

2006; Wentworth et al., 1999). Therefore, the development under the EVC FMP would result in no impact related to landslides.

- b) **Less than Significant Impact.** Project construction under the EVC FMP would involve ground-disturbance including earthmoving, minor trenching, and grading. These activities would increase the susceptibility of sediments on the EVC campus to erosion by wind or water. If not controlled and managed, erosion and sedimentation caused by the project could be significant. However, as discussed in Section X, Hydrology and Water Quality, a Storm Water Pollution Prevention Plan (SWPPP) would be developed and implemented as part of the project in accordance with the NPDES General Permit for Stormwater Discharge Associated with Construction and Land Disturbance Activities. The SWPPP would include best management practices (BMPs) designed to control and reduce erosion. These measures would generally consist of silt fences, straw wattles, and gravel bags. The implementation of these erosion control measures would reduce construction impacts to less-than-significant levels.

Once operational, the EVC FMP components would include mostly paved surfaces, which would not be subject to substantial erosion or topsoil loss, and there would be no excavation or grading associated with operation of the EVC FMP. Therefore, operational impacts are considered less than significant.

- c) **Less than Significant Impact.** The potential for seismic-related ground failure, including liquefaction and landslides for the EVC campus, are discussed above under a.iii) and a.iv). As discussed in Question a.i), the EVC campus is not located in an area mapped as having historic landslide movement (Wentworth et al., 1999), or where conditions indicate a potential to experience landslides. Therefore, activities under the EVC FMP would not result in any on- or off- site landslides. The previous geotechnical investigation by AEC and the EZRIM published by the CGS indicates the liquefaction risk at the project site is low. Nevertheless, a site-specific geotechnical investigation would provide design recommendations and parameters to avoid damage related to liquefaction (AEC, 2020; CGS, 2001). Additionally, all development pursuant to implementation of the EVC FMP would be designed and constructed consistent with applicable sections of the CBC, which includes requirements and guidelines to protect against liquefaction, lateral spreading, and soil collapse. Subsidence is generally associated with groundwater withdrawal. In addition, project design, as it relates to site safety, is subject to review and approval by the DSA, as needed, which would ensure project designs meet safety requirements. As the project would not include groundwater withdrawal, there would be little risk of subsidence as a result of project implementation. Lateral spreading could occur during construction excavation if there is a subsurface liquefiable soil layer present. However, graded areas would be required to comply with California Occupational Safety and Health (Cal/OSHA) Excavation and Trenching standards regulations, which would limit the potential for lateral spreading by sloping and shoring excavated areas. Adherence to state standards and standard engineering and construction techniques and recommendations from a site-specific geotechnical investigation would limit potential impacts related to unstable soils to less than significant levels.

- d) **Less than Significant Impact.** As part of the previous geotechnical investigation by AEC, laboratory tests were performed to determine the expansion potential of the soils underlying the EVC campus. The laboratory tests indicate the expansion index of the near-surface soils at the EVC campus is 21 and 27, which is consistent with a low expansion potential (AEC, 2020). The geotechnical investigation further states that expansive soils are not uncommon in the general area, and provides additional recommendations to avoid any potential damage as a result of soil expansion (AEC, 2020).

As stated above, the development under the EVC FMP would be designed consistent with the applicable sections of the CBC, which include requirements that address the expansion potential of soils. Adherence to the design requirements provided by the CBC would ensure impacts related to expansive soils at the EVC campus would be less than significant.

- e) **No Impact.** The development under the EVC FMP would not utilize septic systems or other alternative disposal systems for the disposal of wastewater. Therefore, no impact would occur.
- f) **Less than Significant with Mitigation Incorporated.** A significant impact would occur if a project would destroy a unique paleontological resource or site, or a unique geologic feature. Paleontological resources are the fossilized evidence of past life found in the geologic record. Despite the tremendous volume of sedimentary rock deposits preserved worldwide, and the enormous number of organisms that have lived through time, preservation of plant or animal remains as fossils is an extremely rare occurrence. Because of the infrequency of fossil preservation, fossils—particularly vertebrate fossils—are considered to be nonrenewable resources. Because of their rarity, and the scientific information they can provide, fossils are highly significant records of ancient life.

Geologic Mapping by Wentworth et al. indicates Pleistocene-age alluvial fan deposits are mapped at the surface within the EVC campus (Wentworth et al., 1999). While not mapped at the surface within the EVC campus, Wentworth et al. indicates the Knoxville, Briones, and Claremont formations are present in proximity to the campus, and may be present at depth.

According to the University of California Museum of Paleontology's (UCMP) fossil localities online database, there have been 35 vertebrate fossil specimens recovered from Pleistocene-age deposits throughout Santa Clara County (UCMP, 2020a). Additionally, in 2016, Kaitlin Maguire and Patricia Holroyd documented three new vertebrate fossil localities in Santa Clara County that have yielded several specimens, including mammoth, horse, sloth, and bison fossils (Maguire & Holroyd, 2016). Due to the high occurrence of vertebrate fossils within Pleistocene-age deposits in the area, this unit is considered to have high paleontological potential.

The Briones Formation has yielded vertebrate fossils within Santa Clara County, as well as Alameda, Contra Costa, and Stanislaus counties (UCMP, 2020b). The Claremont and

Knoxville formations have also yielded vertebrate fossils, however, according to the UCMP database, there is no record of vertebrate fossils recovered from Santa Clara County (UCMP, 2020c; UCMP, 2020d). Although there is no record of vertebrate fossils recovered from the Claremont and Knoxville formations within Santa Clara County, these formations are still considered to have a high paleontological potential due to the presence of vertebrate fossils within these units in other parts of California.

The Project Description does not include specific details about the maximum depth to be excavated during construction, but excavation into previously undisturbed ground may occur during construction. Should paleontological resources be encountered during ground-disturbing activities, this would be a **potentially significant** impact.

Implementation of **Mitigation Measures GEO-1** would reduce the potential for significant impacts on paleontological resources by providing paleontological resources sensitivity training for construction workers; implementing a mitigation plan to ensure preservation of any paleontological resources encountered during construction; and salvaging and preparing significant fossil finds for curation. Because development of the project would require implementation of Mitigation Measures GEO-1, the EVC FMP would not adversely affect paleontological resources, and this impact would be **less than significant with mitigation incorporated**.

Mitigation Measures

Mitigation Measure GEO-1: Preconstruction Training and Treatment, Salvage, and Curation of Paleontological Resources.

Prior to construction, a qualified paleontologist meeting the standards of the Society of Vertebrate Paleontology (SVP) (SVP, 2010) with expertise in California paleontology and on-site construction worker training shall complete an institutional record and literature search and shall develop a paleontological resources training program for all construction personnel and field personnel who are involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering fossils, the appearance and types of fossils that are likely to be seen during construction, the proper notification procedures should fossils be encountered, and the laws and regulations protecting paleontological resources.

If paleontological resources, such as fossilized bone, teeth, shell, tracks, trails, casts, molds, or impressions are discovered during ground-disturbing activities, all earthwork or other types of ground disturbance within 25 feet of the find shall stop immediately and the monitor shall notify the SJECCD. Work shall not resume until a qualified professional paleontologist can assess the nature and importance of the find. Based on the scientific value or uniqueness of the find, the qualified paleontologist may record the find and allow work to continue, or recommend salvage and recovery of the fossil. The qualified paleontologist may also propose modifications to the stop-work radius and the monitoring level of effort based on the nature of the find, site geology, and the activities occurring on the site, and in consultation with the SJECCD.

If treatment and salvage is required, recommendations shall be consistent with the SVP 2010 Standard Procedures for the Assessment and Mitigation of Adverse Impacts to

Paleontological Resources, and currently accepted scientific practice, and shall be subject to review and approval by the SJECCD. If required, treatment for fossil remains may include preparation and recovery of fossil materials so that they can be housed in an appropriate museum or university collection (e.g., the University of California Museum of Paleontology), and may also include preparation of a report for publication describing the finds. Upon receipt of the fossil collection, a signed repository receipt form shall be obtained and provided to the SJECCD. The qualified paleontologist shall prepare a paleontological resources report documenting the treatment, salvage, and, if applicable, curation of the paleontological resources. The SJECCD shall be responsible for the costs necessary to prepare and identify collected fossils, and for any curation fees charged by the paleontological repository. The SJECCD shall ensure that information on the nature, location, and depth of all finds is readily available to the scientific community through university curation or other appropriate means.

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Greenhouse Gas Emissions

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
VIII. GREENHOUSE GAS EMISSIONS — Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

- a - b) **Potentially Significant Impact.** The project would include uses that result in the emission of greenhouse gases (GHGs) from construction and operation of the development under the proposed EVC FMP. GHGs generated by the proposed EVC FMP may have the potential to either directly or indirectly have a significant impact on the environment, or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. For these reasons, the impacts related to GHG emissions will be analyzed in the EIR.

Hazards and Hazardous Materials

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
IX. HAZARDS AND HAZARDOUS MATERIALS — Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a,b) **Less than Significant Impact.** During the construction phase of projects proposed under the EVC FMP, construction equipment and materials would include fuels, oils and lubricants, solvents and cleaners, glues and adhesives, paints and thinners, degreasers, cement and concrete, and asphalt mixtures, which are all commonly used in construction. The routine use or an accidental spill of hazardous materials used in construction could result in exposures or inadvertent releases, which could adversely affect construction workers, the public, and the environment.

Construction activities would be required to comply with the numerous federal, State, and local hazardous materials regulations. These regulations are designed to ensure that hazardous materials are transported, used, stored, and disposed of in a safe and legal manner to protect construction workers' safety. They are also intended to reduce the potential for a release of construction-related fuels or other hazardous materials into the environment, including stormwater and downstream receiving water bodies. Contractors would be required to prepare and implement Hazardous Materials Business Plans requiring that hazardous materials used for construction be used properly and stored in

appropriate containers with secondary containment, as needed, to contain a potential release. In addition, the California Fire Code would require measures for the safe storage and handling of hazardous materials.

A search of the State Water Resources Control Board (SWRCB) GeoTracker and Department of Toxic Substances Control (DTSC) EnviroStor databases indicates that there is one known hazardous materials site—a Cleanup Program Site—within the EVC campus (SWRCB, 2020).

In 2015, contamination was detected in the drainage sump and vicinity of the maintenance building. Subsequent soil testing revealed that total petroleum hydrocarbons as diesel (TPH-d) and arsenic were present. Remedial excavation removed the contaminated soil, and a cap was constructed to prevent contact with arsenic impacted soil and to reduce infiltration of surface water (County of Santa Clara, 2017). The Case Closure Summary Report states that there is residual contamination at the site; however, the Department of Environmental Health (DEH) has determined that the levels of contamination pose a low risk to human health and the environment. The report further states that the residual contamination could pose a risk if certain site development activities take place, such as grading or excavation. Because there are no construction activities planned for this area of the campus, and because the contamination is highly localized, there is no indication that activities proposed under the EVC FMP would encounter any contaminated soil or groundwater during construction. Additionally, the cap that was constructed at that location to further reduce the potential for contaminated soil to be disturbed by human activity.

As discussed in the Environmental Setting, the original campus facilities are up to 45 years old. Two buildings on campus are planned for demolition: The Racquetball and Acacia Buildings. Buildings that were constructed prior to the 1970s may potentially contain asbestos-containing materials (ACM), lead-based paint (LBP), and polychlorinated biphenyls (PCBs), and a survey would be required prior to demolition to determine whether pre-demolition abatement is required.

The identification, removal, and disposal of ACM is regulated under 8 CCR Sections 1529 and 5208. The identification, removal, and disposal for LBP is regulated under CCR Title 8, Division 1, Chapter 4, Article 4, Section 1532.1. All work must be conducted by a state-certified professional, which would ensure compliance with all applicable regulations. If ACM and/or LBP are determined to exist on site, a site-specific hazard control plan must be prepared, detailing removal methods and specific instructions for providing protective clothing and equipment for abatement personnel. A State-certified ACM and/or LBP removal contractor would be retained to conduct the appropriate abatement measures as required by the plan. Wastes from abatement and demolition activities would be transported and disposed of at a landfill permitted to accept such waste and in compliance with applicable federal, state, and local laws and regulations.

Once all abatement measures have been implemented, the contractor would conduct a clearance examination and provide written documentation to the Bay Area Air Quality Management District (BAAQMD) that testing for ACM and LBP and, if required, abatement have been completed in accordance with all federal, state, and local laws and regulations.

As discussed in, Section VII, *Geology and Soils*, above, construction contractors would be required to prepare a Storm Water Pollution Prevention Plan (SWPPP) for construction activities in compliance with requirements of the National Pollutant Discharge Elimination System's (NPDES) General Construction Permit. The SWPPP would list the hazardous materials (including petroleum products) proposed for use during construction; describe spill prevention measures, equipment inspections, and equipment and fuel storage; protocols for responding immediately to spills; and describe best management practices (BMPs) for controlling site run-on and runoff.

Additionally, the transportation of hazardous materials would be regulated by the Department of Transportation (DOT), California Department of Transportation (Caltrans), and the California Highway Patrol (CHP). Together, federal and State agencies determine driver-training requirements, load labeling procedures, and container specifications designed to minimize the risk of an accidental release.

In the event of a spill that releases hazardous materials, a coordinated response would occur at the federal, state, and local levels, including the City of San José. The San José Fire Department is the local hazardous materials response team. In the event of a hazardous materials spill, the San José Police and Fire Departments would be notified simultaneously and sent to the scene to assess and respond to the situation.

The required compliance with the numerous existing laws and regulations discussed above that govern the transportation, use, handling, and disposal of hazardous materials would limit the potential for creation of hazardous conditions from the use or accidental release of hazardous materials. This impact would be **less than significant**.

- c) **Less than Significant Impact.** There is one school within 0.25-mile of the EVC campus: Parkside Preschool, approximately 80 feet south of the campus. Additionally, the EVC campus itself is a school campus; also, the Accel Middle College is located on-site site as part of the EVC campus.

As stated above, demolition and renovation activities that may disturb or require the removal of older building materials that consist of, contain, or are coated with ACM and/or LBP and/or other hazardous building materials, are required to comply with numerous existing regulations that require work sites to be inspected and/or tested for the presence of hazardous materials. If present, the hazardous materials must be managed and disposed of in accordance with applicable laws and regulations. Note that the treatment or removal of hazardous building materials is a standard condition of construction or occupation permits.

Once all abatement measures have been implemented, the contractor would conduct a clearance examination and provide written documentation to the BAAQMD that testing for ACM and LBP and, if required, abatement have been completed in accordance with all federal, State, and local laws and regulations.

The required compliance with the numerous existing laws and regulations discussed above that govern the transportation, use, handling, and disposal of hazardous materials would limit the potential for hazardous emissions and/or hazardous materials to impact nearby schools. This impact would be **less than significant**.

- d) **No Impact.** The EVC campus is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (referred to as the “Cortese List”). Therefore, the EVC FMP would not create a significant hazard to the public or the environment; there would be **no impact** under this criterion.
- e) **No Impact.** Reid Hillview Airport is the closest airport to the EVC campus and is located approximately 3.5 miles northwest of the project site. Accordingly, the campus is not located within two miles of an airport, airstrip, or airport land use plan and would not result in a safety hazard for people residing or working in the project area or expose people residing or working in the project area to excessive noise. There would be **no impact** related to safety hazards or the exposure of excessive noise due to proximity of the proposed project to an airport or airstrip, as the proposed project is not proximal to either an airport or airstrip. Furthermore, the proposed EVC FMP would only develop structures that would not be low-scale in terms of height.
- f) **Less than Significant Impact.** The City of San José Emergency Operations Plan does not include any specific evacuation routes; these would be identified and coordinated by local law enforcement and emergency service responders as needed during an emergency situation (City of San José, 2018). Interstates 280, 680, and 880 are the closest major highways to the project area; the project area is located off of Yerba Buena Road and is not near these major interstate highways. Therefore, the likelihood that project construction and operations activities would impair or physically interfere with emergency response teams or an evacuation plan is low.

As discussed under Section XV, Public Services, under the EVC FMP, fire and police protection services to the campus would continue to be adequately provided by the SJFD and the SJECCD Police Department. During critical situations and extreme emergencies, the SJECCD Police Department would communicate with the District Chancellor’s Office and President’s Office/Emergency Operations Center (EOC) Director, in accordance with the Incident Command System (ICS) concept, to enhance emergency response and service delivery.

The District maintains emergency guidelines and emergency evacuation maps for the EVC campus for the campus population to follow in the event of an emergency or need for evacuation. The emergency evacuation maps provide locations of exit pathways and evacuation areas for the campus community to assemble in an emergency. The District

also partners with a private entity to provide an emergency communication system capable to contacting the campus population via email, text and phone messages, to quickly disseminate emergency information to the campus community. In addition, the District can also disseminate emergency information through the District's website, EVC website, KJCC 104.1 FM, and the EVC social media accounts. Under the EVC FMP, the District would continue to implement these guidelines and systems, and coordinate with emergency response planning efforts with applicable jurisdictional emergency response providers.

Any potential changes in the circulation network at the campus under the EVC FMP would be designed to accommodate appropriate emergency access to, and egress from, all areas of the campus. Project specific design, including internal circulation and building site plans, shall be subject to review and approval by applicable emergency service providers, per Fire Code requirements.

The design review process, and continued implementation of emergency response and evaluation practices and systems discussed above would be sufficient to ensure that possible impairment of any emergency response or evacuation plans would be considered a **less than significant impact**.

- g) **No Impact.** The project site is within a fully urbanized area in the City of San José that is not adjacent to or intermixed with wildlands. According to fire hazard mapping by the CAL FIRE Forest Resource Assessment Program (CAL FIRE, 2008) and the Santa Clara County Wildland Urban Interface Fire Area Map (Santa Clara County, 2009), the EVC campus is not within a fire hazard area. The use of construction equipment and the possible temporary on-site storage of fuels and/or other flammable construction chemicals could pose an increased fire risk resulting in injury to workers or the public during construction. However, construction contractors would be required to comply with hazardous materials storage and fire protection regulations, which would minimize potential for fire creation, and ensure that the risk of wildland fires during construction would be reduced. Development under the EVC FMP would have a **less than significant** impact related to exposure of people or structures to risk of loss, injury, or death involving wildland fires.

References

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County of Santa Clara, 2009. Santa Clara County Wildland Urban Interface Fire Area Map. Adopted February 24, 2009. Map. Scale Unknown.

County of Santa Clara, 2017.

Department of Toxic Substances Control (DTSC), 2020. EnviroStor database search results.
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Hydrology and Water Quality

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
X. HYDROLOGY AND WATER QUALITY — Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The EVC campus is located between a rural and a rapidly developing suburban area of San José. The campus is adjacent to or near three creek channels: Evergreen Creek on the northern boundary of the campus; Yerba Buena Creek to the south of Yerba Buena Road; and Thompson Creek across San Felipe Road, located approximately 2,200 feet west of the campus core. South San Francisco Bay is located approximately 19 miles northwest of the campus.

The campus is within the Santa Clara Groundwater Basin, Santa Clara Subbasin (Basin 2.9-02), which has been identified as a high-priority basin under the Sustainable Groundwater Management Act (SGMA), though not one subject to conditions of critical overdraft (DWR, 2020). Groundwater in the Santa Clara Subbasin is of generally good quality. Key issues of concern in the subbasin are land subsidence generated by past groundwater overdraft, and saline intrusion into groundwater through tidal channels near southern portions of San Francisco Bay (Santa Clara Valley Water District [SCVWD], 2016). The *2016 Groundwater Management Plan for the Santa Clara and Llagas Subbasins* (GWMP) was adopted on November 22, 2016, and was submitted to the California Department of Water Resources as an alternative to a groundwater

sustainability plan on December 21, 2016 (SCVWD, 2016). The GWMP identifies groundwater recharge areas, water budgets, and sustainability goals, and describes programs and activities to maintain a reliable groundwater supply and protect groundwater quality.

According to Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs), the EVC campus is located in Zone D, classified by FEMA as an “area of undetermined but possible flood hazards.” Storm-related flooding (from the overtopping of creeks and storm drains) is the type of flooding most likely to affect the project site (FEMA, 2009). According to the map, the campus is in the vicinity of mapped 100-year flood plains. The Yerba Buena Creek channel (to the south across Yerba Buena Road) and the Thompson Creek channel (to the west across San Felipe Road) are depicted on the FEMA map as 100-year flood areas. The flood boundary of concern surrounding Thompson Creek is completely contained in the channel. The Yerba Buena Creek flood area appears not to extend past the banks of the channel, but it is not contained within a larger flood channel.

Discussion

- a) **Less than Significant Impact.** As described in the Project Description, construction would include demolition of existing buildings and site preparation to accommodate and construct new buildings. Construction activities would disturb soils and have the potential to violate water quality standards or otherwise effect waste discharge requirements.

As soil disturbance at the campus under the EVC FMP would occur for construction over an area greater than one acre in size, the District and/or its contractor would be required to comply with the National Pollutant Discharge Elimination System (NPDES). The projects under the EVC FMP would be required to obtain coverage under the NPDES General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit) through development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would identify site-specific best management practices (BMPs) designed to minimize contamination of stormwater and limit the amount of runoff leaving the construction site. Implementation and maintenance of the BMPs would minimize stormwater contamination that could otherwise compromise surface or groundwater quality if mobilized (in the form of runoff) through the storm drains and into one of the waterways adjacent to, or in the vicinity of, the campus.

Construction would be likely to include the use of equipment, fuels, oils and other hazardous materials that could affect water quality if inadvertently spilled. As described in Section IX, *Hazards and Hazardous Materials*, it is anticipated that the projects under EVC FMP would comply with existing regulations for the use, transport, and storage of hazardous substances. With compliance with the existing regulations; adherence to Construction General Permit conditions including implementation of BMPs and site-specific measures designed to limit runoff identified in the SWPPP, construction would have a less than significant impact associated with potential degradation to water quality.

The development of the new facilities under the EVC FMP would increase the amount of impervious surfaces on the EVC campus by more than 10,000 square feet, and would

increase the amount of runoff generated on the campus. Therefore, the EVC FMP would be required to comply with the Municipal Regional Stormwater Permit (MRP; also referred to as the MS4 permit), and implement site design, source control, and Low Impact Development (LID)–based stormwater treatment controls to treat post-construction stormwater runoff. Drainage infrastructure would be constructed to direct stormwater flows to on-site bioretention areas, providing onsite treatment, per LID standards. Where flows are not directed to existing or proposed bioretention areas, site drainage would be routed to the City’s storm drain system, which would then discharge the flow to Thompson Creek. With implementation of LID measures, impacts related to the degradation of receiving waters due to project operations would be less than significant.

- b) **Less than Significant Impact.** Groundwater recharge is influenced by the perviousness of land surfaces; conversely, built surfaces inhibit groundwater recharge capacity across the landscape. The majority of projects proposed under the EVC FMP are either replacement structures or refurbishment of existing structures, which would not substantially increase impervious surface areas upon the campus, compared to existing conditions. Therefore, there would not be a significant change in the groundwater recharge capacity at the campus.

As stated in the environmental setting, the campus is located in the Santa Clara groundwater basin, identified as a high priority basin under SGMA, although not one subject to conditions of critical overdraft. The EVC campus obtains its potable water supply from surface water supplies provided through San José Municipal Water System (SJMWS). Therefore, any increase in potable water use on the campus from implementation of the proposed EVC FMP would not impact groundwater supplies. The project is designed to include green infrastructure elements, including a bioretention areas, consistent with the MRP requirements for stormwater. Thus, the EVC FMP would not interfere with recharge and would be consistent with the sustainable management of groundwater resources in the Santa Clara Groundwater Basin. Impacts would be less than significant.

- c) **Less than Significant Impact.** Demolition and removal activities could result in exposure of soil to runoff, potentially causing erosion and entrainment of sediment in the runoff. If graded areas are not managed properly and protected against stormwater flows, high sediment loads in stormwater runoff could clog drainage pipes or otherwise decrease the carrying capacity of drainage channels, potentially resulting in increases in localized ponding or flooding. As described in checklist item a), construction of projects under the EVC FMP would disturb more than one acre of soil; therefore, a SWPPP would be required to be prepared as part of the Construction General Permit. The SWPPP would specify BMPs and measures to reduce the potential for erosion, and limit impacts associated with siltation and stormwater runoff, which could otherwise enter the municipal storm drain. BMPs would include site specific measures such as strategic placement of inlet interceptors at storm drains, placement of straw wattles, or site management good housekeeping practices such as maintaining daily removal of trash and coverage over spoils piles, among others. With implementation of regulatory

requirements, permit conditions and BMPs specified in the SWPPP, impacts would be less than significant.

The projects proposed under the EVC FMP would occur within the existing EVC campus and would not add substantial impervious surface areas to the campus. Replacement of structures would occur more or less within the footprints of structures proposed for removal. Site alteration would occur within the existing developed campus. This would minimize the potential for erosion and sedimentation in the long term. Drainage infrastructure would also be constructed to direct stormwater flows to on-site bioretention areas, reducing the potential for exceedance of the carrying capacity of drainage channels, or increases in localized ponding or flooding. The impacts would be less than significant.

Implementation of the EVC FMP would increase impervious surfaces on campus, which could increase the volume of stormwater runoff in the storm drain system. However, this increase in runoff would be small and would not substantially exceed the capacity of existing or planned stormwater drainage systems. Following construction, the site would be under impervious surfaces or would be restored with landscaping, incorporating designed infrastructure to enable functional site drainage during a storm event. During operation all runoff generated on campus would be subject to the Municipal Regional Stormwater NPDES Permit. As a result, impacts would be less than significant.

Construction activities associated with development of the proposed EVC FMP would be temporary and would not be anticipated to impede or redirect flood flows. The EVC campus is not located within a designated 100-year flood zone. The flood boundary of concern surrounding Thompson Creek is completely contained in the channel, and the Yerba Buena Creek flood area does not appear to extend past the banks of the channel. Because the EVC is not located within a flood zone, and the flood area of the adjacent creeks do not extend past the channels, the EVC FMP would not place structures within an area at risk of flood flows. Impacts would be less than significant

- d) **No Impact.** As stated previously, the campus is not located in a flood hazard area, thus there is no risk for release of pollutants from this hazard. The campus is approximately 19 miles southeast of the San Francisco Bay, and not in a tsunami or seiche inundation zone. There would be no impact associated with this criterion.
- e) **Less than Significant Impact.** Adherence to the regulatory terms of the Construction General Permit and implementation of the BMPs in the project-specific SWPPP would reduce the risk of water quality violations attributable to the project's construction activity. Compliance with the MRP and LID requirements would reduce the risk of water quality violations during operations. As described in criterion b), construction and operation of the projects under the EVC FMP would not require the use of groundwater resources. In addition, the EVC FMP would be implemented in a manner that would not affect recharge or groundwater contamination. Therefore, the proposed EVC FMP would not conflict with the objectives of the Water Quality Control Plan for the San Francisco

Bay Basin (Basin Plan) or the Santa Clara Valley Groundwater Sustainability Plan, and the impact would be less than significant.

References

California Department of Water Resources (DWR), 2020. *Sustainable Groundwater Management Act 2019 Basin Prioritization: Process and Results*, May 2020. Available: <https://water.ca.gov/Programs/Groundwater-Management/Basin-Prioritization>. Accessed September 8, 2020.

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Impact Sciences, Inc., 2013. San José-Evergreen Community College District, Evergreen Valley College 2025 Updated Facilities Master Plan Final Environmental Impact Report. 2013.

Santa Clara Valley Water District (SCVWD), 2016. *2016 Groundwater Management Plan for the Santa Clara and Llagas Subbasins*, November 22, 2016. <https://www.valleywater.org/your-water/where-your-water-comes-from/groundwater/groundwater-management>. Accessed September 8, 2020.

Land Use and Planning

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XI. LAND USE AND PLANNING — Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) **Less than Significant Impact.** The proposed EVC FMP is planned on an existing campus in an established urban setting. Implementation of the EVC FMP would include the demolition of some buildings, construction of new buildings; the renovation of existing buildings and facilities; improvements to vehicular and pedestrian access and circulation systems; utilities and infrastructure improvements; and open space improvements at the campus.

These improvements to an existing campus would not impede any existing travel within and through the campus or am not physically divide an established community, and therefore, would result in a less than significant impact to land use and planning.

- b) **Less than Significant Impact.** Implementation of the EVC FMP does not conflict or contradict any applicable SJECCD planning documents. The SJECCD is not subject to local plans, policies, or regulations, including the land use controls of the Envision San José 2040 General Plan or City's zoning ordinance. Nevertheless, these sources have been considered in developing the EVC FMP. The Envision San José 2040 General Plan land use designation for the majority of the campus is Public/Quasi-Public (P/QP), with an approximately 27-acre area on the west side of the SJECCD property designated as Neighborhood/Community Commercial (NCC). The P/QP designation allows public land uses, including schools, colleges, libraries, fire stations, and auditoriums; and some private land uses, including private schools. The NCC designation allows for a broad range of commercial uses that serve the communities in neighboring areas. Development pursuant to the EVC FMP would not include development within the area under the NCC land use designation. The proposed changes on the campus under the EVC FMP would be consistent with this designation. Therefore, the EVC FMP would not result in a change to the existing SJECCD uses within the P/QP land use designation.

The existing City of San José land use zoning for the majority of the campus is Single-Family Residential (R-1-5), with a smaller portion designated as an Agriculture (A) zoning district. The R-1-5 zoning district is applied to areas appropriate for single-family residential uses up to five dwelling units per acre. The purpose of the single-family residential district is to reserve land for the construction, use and occupancy of single-family subdivisions. While the R-1-5 zoning district is not consistent with the

Public/Quasi-Public land use designation of the General Plan, the existing use of the proposed project site is for the EVC campus as a Public/Quasi-Public use which is consistent, and the proposed uses at the project site would align with the existing uses. As noted, a smaller portion of the campus is zoned as Agriculture (A) which is the extension of the west side of the EVC campus. No change is proposed for this segment pursuant to under the proposed EVC FMP.

The EVC FMP does not propose land uses that are incompatible with existing or planned land uses adjacent to the EVC campus. The land uses surrounding the community college campus; namely residential with some neighborhood retail would continue to exist and develop as planned in the Envision San José 2040 General Plan.

The EVC campus is located within the plan area of the Santa Clara Valley Habitat Conservation Plan (SCV HCP). Section IV. Biological Resources, above, discusses the impact of the proposed EVC FMP on implementation of SCV HCP. As described in that section, with implementation of Mitigation Measure BIO-2, the proposed buildout of the EVC FMP would be in compliance with and not conflict with the implementation of the SCV HCP.

Based on the above discussion, implementation of the EVC FMP is not in conflict with any local plans, policies, and regulations. There would not be a significant environmental effect due to conflict of the EVC FMP with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and there would be a less than significant impact to land use and planning from the EVC FMP.

References

- City of San José, 2011. Envision San José 2040 General Plan. Adopted November 1. Available: <https://www.sanjoseca.gov/home/showdocument?id=22359>. Accessed September 24, 2020.
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Mineral Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XII. MINERAL RESOURCES — Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Settings

Pursuant to the Surface Mining and Reclamation Act of 1975 (SMARA), the State Mining and Geology Board has identified the Communications Hill Area (Sector EE) as containing mineral deposits of regional significance for aggregate (City of San José, 2020).

The EVC campus is located outside of the Communication Hill and does not have mineral deposits subject to SMARA is located approximately 5 miles west of the EVC campus.

Discussion

- a-b) **No Impact.** The EVC campus is not in an area with a known mineral resource valuable to a region or state, nor is the campus within a known mineral resource recovery area (City of San José, 2020). The Communications Hills Area, containing mineral deposits of regional significance, is located approximately 5 miles west of the EVC campus. Implementation of the EVC FMP would not interfere with future mining activities or result in the loss of availability of a known mineral resource or recovery site. Therefore, there would be no impact to mineral resources.

References

City of San José. 2020. Envision San José 2040 General Plan.
<https://www.sanjoseca.gov/home/showdocument?id=22359>. Accessed September 11, 2020.

Noise

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XIII. NOISE — Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

- a-c) **Potentially Significant Impact.** The proposed project would include construction and operation of education-related uses, expanding the capacity of existing education uses within the EVC campus. Construction and operation of the proposed project may generate noise and vibration that could adversely affect nearby sensitive receptors, resulting in a potentially significant impact. For this reason, impacts related to noise and vibration will be analyzed in the EIR.

Population and Housing

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XIV. POPULATION AND HOUSING — Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) **No Impact.** The EVC campus does not currently support housing for students, faculty, or staff, and the implementation of the proposed EVC FMP would not result in an increase in population growth or result in the addition of on-site housing. Furthermore, any proposed utility improvements that would occur pursuant to implementation of the EVC FMP are intended to only serve the proposed project. Consequently, the EVC FMP would not induce substantial unplanned growth either directly or indirectly.
- b) **No Impact.** The EVC campus is not currently developed with residential uses, and no housing is present on the campus. As such, the EVC FMP would not displace existing housing or people such that the construction of replacement housing would be required.

Public Services

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XV. PUBLIC SERVICES —				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

Public services are those that are intended to serve and provide benefits to a community's welfare and livability. Public services include fire and police protection, schools, parks, and other public facilities (i.e., recreational facilities, hospitals, etc.). Additional discussion and analysis of public services may be found in Section XVI, *Recreation*, Section XIX, *Utilities*, and Section XX, *Wildfire*.

Fire Protection Services

The EVC campus is located at 3095 Yerba Buena Road in the city of San José. The San José Fire Department (SJFD) provides fire protection services to the City of San José, including the EVC campus. The SJFD has 30 Public Safety Radio Dispatchers, 11 Senior Public Safety Dispatchers, 3 Supervising Public Safety Dispatchers and 1 Senior Office Specialist. Equipment teams deployed by the SJFD includes 32 engine companies, nine truck companies, an Urban Search and Rescue (USAR) company, a Hazardous Incident Team (HIT), Aircraft Rescue Fire Fighting (ARFF) personal and equipment, and five transport-capable ALS Squads. (City of San José, 2019 and SJFD, 2016). The SJFD maintains 33 fire stations (SJFD, 2020). SJFD No. 11 is the primary response unit for the campus and responds to all fire protection services. Station 11 is located approximately 0.70 miles south of the campus at 2840 The Villages Parkway and response to all campus fire- and rescue-related emergencies.

The SJFD responded to approximately 91,900 incidents, within its service area in the fiscal year of 2018-2019 (City of San José, 2019). Of the total, 7 percent were fires (3,100 total), 63 percent were medical emergencies (57,500 total), and 34 percent were other types of incidents (i.e., good intent calls, rescues, and false alarms) (31,000 total). The SJFD responded to 74 percent of Priority I incidents within its time standard of eight minutes, and 92 percent of Priority 2 incidents within 13 minutes.

Police Protection Services

Police services are provided to the EVC campus by the SJECCD Police Department through on-site campus police stations. The SJECCD maintains a mutual aid policy with the San José Police Department (SJPD) to provide assistance for after-hour incidents and in situations the SJECCD Police Department does not have the proper equipment, expertise, and/or staffing (SJECCD, 2019).

The EVC campus is patrolled whenever classes are in session, Monday through Saturday 7:00 AM to 11:00 PM, Sunday 7:00 AM to 3:00 PM, and 8:00 AM to 4:00 PM.

The existing SJECCD Police Department is located on campus in the Student Center SC-18 Building. The station is open Monday through Friday 7:00 AM to 3:00PM. Outside of the hours of operation for the SJECCD Dispatch Center, the SJPd is responsible for emergencies on campus when notified.

Public Schools and Libraries

The City of San José has 15 school districts that consist of 240 schools (City of San José, 2019). The closest school to the campus is Evergreen Montessori School located approximately 0.67 miles east of the campus.

The City of San José's public library has 23 branches located throughout the city. The EVC has one library on campus that is open Monday through Thursday 8AM to 8PM, Friday 8AM to 4:30PM, and Saturday 10AM to 2PM. The closest public library not part of the ECV Campus is the Villages Library and Village Square Branch Library, approximately 0.75 southeast and 0.97 north of the campus, respectively.

Other Public Services

As mentioned above, the City of San José provides public services such as education, libraries, health care, public safety (police and fire), and Emergency Management (City of San José, 2020).

Discussion

a.i-iv) **Less Than Significant.** As discussed in the Environmental Setting, the EVC currently receives fire protection and emergency medical services from the SJFD. Implementation of the proposed EVC 2030 FMP would introduce an estimated 5,005 students and 50,062 weekly student contact hours (WSCH), a growth of approximately 48 percent by 2030. The increase in campus population under the EVC FMP would be expected to result in an incremental increase in calls. However, it is not anticipated that the need for new facilities would be needed in excess of those currently planned.

As discussed above, the SJECCD Police Department provides law enforcement services on the EVC campus with the SJPd providing additional services to the campus when needed. As discussed above, implementation of the EVC FMP would increase the campus population which could result in an incremental increase to additional calls for service. However, as discussed in the 2011 San José General Plan Final EIR, while the increase in calls for service may require the need for expansion of existing police facilities or the location of new facilities within planned growth areas, the construction of these facilities is not anticipated to have significant impacts.

The EVC's existing library on campus is expected to serve the needs of the campus population under the EVC FMP. Furthermore, the EVC FMP does not include any residential development or uses that would directly impact public libraries or other public services within the area due to an increase growth in population.

Implementation of the EVC FMP would include circulation improvements that would facilitate emergency and service vehicle access to the core of the EVC campus. The EVC FMP does not propose any actions that would result in residential development or uses. New students, faculty, and staff associated with the EVC FMP would likely be living in the surrounding communities or Bay Area at the time of enrollment or hire. To the extent that new students or employees move into Bay Area communities to study or work at the college, their numbers would not be large and would not add a substantial number of school age students to any one community. Therefore, implementation of the EVC FMP would not include changes that would result in the need for any new or expanded public service (i.e., new schools, parks, fire or police stations) nor would implementation effect response times or otherwise impact public services. Impacts to public services would be less than significant.

References

- City of San José. 2011. *Final Program EIR for the Envision San José 2040 General Plan*. State Clearinghouse Number 2009072096. <https://www.sanjoseca.gov/your-government/departments/planning-building-code-enforcement/planning-division/environmental-planning/environmental-review/completed-eirs/envision-san-jose-2040-general-plan-4-year/envision-san-jos-2040-general-plan>. September 11, 2020.
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- _____. 2020. City of San José: About SJFD. <https://www.sanjoseca.gov/your-government/departments/fire-department>. Accessed September 11, 2020.
-

Recreation

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XVI. RECREATION —				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

There are 180 neighborhood/community parks and 9 regional parks within the City of San José (City of San José, 2011). These parks make up an existing 3,434 acres of regional and neighborhood/community serving parkland that vary in size and amenities.

The EVC campus contains existing facilities such as gymnasiums, tennis courts, soccer fields, theaters, amphitheaters, multipurpose rooms, a library, archery, courtyards, picnic areas, and other open spaces within the campus boundaries.

Discussion

- a-b) **Less Than Significant.** Implementation of the EVC FMP would result in the development of a hierarchy of open spaces ranging from large, active, formal and informal gathering spaces to a small, intimate, and purpose-built spaces. The EVC FMP could also result in the creation of pedestrian nodes or places that would assist in wayfinding, together with seating, and opportunities for informal meetings and gatherings.

Given the existing recreational facilities on the EVC campus and within the surrounding area, implementation of any additional open space under the EVC FMP would not result in the increase use of existing neighborhood and regional parks or other recreational facilities that would result in substantial physical deterioration of those facilities.

Implementation of the proposed EVC FMP would result in an increase in population (i.e., an estimated 5,005 students and correlating 50,062 WSCH, a growth of approximately 48 percent by 2030). However, population growth resulting from the proposed EVC FMP would be accounted for by the proposed open spaces and is not anticipated to result in significant environmental impacts. Therefore, impacts on recreational resources would be less than significant.

References

City of San José. 2011. DEIR for the Envision San José 2040 General Plan. State Clearinghouse Number 2009072096. <https://www.sanjoseca.gov/your-government/departments/planning-building-code-enforcement/planning-division/environmental-planning/environmental->

review/completed-eirs/envision-san-jose-2040-general-plan-4-year/envision-san-jos-2040-general-plan. Accessed September 11, 2020.

Transportation

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XVII. TRANSPORTATION — Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

- a-d) **Potentially Significant Impact.** The proposed implementation of the EVC FMP would include the renovation and demolition of existing structures, construction of new structures, and construction of new utilities and transportation facilities, all of which would serve education-related purposes. All of the proposed uses for the proposed project would generate traffic to and from the project site as well as construction traffic during project construction.

The EIR will evaluate the potential for development under the proposed EVC FMP to conflict with programs, plans, ordinances, and policies addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. This increase in vehicle trips under the EVC FMP would in turn increase the total amount of vehicle miles traveled (VMT) to and from the campus. The EIR will evaluate the potential for development under the proposed EVC FMP to conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).

Although development under the proposed EVC FMP is not expected to include hazardous roadway design features or incompatible uses, the potential for impacts related to site access will be evaluated in the EIR. Furthermore, although development under the proposed EVC FMP is not expected to result in inadequate emergency access, this issue will be evaluated in the EIR.

Tribal Cultural Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XVIII. TRIBAL CULTURAL RESOURCES —				
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

- a.i, ii) **Less than Significant with Mitigation Incorporated.** CEQA requires the lead agency to consider the effects of a project on tribal cultural resources. As defined in PRC Section 21074, tribal cultural resources are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are listed, or determined to be eligible for listing, on the national, state, or local register of historical resources.

ESA contacted the California State Native American Heritage Commission (NAHC) on July 15, 2020 to request a search of the NAHC's Sacred Lands File and a list of Native American representatives who may have knowledge of tribal cultural resources in the vicinity of the EVC campus, or interest in the EVC FMP. The NAHC replied to ESA by email on July 16, 2020, with the statement that the Sacred Lands File has no record of any sacred sites within the EVC campus. The NAHC response included a list of six Native American representatives from six tribes who may have knowledge of tribal cultural resources in the vicinity of the EVC campus, or be interested in the EVC FMP.

On July 23, 2020, SJECCD sent letters to six Native American tribal organizations who were identified by the NAHC in their response to the Sacred Lands File request. No tribal organizations responded to the request.

Based on the Northwest Information Center records search (described in Section V. Cultural Resources) and the NAHC SLF negative search results, there are no known tribal cultural resources listed or determined eligible for listing in the California Register

of Historical Resources, or included in a local register of historical resources as defined in PRC Section 5020.1(k), pursuant to PRC Section 21074(a)(1), would be affected by the EVC FMP. To date, no new tribal cultural resources have been identified by Native American representatives, and surface survey of the EVC campus identified no potential tribal cultural resources. In addition, the SJECCD did not determine any resource that could potentially be affected by the EVC FMP to be a significant tribal cultural resource pursuant to criteria set forth in PRC Section 5024.1(c). However, if any previously unrecorded archaeological resource were identified during ground-disturbing construction activities, and were found to qualify as a tribal cultural resource pursuant to PRC Section 21074(a)(2) (determined by the lead agency to be significant pursuant to criteria set forth in PRC Section 5024.1[c]), any impacts to the resource could be potentially significant. Any such potential significant impacts would be reduced to a less than significant level by implementing Mitigation Measures CUL-1 and CUL-2.

References

Northwest Information Center (NWIC), File No. 20-0118. California Historical Resources Information System at Sonoma State University, Rohnert Park. On file at ESA, July 27, 2020.

Utilities and Service Systems

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XIX. UTILITIES AND SERVICE SYSTEMS —				
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The San José Municipal Water System (SJMWS) provides potable water to the EVC campus via a 12-inch main at two points of connection. The primary connection is located behind the Performing Arts Center adjacent to Parking Lot 5 and the secondary connection is located on the hill behind the former site of the Roble Building. Potable water is distributed throughout the campus via two separate 8-inch and 10-inch water mains. Wastewater generated on campus is discharged to City of San José wastewater collection lines, and conveyed to and treated at the San José-Santa Clara Regional Wastewater Facility (RWF).⁵ The existing stormwater drainage system on the EVC campus consists of subsurface reinforced concrete pipes. The storm drain system discharges off campus into Yerba Buena Creek at two locations: one location is south of the Evergreen Lake and the second is at the southeastern corner of the campus property. Pacific Gas and Electric (PG&E) provides electricity and natural gas to the campus. Solid waste generated on the campus is collected by a private hauler and is disposed at any of four privately owned landfills in San José or at other landfills outside the County. Landfills serving the City include Kirby Canyon, Newby Island, Zanker Road, and Zanker Materials Processing Facility.

⁵ The legal name of the facility remains "San José/Santa Clara Water Pollution Control Plant" but beginning in early 2013, the facility's common name was changed to San José-Santa Clara Regional Wastewater Facility.

Discussion

- a) **Less than Significant Impact.** Additional growth and development that would occur under the EVC FMP would increase demand for potable water (this issue is addressed under checklist item b, below for water supply); increase wastewater generation and need for wastewater treatment (this issue is addressed in checklist item c, below); contribute to stormflows to stormwater collection facilities (please refer to Section X, *Hydrology and Water Quality* for additional detail); and generate an increase in demand for electricity and natural gas service, and telecommunications.

Projects proposed under the EVC FMP would occur within the bounds of the developed campus. New facilities developed on the campus under the EVC FMP would be connected, as needed, to potable water distribution lines on campus. No substantial relocation or construction of new or expanded off-site water distribution lines would be expected to serve new development under the EVC FMP.

Minor upgrades to the existing stormwater drainage infrastructure within the campus may also be implemented during construction. Stormwater flows would be directed to existing drainage infrastructure proximal to the campus. As discussed in Section X, *Hydrology and Water Quality*, implementation of the EVC FMP could increase the volume of stormwater runoff in the City's storm drain system. However, this increase in runoff would be small and would not substantially exceed the capacity of existing or planned downstream stormwater drainage systems. No substantial relocation or construction of new or expanded off-site storm drainage would be expected to serve new development under the EVC FMP.

Projects proposed under the EVC FMP would require electrical and natural gas connections to existing infrastructure; however, no substantial relocation or construction of new or expanded off-site electrical or natural gas infrastructure would be required to serve the campus. Similarly, new telecommunications utilities may be provided on-site to serve new development on the campus; however, no substantial off-site telecommunications extensions or new construction is anticipated.

Construction activities associated with the utility improvements described above would have the potential to result in significant or potentially significant impacts. However, compliance with construction-related regulatory requirements, along with identified mitigation measures, discussed in other sections of this Initial Study, and further in the EIR, would reduce construction-related effects associated with utility improvements to a less-than-significant level. As a result, the impacts associated with the construction of new utilities to serve the campus under the EVC FMP would be less than significant.

- b) **Potentially Significant Impact.** Water would be required for both construction and operation of the EVC FMP. During construction, water requirements would consist of non-potable water required for dust control and for other construction purposes, sourced from water tank trucks. Potable water for construction workers would be provided by the construction contractors, as needed, based on the number of construction workers each

day. The small increase in potable water demand during construction would not be substantial and the short-term spikes in water use can be accommodated; and accordingly construction related non-potable demands for water would be less than significant.

During operation, the EVC FMP would result in an increase in demand for potable water on campus. The EVC FMP EIR will evaluate whether the EVC would have sufficient water supplies to serve the projected campus development pursuant to the EVC FMP and reasonably foreseeable future development during normal, dry, and multiple dry years.

- c) **Potentially Significant Impact.** Implementation of the EVC FMP would result in an increase in generation of wastewater generation that would require treatment at the RWF. The EVC FMP EIR will evaluate whether the RWF has adequate capacity to serve projected demand under the proposed EVC FMP, in addition to current and future demands.
- d-e) **Potentially Significant Impact.** The EVC FMP EIR will evaluate whether solid waste providers have the capacity to serve development under the proposed EVC FMP in addition to current and future demands. In addition, the EVC FMP EIR will evaluate whether the proposed project would conflict with federal, State, and local management and reduction statutes and regulations related to solid waste.

References

City of San José, 2020. Envision San José 2040 General Plan. Amended on March 16, 2020.

Impact Sciences, Inc., 2013. San José-Evergreen Community College District, Evergreen Valley College 2025 Updated Facilities Master Plan Final Environmental Impact Report. 2013.

Wildfire

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XX. WILDFIRE — If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

Wildfire is an outcome of several variables, primarily weather (temperature, humidity, and wind), vegetation, topography, and human influences, which combine to produce regional and local severity zones. The City of San José is located in a Local Responsibility Area (LRA) that is within an incorporated area. An area designated as very high fire hazard severity exists to the southeast of the campus within a LRA, and State Responsibility Areas (SRA) of moderate and high fire hazard severity zones are located to the east of the campus (Cal Fire, 2019).

Discussion

- a-c) **Less Than Significant.** As discussed under Section IX, Hazards and Hazardous Materials, topic f) and g) above, the projects design review process and continued implementation of emergency response and evaluation practice and systems during operation of the EVC FMP, would be sufficient to ensure that the possible impairment of any emergency response or evacuation plan would be considered a less than significant impact.

Implementation of the EVC FMP would not include any residential structures, therefore would not result in any permanent occupants. Construction activities that could result from the EVC FMP would require the use of vehicles and equipment that could lead to a minor increase in the risk of ignition, which could ignite a fire in an area with flammable vegetation or material. However, the risk of igniting a wildfire would be low because construction would take place in an incorporated area that does not contain substantial flammable vegetation. Operation of constructed or modified buildings would not involve activities that could introduce wildfire risk. Therefore, this impact would be less than

significant. Similarly, the EVC FMP would not include any infrastructure improvements that exacerbate the potential for wildfire risks.

- d) **Less Than Significant.** The campus site generally slopes from the northeast to the southwest with significant grade differences (approximately 30 feet) between buildings at the north edge of the Academic Core and the south campus and athletic playfields. However, a majority of the campus is located in an area that is relatively level, and consequently, construction improvements and operation under the EVC FMP would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

References

California Department of Forestry and Fire Protection (CAL FIRE), 2019. FHSZ Viewer. <https://egis.fire.ca.gov/FHSZ/>. Accessed September 11, 2020.

Mandatory Findings of Significance

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XXI. MANDATORY FINDINGS OF SIGNIFICANCE —				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) **Potentially Significant Impact.** With the incorporation of mitigation measures, the proposed EVC FMP would not degrade the quality of the environment, substantially reduced the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, or threaten to eliminate a plant or animal community. In addition, the proposed EVC FMP would not eliminate important examples of California prehistory. For the purposes of this initial study, these potential impacts to biological and cultural resources are considered less than significant.

- b) **Potentially Significant Impact.** The analysis in this Initial Study demonstrates there would be no project-specific or cumulative significant and unavoidable impacts to agricultural and forestry resources, aesthetics, biological resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, population and housing, public services, recreation, tribal cultural resources, or wildfire.

Potential cumulative significant impacts to air quality, energy, greenhouse gas emissions, noise and vibration, transportation, and utilities and service systems will be analyzed in an EIR. For the purposes of this initial study, those potential cumulative impacts are considered potentially significant.

- c) **Potentially Significant Impact.** The proposed project would not have significant adverse effects to humans related to the issue areas addressed in this Initial Study. The EIR will include analysis of air quality, energy, greenhouse gas emissions, noise and vibration, and transportation. For the purposes of this Initial Study, those potential impacts to human beings are considered potentially significant.

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Appendix A
**Biological Resources
Database Query Results**

CALIFORNIA DEPARTMENT OF
FISH and WILDLIFE *RareFind*

Query Summary:

Quad **IS** (San Jose East (3712137) **OR** Lick Observatory (3712136) **OR** Santa Teresa Hills (3712127) **OR** Morgan Hill (3712126))

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CNDDB Element Query Results

Scientific Name	Common Name	Taxonomic Group	Element Code	Total Occs	Returned Occs	Federal Status	State Status	Global Rank	State Rank	CA Rare Plant Rank	Other Status	Habitats
Adela oplerella	Opler's longhorn moth	Insects	IILEE0G040	14	7	None	None	G2	S2	null	null	Ultramafic, Valley & foothill grassland
Agelaius tricolor	tricolored blackbird	Birds	ABPBXB0020	955	5	None	Threatened	G2G3	S1S2	null	BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_EN-Endangered, NABCI_RWL-Red Watch List, USFWS_BCC-Birds of Conservation Concern	Freshwater marsh, Marsh & swamp, Wetland
Ambystoma californiense	California tiger salamander	Amphibians	AAAAA01180	1263	77	Threatened	Threatened	G2G3	S2S3	null	CDFW_WL-Watch List, IUCN_VU-Vulnerable	Cismontane woodland, Meadow & seep, Riparian woodland, Valley & foothill grassland, Vernal pool, Wetland
Ammodramus savannarum	grasshopper sparrow	Birds	ABPBXA0020	27	1	None	None	G5	S3	null	CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern	Valley & foothill grassland
Amsinckia lunaris	bent-flowered fiddleneck	Dicots	PDBOR01070	93	1	None	None	G3	S3	1B.2	BLM_S-Sensitive, SB_UCBG-UC Botanical Garden at Berkeley, SB_UCSC-UC Santa Cruz	Cismontane woodland, Coastal bluff scrub, Valley & foothill grassland
Aneides niger	Santa Cruz black salamander	Amphibians	AAAAD01070	78	5	None	None	G3	S3	null	CDFW_SSC-Species of Special Concern	null
Anniella pulchra	northern California legless lizard	Reptiles	ARACC01020	375	1	None	None	G3	S3	null	CDFW_SSC-Species of Special Concern, USFS_S-Sensitive	Chaparral, Coastal dunes, Coastal scrub
Anodonta californiensis	California floater	Mollusks	IMBIV04020	6	1	None	None	G3Q	S2?	null	USFS_S-Sensitive	Aquatic
Antrozous pallidus	pallid bat	Mammals	AMACC10010	420	6	None	None	G5	S3	null	BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern, USFS_S-Sensitive, WBWG_H-High Priority	Chaparral, Coastal scrub, Desert wash, Great Basin grassland, Great Basin scrub, Mojavean desert scrub, Riparian woodland, Sonoran desert scrub, Upper montane coniferous forest, Valley & foothill grassland
Aquila chrysaetos	golden eagle	Birds	ABNKC22010	321	6	None	None	G5	S3	null	BLM_S-Sensitive, CDF_S-Sensitive, CDFW_FP-Fully Protected, CDFW_WL-Watch List, IUCN_LC-Least Concern, USFWS_BCC-Birds of Conservation Concern	Broadleaved upland forest, Cismontane woodland, Coastal prairie, Great Basin grassland, Great Basin scrub, Lower montane coniferous forest, Pinon & juniper woodlands, Upper montane

												coniferous forest, Valley & foothill grassland
<i>Ardea alba</i>	great egret	Birds	ABNGA04040	43	1	None	None	G5	S4	null	CDF_S-Sensitive, IUCN_LC-Least Concern	Brackish marsh, Estuary, Freshwater marsh, Marsh & swamp, Riparian forest, Wetland
<i>Ardea herodias</i>	great blue heron	Birds	ABNGA04010	156	4	None	None	G5	S4	null	CDF_S-Sensitive, IUCN_LC-Least Concern	Brackish marsh, Estuary, Freshwater marsh, Marsh & swamp, Riparian forest, Wetland
<i>Athene cunicularia</i>	burrowing owl	Birds	ABNSB10010	1989	22	None	None	G4	S3	null	BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern, USFWS_BCC-Birds of Conservation Concern	Coastal prairie, Coastal scrub, Great Basin grassland, Great Basin scrub, Mojavean desert scrub, Sonoran desert scrub, Valley & foothill grassland
<i>Balsamorhiza macrolepis</i>	big-scale balsamroot	Dicots	PDAST11061	51	1	None	None	G2	S2	1B.2	BLM_S-Sensitive, USFS_S-Sensitive	Chaparral, Cismontane woodland, Ultramafic, Valley & foothill grassland
<i>Bombus caliginosus</i>	obscure bumble bee	Insects	IIHYM24380	181	2	None	None	G4?	S1S2	null	IUCN_VU-Vulnerable	null
<i>Bombus crotchii</i>	Crotch bumble bee	Insects	IIHYM24480	276	2	None	Candidate Endangered	G3G4	S1S2	null	null	null
<i>Bombus occidentalis</i>	western bumble bee	Insects	IIHYM24250	279	4	None	Candidate Endangered	G2G3	S1	null	USFS_S-Sensitive	null
<i>Buteo swainsoni</i>	Swainson's hawk	Birds	ABNKC19070	2518	1	None	Threatened	G5	S3	null	BLM_S-Sensitive, IUCN_LC-Least Concern, USFWS_BCC-Birds of Conservation Concern	Great Basin grassland, Riparian forest, Riparian woodland, Valley & foothill grassland
<i>Calyptidium parryi</i> var. <i>hesseae</i>	Santa Cruz Mountains pussypaws	Dicots	PDPOR09052	11	2	None	None	G3G4T2	S2	1B.1	BLM_S-Sensitive	Chaparral, Cismontane woodland
<i>Campanula exigua</i>	chaparral harebell	Dicots	PDCAM020A0	50	3	None	None	G2	S2	1B.2	BLM_S-Sensitive, SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden	Chaparral, Ultramafic
<i>Castilleja affinis</i> var. <i>neglecta</i>	Tiburon paintbrush	Dicots	PDSCR0D013	7	2	Endangered	Threatened	G4G5T1T2	S1S2	1B.2	SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden, SB_UCBG-UC Botanical Garden at Berkeley	Ultramafic, Valley & foothill grassland
<i>Castilleja rubicundula</i> var. <i>rubicundula</i>	pink creamsacs	Dicots	PDSCR0D482	38	1	None	None	G5T2	S2	1B.2	BLM_S-Sensitive	Chaparral, Cismontane woodland, Meadow & seep, Ultramafic, Valley & foothill grassland
<i>Ceanothus ferrisiae</i>	Coyote ceanothus	Dicots	PDRHA041N0	4	3	Endangered	None	G1	S1	1B.1	SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden, SB_SBBG-Santa Barbara Botanic Garden	Chaparral, Coastal scrub, Ultramafic, Valley & foothill grassland
<i>Centromadia parryi</i> ssp. <i>congdonii</i>	Congdon's tarplant	Dicots	PDAST4R0P1	98	1	None	None	G3T1T2	S1S2	1B.1	BLM_S-Sensitive, SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden	Valley & foothill grassland
<i>Chlorogalum pomeridianum</i> var. <i>minus</i>	dwarf soaproot	Monocots	PMLIL0G042	31	1	None	None	G5T3	S3	1B.2	BLM_S-Sensitive, SB_SBBG-Santa Barbara Botanic Garden, USFS_S-Sensitive	Chaparral, Ultramafic
<i>Chorizanthe robusta</i> var. <i>robusta</i>	robust spineflower	Dicots	PDPGN040Q2	20	1	Endangered	None	G2T1	S1	1B.1	null	Chaparral, Cismontane woodland, Coastal bluff

												scrub, Coastal dunes
Cirsium fontinale var. campylon	Mt. Hamilton thistle	Dicots	PDAST2E163	36	23	None	None	G2T2	S2	1B.2	SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden	Chaparral, Cismontane woodland, Ultramafic, Valley & foothill grassland
Clarkia concinna ssp. automixa	Santa Clara red ribbons	Dicots	PDONA050A1	20	3	None	None	G5?T3	S3	4.3	null	Chaparral, Cismontane woodland
Collinsia multicolor	San Francisco collinsia	Dicots	PDSCR0H0B0	36	2	None	None	G2	S2	1B.2	SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden, SB_UCSC-UC Santa Cruz	Closed-cone coniferous forest, Coastal scrub, Ultramafic
Corynorhinus townsendii	Townsend's big-eared bat	Mammals	AMACC08010	635	5	None	None	G3G4	S2	null	BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern, USFS_S-Sensitive, WBWG_H-High Priority	Broadleaved upland forest, Chaparral, Chenopod scrub, Great Basin grassland, Great Basin scrub, Joshua tree woodland, Lower montane coniferous forest, Meadow & seep, Mojavean desert scrub, Riparian forest, Riparian woodland, Sonoran desert scrub, Sonoran thorn woodland, Upper montane coniferous forest, Valley & foothill grassland
Coturnicops noveboracensis	yellow rail	Birds	ABNME01010	45	1	None	None	G4	S1S2	null	CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern, NABCI_RWL-Red Watch List, USFS_S-Sensitive, USFWS_BCC-Birds of Conservation Concern	Freshwater marsh, Meadow & seep
Cypseloides niger	black swift	Birds	ABNUA01010	46	1	None	None	G4	S2	null	CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern, NABCI_YWL-Yellow Watch List, USFWS_BCC-Birds of Conservation Concern	null
Dicamptodon ensatus	California giant salamander	Amphibians	AAAAH01020	234	2	None	None	G3	S2S3	null	CDFW_SSC-Species of Special Concern, IUCN_NT-Near Threatened	Aquatic, Meadow & seep, North coast coniferous forest, Riparian forest
Dudleya abramsii ssp. setchellii	Santa Clara Valley dudleya	Dicots	PDCRA040Z0	58	39	Endangered	None	G4T2	S2	1B.1	SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden	Cismontane woodland, Ultramafic, Valley & foothill grassland
Egretta thula	snowy egret	Birds	ABNGA06030	20	1	None	None	G5	S4	null	IUCN_LC-Least Concern	Marsh & swamp, Meadow & seep, Riparian forest, Riparian woodland, Wetland
Elanus leucurus	white-tailed kite	Birds	ABNKC06010	180	8	None	None	G5	S3S4	null	BLM_S-Sensitive, CDFW_FP-Fully Protected, IUCN_LC-Least Concern	Cismontane woodland, Marsh & swamp, Riparian woodland, Valley & foothill grassland, Wetland
Emys marmorata	western pond turtle	Reptiles	ARAAD02030	1385	34	None	None	G3G4	S3	null	BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_VU-	Aquatic, Artificial flowing waters, Klamath/North coast flowing waters,

											Vulnerable, USFS_S-Sensitive	Klamath/North coast standing waters, Marsh & swamp, Sacramento/San Joaquin flowing waters, Sacramento/San Joaquin standing waters, South coast flowing waters, South coast standing waters, Wetland
Euphydryas editha bayensis	Bay checkerspot butterfly	Insects	IILEPK4055	30	15	Threatened	None	G5T1	S1	null	null	Coastal dunes, Ultramafic, Valley & foothill grassland
Fritillaria liliacea	fragrant fritillary	Monocots	PMLIL0V0C0	82	8	None	None	G2	S2	1B.2	SB_CalBG/RSABG- California/Rancho Santa Ana Botanic Garden, USFS_S- Sensitive	Cismontane woodland, Coastal prairie, Coastal scrub, Ultramafic, Valley & foothill grassland
Hoita strobilina	Loma Prieta hoita	Dicots	PDFAB5Z030	34	16	None	None	G2?	S2?	1B.1	null	Chaparral, Cismontane woodland, Riparian woodland, Ultramafic
Icteria virens	yellow- breasted chat	Birds	ABPBX24010	100	1	None	None	G5	S3	null	CDFW_SSC- Species of Special Concern, IUCN_LC- Least Concern	Riparian forest, Riparian scrub, Riparian woodland
Lanius ludovicianus	loggerhead shrike	Birds	ABPBR01030	110	1	None	None	G4	S4	null	CDFW_SSC- Species of Special Concern, IUCN_LC- Least Concern, USFWS_BCC-Birds of Conservation Concern	Broadleaved upland forest, Desert wash, Joshua tree woodland, Mojavean desert scrub, Pinon & juniper woodlands, Riparian woodland, Sonoran desert scrub
Lasiurus cinereus	hoary bat	Mammals	AMACC05030	238	1	None	None	G5	S4	null	IUCN_LC-Least Concern, WBWG_M-Medium Priority	Broadleaved upland forest, Cismontane woodland, Lower montane coniferous forest, North coast coniferous forest
Lasthenia conjugens	Contra Costa goldfields	Dicots	PDAST5L040	36	2	Endangered	None	G1	S1	1B.1	SB_UCBG-UC Botanical Garden at Berkeley	Alkali playa, Cismontane woodland, Valley & foothill grassland, Vernal pool, Wetland
Lavinia symmetricus subditus	Monterey roach	Fish	AFCJB19026	6	1	None	None	G4T2T3	S2S3	null	CDFW_SSC- Species of Special Concern	Aquatic, Sacramento/San Joaquin flowing waters, South coast flowing waters
Leptosyne hamiltonii	Mt. Hamilton coreopsis	Dicots	PDAST2L0C0	21	1	None	None	G2	S2	1B.2	BLM_S-Sensitive, SB_UCBG-UC Botanical Garden at Berkeley	Cismontane woodland
Lessingia micradenia var. glabrata	smooth lessingia	Dicots	PDAST5S062	44	28	None	None	G2T2	S2	1B.2	SB_BerrySB-Berry Seed Bank, SB_CalBG/RSABG- California/Rancho Santa Ana Botanic Garden	Chaparral, Cismontane woodland, Ultramafic, Valley & foothill grassland
Lomatium observatorium	Mt. Hamilton lomatium	Dicots	PDAP11B2J0	4	2	None	None	G1	S1	1B.2	SB_UCSC-UC Santa Cruz	Cismontane woodland
Malacothamnus arcuatus	arcuate bush- mallow	Dicots	PDMAL0Q0E0	30	7	None	None	G2Q	S2	1B.2	SB_CalBG/RSABG- California/Rancho Santa Ana Botanic Garden	Chaparral, Cismontane woodland
Malacothamnus hallii	Hall's bush- mallow	Dicots	PDMAL0Q0F0	36	16	None	None	G2	S2	1B.2	BLM_S-Sensitive, SB_CalBG/RSABG-	Chaparral, Coastal scrub,

											California/Rancho Santa Ana Botanic Garden	Ultramafic
Microcina homi	Hom's micro-blind harvestman	Arachnids	ILARA47020	5	5	None	None	G1	S1	null	null	Ultramafic, Valley & foothill grassland
Microcina jungi	Jung's micro-blind harvestman	Arachnids	ILARA47030	1	1	None	None	G1	S1	null	null	Ultramafic, Valley & foothill grassland
Monolopia gracilens	woodland woollythreads	Dicots	PDAST6G010	68	15	None	None	G3	S3	1B.2	null	Broadleaved upland forest, Chaparral, Cismontane woodland, North coast coniferous forest, Ultramafic, Valley & foothill grassland
Myotis evotis	long-eared myotis	Mammals	AMACC01070	139	1	None	None	G5	S3	null	BLM_S-Sensitive, IUCN_LC-Least Concern, WBWG_M-Medium Priority	null
Myotis yumanensis	Yuma myotis	Mammals	AMACC01020	265	1	None	None	G5	S4	null	BLM_S-Sensitive, IUCN_LC-Least Concern, WBWG_LM-Low-Medium Priority	Lower montane coniferous forest, Riparian forest, Riparian woodland, Upper montane coniferous forest
Neotoma fuscipes annectens	San Francisco dusky-footed woodrat	Mammals	AMAFF08082	42	15	None	None	G5T2T3	S2S3	null	CDFW_SSC-Species of Special Concern	Chaparral, Redwood
Nycticorax nycticorax	black-crowned night heron	Birds	ABNGA11010	37	1	None	None	G5	S4	null	IUCN_LC-Least Concern	Marsh & swamp, Riparian forest, Riparian woodland, Wetland
Oncorhynchus mykiss irideus pop. 8	steelhead - central California coast DPS	Fish	AFCHA0209G	44	1	Threatened	None	G5T2T3Q	S2S3	null	AFS_TH-Threatened	Aquatic, Sacramento/San Joaquin flowing waters
Penstemon rattanii var. kleei	Santa Cruz Mountains beardtongue	Dicots	PDSCR1L5B1	5	1	None	None	G4T2	S2	1B.2	null	Chaparral, Lower montane coniferous forest, North coast coniferous forest
Phacelia phacelloides	Mt. Diablo phacelia	Dicots	PDHYD0C3Q0	16	1	None	None	G2	S2	1B.2	BLM_S-Sensitive	Chaparral, Cismontane woodland, Ultramafic
Phrynosoma blainvillii	coast horned lizard	Reptiles	ARACF12100	784	5	None	None	G3G4	S3S4	null	BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern	Chaparral, Cismontane woodland, Coastal bluff scrub, Coastal scrub, Desert wash, Pinon & juniper woodlands, Riparian scrub, Riparian woodland, Valley & foothill grassland
Plagiobothrys glaber	hairless popcornflower	Dicots	PDBOR0V0B0	9	1	None	None	GX	SX	1A	null	Marsh & swamp, Salt marsh, Vernal pool, Wetland
Rana boylei	foothill yellow-legged frog	Amphibians	AAABH01050	2468	14	None	Endangered	G3	S3	null	BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_NT-Near Threatened, USFS_S-Sensitive	Aquatic, Chaparral, Cismontane woodland, Coastal scrub, Klamath/North coast flowing waters, Lower montane coniferous forest, Meadow & seep, Riparian forest, Riparian woodland, Sacramento/San Joaquin flowing waters

Rana draytonii	California red-legged frog	Amphibians	AAABH01022	1543	52	Threatened	None	G2G3	S2S3	null	CDFW_SSC-Species of Special Concern, IUCN_VU-Vulnerable	Aquatic, Artificial flowing waters, Artificial standing waters, Freshwater marsh, Marsh & swamp, Riparian forest, Riparian scrub, Riparian woodland, Sacramento/San Joaquin flowing waters, Sacramento/San Joaquin standing waters, South coast flowing waters, South coast standing waters, Wetland
Sanicula saxatilis	rock sanicle	Dicots	PDAPI1Z0H0	9	2	None	Rare	G2	S2	1B.2	null	Broadleaved upland forest, Chaparral, Valley & foothill grassland
Senecio aphanactis	chaparral ragwort	Dicots	PDAST8H060	98	1	None	None	G3	S2	2B.2	SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden, SB_CRES-San Diego Zoo CRES Native Gene Seed Bank	Chaparral, Cismontane woodland, Coastal scrub
Serpentine Bunchgrass	Serpentine Bunchgrass	Herbaceous	CTT42130CA	22	4	None	None	G2	S2.2	null	null	Valley & foothill grassland
Streptanthus albidus ssp. albidus	Metcalf Canyon jewelflower	Dicots	PDBRA2G011	13	13	Endangered	None	G2T1	S1	1B.1	SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden, SB_UCBG-UC Botanical Garden at Berkeley	Ultramafic, Valley & foothill grassland
Streptanthus albidus ssp. peramoenus	most beautiful jewelflower	Dicots	PDBRA2G012	103	31	None	None	G2T2	S2	1B.2	SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden, SB_UCBG-UC Botanical Garden at Berkeley, USFS_S-Sensitive	Chaparral, Cismontane woodland, Ultramafic, Valley & foothill grassland
Sycamore Alluvial Woodland	Sycamore Alluvial Woodland	Riparian	CTT62100CA	17	1	None	None	G1	S1.1	null	null	Riparian woodland
Taxidea taxus	American badger	Mammals	AMAJF04010	592	16	None	None	G5	S3	null	CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern	Alkali marsh, Alkali playa, Alpine, Alpine dwarf scrub, Bog & fen, Brackish marsh, Broadleaved upland forest, Chaparral, Chenopod scrub, Cismontane woodland, Closed-cone coniferous forest, Coastal bluff scrub, Coastal dunes, Coastal prairie, Coastal scrub, Desert dunes, Desert wash, Freshwater marsh, Great Basin grassland, Great Basin scrub, Interior dunes, lone formation, Joshua tree woodland, Limestone, Lower montane coniferous forest, Marsh & swamp, Meadow & seep, Mojavean desert

												scrub, Montane dwarf scrub, North coast coniferous forest, Oldgrowth, Pavement plain, Redwood, Riparian forest, Riparian scrub, Riparian woodland, Salt marsh, Sonoran desert scrub, Sonoran thorn woodland, Ultramafic, Upper montane coniferous forest, Upper Sonoran scrub, Valley & foothill grassland
<i>Vulpes macrotis mutica</i>	San Joaquin kit fox	Mammals	AMAJA03041	1018	1	Endangered	Threatened	G4T2	S2	null	null	Chenopod scrub, Valley & foothill grassland



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Sacramento Fish And Wildlife Office

Federal Building

2800 Cottage Way, Room W-2605

Sacramento, CA 95825-1846

Phone: (916) 414-6600 Fax: (916) 414-6713



In Reply Refer To:

July 24, 2020

Consultation Code: 08ESMF00-2020-SLI-2449

Event Code: 08ESMF00-2020-E-07546

Project Name: Evergreen Valley College Sports Complex

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, under the jurisdiction of the U.S. Fish and Wildlife Service (Service) that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the Service under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

Please follow the link below to see if your proposed project has the potential to affect other species or their habitats under the jurisdiction of the National Marine Fisheries Service:

http://www.nwr.noaa.gov/protected_species/species_list/species_lists.html

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Sacramento Fish And Wildlife Office

Federal Building

2800 Cottage Way, Room W-2605

Sacramento, CA 95825-1846

(916) 414-6600

Project Summary

Consultation Code: 08ESMF00-2020-SLI-2449

Event Code: 08ESMF00-2020-E-07546

Project Name: Evergreen Valley College Sports Complex

Project Type: RECREATION CONSTRUCTION / MAINTENANCE

Project Description: The San Jose Evergreen Community College District proposes to construct a sports complex at the Evergreen Valley College (EVC), that will provide exercise and recreational use for EVC students, faculty, and users from the surrounding community. The project site located in the southern portion of the EVC Campus, adjacent to existing sports and recreational facilities. The approximately 1.8-acre project site is currently occupied by turf and landscaped areas, part of a soccer field, and part of a softball field.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/37.29961243017523N121.76432885874016W>



Counties: Santa Clara, CA

Endangered Species Act Species

There is a total of 10 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
San Joaquin Kit Fox <i>Vulpes macrotis mutica</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/2873	Endangered

Birds

NAME	STATUS
California Least Tern <i>Sterna antillarum browni</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/8104	Endangered

Amphibians

NAME	STATUS
<p>California Red-legged Frog <i>Rana draytonii</i></p> <p>There is final critical habitat for this species. Your location is outside the critical habitat.</p> <p>Species profile: https://ecos.fws.gov/ecp/species/2891</p> <p>Species survey guidelines: https://ecos.fws.gov/ipac/guideline/survey/population/205/office/11420.pdf</p>	Threatened
<p>California Tiger Salamander <i>Ambystoma californiense</i></p> <p>Population: U.S.A. (Central CA DPS)</p> <p>There is final critical habitat for this species. Your location is outside the critical habitat.</p> <p>Species profile: https://ecos.fws.gov/ecp/species/2076</p>	Threatened

Fishes

NAME	STATUS
<p>Delta Smelt <i>Hypomesus transpacificus</i></p> <p>There is final critical habitat for this species. Your location is outside the critical habitat.</p> <p>Species profile: https://ecos.fws.gov/ecp/species/321</p>	Threatened

Insects

NAME	STATUS
<p>Bay Checkerspot Butterfly <i>Euphydryas editha bayensis</i></p> <p>There is final critical habitat for this species. Your location is outside the critical habitat.</p> <p>Species profile: https://ecos.fws.gov/ecp/species/2320</p>	Threatened

Flowering Plants

NAME	STATUS
<p>Contra Costa Goldfields <i>Lasthenia conjugens</i></p> <p>There is final critical habitat for this species. Your location is outside the critical habitat.</p> <p>Species profile: https://ecos.fws.gov/ecp/species/7058</p>	Endangered
<p>Metcalf Canyon Jewelflower <i>Streptanthus albidus ssp. albidus</i></p> <p>No critical habitat has been designated for this species.</p> <p>Species profile: https://ecos.fws.gov/ecp/species/4186</p>	Endangered
<p>Robust Spineflower <i>Chorizanthe robusta var. robusta</i></p> <p>There is final critical habitat for this species. Your location is outside the critical habitat.</p> <p>Species profile: https://ecos.fws.gov/ecp/species/9287</p>	Endangered
<p>Santa Clara Valley Dudleya <i>Dudleya setchellii</i></p> <p>No critical habitat has been designated for this species.</p> <p>Species profile: https://ecos.fws.gov/ecp/species/3207</p>	Endangered

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

*The database used to provide updates to the Online Inventory is under construction. [View updates and changes made since May 2019 here.](#)

Plant List

39 matches found. [Click on scientific name for details](#)

Search Criteria

Found in Quads 3712137, 3712136 3712127 and 3712126;

[Modify Search Criteria](#) [Export to Excel](#) [Modify Columns](#) [Modify Sort](#) [Display Photos](#)

Scientific Name	Common Name	Family	Lifeform	Blooming Period	CA Rare Plant Rank	State Rank	Global Rank
Acanthomintha lanceolata	Santa Clara thorn-mint	Lamiaceae	annual herb	Mar-Jun	4.2	S4	G4
Amsinckia lunaris	bent-flowered fiddleneck	Boraginaceae	annual herb	Mar-Jun	1B.2	S3	G3
Androsace elongata ssp. acuta	California androsace	Primulaceae	annual herb	Mar-Jun	4.2	S3S4	G5?T3T4
Balsamorhiza macrolepis	big-scale balsamroot	Asteraceae	perennial herb	Mar-Jun	1B.2	S2	G2
Calochortus umbellatus	Oakland star-tulip	Liliaceae	perennial bulbiferous herb	Mar-May	4.2	S3?	G3?
Calystegia collina ssp. venusta	South Coast Range morning-glory	Convolvulaceae	perennial rhizomatous herb	Apr-Jun	4.3	S4	G4T4
Campanula exigua	chaparral harebell	Campanulaceae	annual herb	May-Jun	1B.2	S2	G2
Castilleja affinis var. neglecta	Tiburon paintbrush	Orobanchaceae	perennial herb (hemiparasitic)	Apr-Jun	1B.2	S1S2	G4G5T1T2
Castilleja rubicundula var. rubicundula	pink creamsacs	Orobanchaceae	annual herb (hemiparasitic)	Apr-Jun	1B.2	S2	G5T2
Ceanothus ferrisiae	Coyote ceanothus	Rhamnaceae	perennial evergreen shrub	Jan-May	1B.1	S1	G1
Centromadia parryi ssp. congdonii	Congdon's tarplant	Asteraceae	annual herb	May-Oct(Nov)	1B.1	S1S2	G3T1T2
Chlorogalum pomeridianum var. minus	dwarf soaproot	Agavaceae	perennial bulbiferous herb	May-Aug	1B.2	S3	G5T3
Chorizanthe douglasii	Douglas' spineflower	Polygonaceae	annual herb	Apr-Jul	4.3	S4	G4
Cirsium fontinale var. campylon	Mt. Hamilton fountain thistle	Asteraceae	perennial herb	(Feb)Apr-Oct	1B.2	S2	G2T2
Clarkia breweri	Brewer's clarkia	Onagraceae	annual herb	Apr-Jun	4.2	S4	G4
	Santa Clara red	Onagraceae	annual herb	(Apr)May-	4.3	S3	G5?T3

<u>Clarkia concinna ssp. automixa</u>	ribbons				Jun(Jul)			
<u>Collinsia multicolor</u>	San Francisco collinsia	Plantaginaceae	annual herb	(Feb)Mar-May	1B.2	S2	G2	
<u>Dudleya abramsii ssp. setchellii</u>	Santa Clara Valley dudleya	Crassulaceae	perennial herb	Apr-Oct	1B.1	S2	G4T2	
<u>Fritillaria liliacea</u>	fragrant fritillary	Liliaceae	perennial bulbiferous herb	Feb-Apr	1B.2	S2	G2	
<u>Galium andrewsii ssp. gatense</u>	phlox-leaf serpentine bedstraw	Rubiaceae	perennial herb	Apr-Jul	4.2	S3	G5T3	
<u>Hoita strobilina</u>	Loma Prieta hoita	Fabaceae	perennial herb	May-Jul(Aug-Oct)	1B.1	S2?	G2?	
<u>Iris longipetala</u>	coast iris	Iridaceae	perennial rhizomatous herb	Mar-May	4.2	S3	G3	
<u>Lasthenia conjugens</u>	Contra Costa goldfields	Asteraceae	annual herb	Mar-Jun	1B.1	S1	G1	
<u>Leptosiphon acicularis</u>	bristly leptosiphon	Polemoniaceae	annual herb	Apr-Jul	4.2	S4?	G4?	
<u>Leptosiphon ambiguus</u>	serpentine leptosiphon	Polemoniaceae	annual herb	Mar-Jun	4.2	S4	G4	
<u>Leptosiphon grandiflorus</u>	large-flowered leptosiphon	Polemoniaceae	annual herb	Apr-Aug	4.2	S3S4	G3G4	
<u>Leptosyne hamiltonii</u>	Mt. Hamilton coreopsis	Asteraceae	annual herb	Mar-May	1B.2	S2	G2	
<u>Lessingia micradenia var. glabrata</u>	smooth lessingia	Asteraceae	annual herb	(Apr-Jun)Jul-Nov	1B.2	S2	G2T2	
<u>Lomatium observatorium</u>	Mt. Hamilton lomatium	Apiaceae	perennial herb	Mar-May	1B.2	S1	G1	
<u>Malacothamnus arcuatus</u>	arcuate bush-mallow	Malvaceae	perennial evergreen shrub	Apr-Sep	1B.2	S2	G2Q	
<u>Malacothamnus hallii</u>	Hall's bush-mallow	Malvaceae	perennial evergreen shrub	(Apr)May-Sep(Oct)	1B.2	S2	G2	
<u>Micropus amphibolus</u>	Mt. Diablo cottonweed	Asteraceae	annual herb	Mar-May	3.2	S3S4	G3G4	
<u>Monolopia gracilens</u>	woodland woolythreads	Asteraceae	annual herb	(Feb)Mar-Jul	1B.2	S3	G3	
<u>Phacelia phacelioides</u>	Mt. Diablo phacelia	Hydrophyllaceae	annual herb	Apr-May	1B.2	S2	G2	
<u>Plagiobothrys glaber</u>	hairless popcornflower	Boraginaceae	annual herb	Mar-May	1A	SH	GH	
<u>Sanicula saxatilis</u>	rock sanicle	Apiaceae	perennial herb	Apr-May	1B.2	S2	G2	
<u>Senecio aphanactis</u>	chaparral ragwort	Asteraceae	annual herb	Jan-Apr(May)	2B.2	S2	G3	
<u>Streptanthus albidus ssp. albidus</u>	Metcalf Canyon jewelflower	Brassicaceae	annual herb	Apr-Jul	1B.1	S1	G2T1	
<u>Streptanthus albidus ssp. peramoenus</u>	most beautiful jewelflower	Brassicaceae	annual herb	(Mar)Apr-Sep(Oct)	1B.2	S2	G2T2	

Suggested Citation

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Appendix B

Air Quality and Greenhouse Gas Emissions Calculations

CalEEMod Inputs for Estimation of Construction Emissions

Renovation
New Construction
Demolition

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SL	Sequoia

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Evergreen Valley College FMP

CalEEMod inputs

			FMP		
CalEEMod Land Use	Existing	FMP	Existing	Renovated	New
Educational/Junior College (2Yr)	644445	729809	396,067	147,742	186,000

Trip Generation based on Traffic Study	Trips /day	Trips/day/1000 sqft	VMT/day	VMT/year
Existing (2020)	5788	8.98	44742	16330830
FMP (2030)	6899	9.45	55476	20248740

Trip Rate Adjustment	Wkdy	Sat	Sun
CalEEMod default for Jr College	27.49	11.23	1.21
Adjusted trip rate for Existing	8.98	3.67	0.40
Adjusted trip rate for FMP	9.45	3.86	0.42

Evergreen Valley College FMP

CalEEMod inputs

			FMP		
CalEEMod Land Use	Existing	FMP	Existing	Renovated	New
Educational/Junior College (2Yr)	644445	729809	396,067	147,742	186,000

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Existing (2020)	5788	8.98	44742	16330830
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Trip Rate Adjustment	Wkdy	Sat	Sun
CalEEMod default for Jr College	27.49	11.23	1.21
Adjusted trip rate for Existing	8.98	3.67	0.40
Adjusted trip rate for FMP	9.45	3.86	0.42

Construction Emissions Calculations
Criteria Air Pollutants

Evergreen Valley College FMP

CONSTRUCTION EMISSIONS SUMMARY

UNCONTROLLED CONSTRUCTION EMISSIONS - Criteria Air Pollutants

Project Building	Year	No. of Construction Workdays	Tons over Construction Duration in the Year								Average Pounds per day			
			ROG	NOx	Onsite Exhaust PM ₁₀	Offsite Exhaust PM ₁₀	Total Exhaust PM ₁₀	Onsite Exhaust PM _{2.5}	Offsite Exhaust PM _{2.5}	Total Exhaust PM _{2.5}	ROG	NOx	Exhaust PM ₁₀	Exhaust PM _{2.5}
Demolition of Racquetball courts	2021	44	0.04	0.44	0.02	0.00	0.02	0.02	0.00	0.02	2.0	19.9	1.0	1.0
Construction of Language Arts	2021	66	0.03	0.33	0.02	0.00	0.02	0.01	0.00	0.01	0.9	10.1	0.5	0.4
2021 Total		110	0.08	0.77	0.04	0.00	0.04	0.04	0.00	0.04	1.4	14.0	0.7	0.7
Renovation of Sequoia	2022	87	0.02	0.22	0.01	0.00	0.01	0.01	0.00	0.01	0.5	5.1	0.2	0.2
Construction of Student Services Complex	2022	219	0.22	1.84	0.08	0.00	0.08	0.07	0.00	0.08	2.0	16.8	0.7	0.7
Demolition of Sequoia Lecture	2022	87	0.03	0.28	0.01	0.00	0.01	0.01	0.00	0.01	0.7	6.4	0.3	0.3
Construction of new Sequoia Lecture and Nursing	2022	87	0.03	0.35	0.02	0.00	0.02	0.02	0.00	0.02	0.8	8.0	0.4	0.4
Construction of General Education	2022	65	0.03	0.28	0.01	0.00	0.01	0.01	0.00	0.01	0.8	8.5	0.4	0.4
Construction of Language Arts	2022	260	0.10	1.09	0.05	0.00	0.05	0.04	0.00	0.05	0.8	8.4	0.4	0.4
2022 Total		260	0.43	4.06	0.18	0.01	0.18	0.17	0.01	0.17	3.3	31.2	1.4	1.3
Renovation of Sequoia	2023	260	0.06	0.59	0.03	0.00	0.03	0.02	0.00	0.02	0.5	4.5	0.2	0.2
Renovation of Student Activities Center	2023	43	0.01	0.13	0.00	0.00	0.00	0.00	0.00	0.00	0.6	5.8	0.2	0.2
Construction of Student Services Complex	2023	239	0.60	1.64	0.07	0.00	0.07	0.06	0.00	0.07	5.0	13.8	0.6	0.5
Demolition of Sequoia Lecture	2023	260	0.09	0.75	0.04	0.00	0.04	0.04	0.00	0.04	0.7	5.8	0.3	0.3
Construction of new Sequoia Lecture and Nursing	2023	260	0.09	0.88	0.04	0.00	0.04	0.04	0.00	0.04	0.7	6.8	0.3	0.3
Construction of General Education	2023	260	0.30	0.90	0.04	0.00	0.04	0.04	0.00	0.04	2.3	6.9	0.3	0.3
Construction of Language Arts	2023	42	0.28	0.09	0.00	0.00	0.00	0.00	0.00	0.00	13.2	4.4	0.2	0.2
2023 Total		260	1.43	4.99	0.22	0.00	0.22	0.21	0.00	0.21	11.0	38.4	1.7	1.6
Renovation of Admission & Records Emergency Operations Center	2024	175	0.04	0.02	0.02	0.00	0.02	0.01	0.00	0.01	0.4	0.3	0.2	0.2
Renovation of Sequoia	2024	219	0.05	0.47	0.02	0.00	0.02	0.02	0.00	0.02	0.4	4.2	0.2	0.2
Renovation of Student Activities Center	2024	262	0.07	0.73	0.02	0.00	0.02	0.02	0.00	0.02	0.5	5.5	0.2	0.2
Demolition of Sequoia Lecture	2024	219	0.07	0.60	0.03	0.00	0.03	0.03	0.00	0.03	0.6	5.5	0.3	0.2
Construction of new Sequoia Lecture and Nursing	2024	219	0.14	0.62	0.03	0.00	0.03	0.03	0.00	0.03	1.3	5.6	0.3	0.2
2024 Total		262	0.37	2.43	0.11	0.00	0.11	0.10	0.00	0.11	2.8	18.6	0.9	0.8
Renovation of Campus Police/Central Plant	2025	230	0.04	0.42	0.02	0.00	0.02	0.02	0.00	0.02	0.4	3.6	0.1	0.1
Renovation of Student Activities Center	2025	86	0.02	0.22	0.01	0.00	0.01	0.01	0.00	0.01	0.5	5.2	0.2	0.2
Demolition of Acacia	2025	261	0.08	0.69	0.03	0.00	0.03	0.00	0.00	0.00	0.6	5.3	0.2	0.0
2025 Total		261	0.14	1.34	0.05	0.00	0.05	0.02	0.00	0.02	1.1	10.2	0.4	0.2
PROJECT TOTAL		1153	3.2	13.6	0.6	0.0	0.611	0.5	0.0	0.549	5.6	23.6	1.1	1.0

MITIGATED CONSTRUCTION EMISSIONS WITH TIER 4F EQUIPMENT - Criteria Air Pollutants

Project Building	Year	No. of Construction Workdays	Tons over Construction Duration in the Year								Average Pounds per day			
			ROG	NOx	Onsite Exhaust PM ₁₀	Offsite Exhaust PM ₁₀	Total Exhaust PM ₁₀	Onsite Exhaust PM _{2.5}	Offsite Exhaust PM _{2.5}	Total Exhaust PM _{2.5}	ROG	NOx	Exhaust PM ₁₀	Exhaust PM _{2.5}
Demolition of Racquetball courts	2021	44	0.01	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.3	1.5	0.0	0.0
Construction of Language Arts	2021	66	0.01	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.3	2.0	0.0	0.0
2021 Total		110	0.02	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.3	1.8	0.0	0.0
Renovation of Sequoia	2022	87	0.01	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.1	1.0	0.0	0.0
Construction of Student Services Complex	2022	219	0.05	0.62	0.00	0.00	0.00	0.00	0.00	0.00	0.1	0.5	0.1	0.1
Demolition of Sequoia Lecture	2022	87	0.01	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.2	0.6	0.0	0.0
Construction of new Sequoia Lecture and Nursing	2022	87	0.01	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.2	1.0	0.0	0.0
Construction of General Education	2022	65	0.01	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.2	1.6	0.0	0.0
Construction of Language Arts	2022	260	0.03	0.26	0.00	0.00	0.00	0.00	0.00	0.00	0.2	2.0	0.0	0.0
2022 Total		260	0.11	1.05	0.01	0.01	0.01	0.01	0.01	0.01	0.9	8.1	0.1	0.1
Renovation of Sequoia	2023	260	0.02	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0.1	0.9	0.0	0.0
Renovation of Student Activities Center	2023	43	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.2	2.2	0.0	0.0
Construction of Student Services Complex	2023	239	0.45	0.57	0.00	0.00	0.01	0.00	0.00	0.01	3.8	4.8	0.0	0.0
Demolition of Sequoia Lecture	2023	260	0.02	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.2	0.6	0.0	0.0
Construction of new Sequoia Lecture and Nursing	2023	260	0.02	0.13	0.00	0.00	0.00	0.00	0.00	0.00	0.2	1.0	0.0	0.0
Construction of General Education	2023	260	0.24	0.18	0.00	0.00	0.00	0.00	0.00	0.00	1.9	1.4	0.0	0.0
Construction of Language Arts	2023	42	0.27	0.01	0.00	0.00	0.00	0.00	0.00	0.00	12.8	0.6	0.0	0.0
2023 Total		260	1.03	1.13	0.01	0.00	0.02	0.01	0.00	0.02	7.9	8.7	0.1	0.1
Renovation of Admission & Records Emergency Operations Center	2024	175	0.01	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.1	0.6	0.0	0.0
Renovation of Sequoia	2024	219	0.01	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.1	0.9	0.0	0.0
Renovation of Student Activities Center	2024	262	0.03	0.28	0.00	0.00	0.00	0.00	0.00	0.00	0.2	2.2	0.0	0.0
Demolition of Sequoia Lecture	2024	219	0.02	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.2	0.6	0.0	0.0
Construction of new Sequoia Lecture and Nursing	2024	219	0.10	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.9	0.8	0.0	0.0
2024 Total		262	0.16	0.59	0.01	0.00	0.01	0.01	0.00	0.01	1.2	4.5	0.1	0.1
Renovation of Campus Police/Central Plant	2025	230	0.01	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.1	0.7	0.0	0.0
Renovation of Student Activities Center	2025	86	0.00	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.2	2.2	0.0	0.0
Demolition of Acacia	2025	261	0.02	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.2	0.8	0.0	0.0
2025 Total		261	0.04	0.28	0.00	0.00	0.01	0.00	0.00	0.01	0.3	2.1	0.0	0.0
PROJECT TOTAL		1153	2.1	3.2	0.0	0.0	0.05	0.0	0.0	0.05	3.7	5.5	0.1	0.1

Area Source 1

Area Source 2

Area Source 3

Area Source 4

Architectural Emissions from Renovation

$$E_{AC} = E_{FAC} \times F \times A_{paint}$$

$$A_{paint} \text{ for non-residential uses} = 2 \times \text{floor area (sqft)} = 295484.0 \text{ sqft}$$

$$F = 75\% \text{ for interior area}$$

$$E_{FAC} = 25\% \text{ for exterior area}$$

$$E_{FAC} = C_{VOC}/454 \text{ (g/lb)} \times 3.785 \text{ (L/gal)}/180 \text{ (sqft)}$$

For the renovation areas in Phase 1

$$\text{Non-residential Interior } C_{VOC} = 100 \text{ g/L}$$

$$\text{Non-residential Exterior } C_{VOC} = 150 \text{ g/L}$$

$$\text{Interior } F \times A = 221613 \text{ sqft}$$

$$\text{Exterior } F \times A = 73871 \text{ sqft}$$

$$\text{Interior } E_{FAC} = 0.0046$$

$$\text{Exterior } E_{FAC} = 0.0069$$

$$\text{Interior } E_{AC} = 1026.44 \text{ lbs total for renovated buildings}$$

$$\text{Exterior } E_{AC} = 513.22 \text{ lbs total for renovated buildings}$$

$$\text{Total VOC} = 1539.66 \text{ lbs}$$

$$0.769829 \text{ tons}$$

Construction Health Risk Assessment

Evergreen Valley College FMP

AREA SOURCES FOR AERMOD

Project Building	Area Source	Year	Start Date	End Date	Calendar days	Unmitigated Emissions (tons per year)		Tier 4 Final (tons per year)	
						Exhaust PM ₁₀	Exhaust PM _{2.5}	Exhaust PM ₁₀	Exhaust PM _{2.5}
Renovation of Sequoia	Area Source 1	2022	9/1/2022	12/31/2022	121	0.01	0.01	0.001	0.001
Demolition of Sequoia Lecture	Area Source 1	2022	9/1/2022	12/31/2022	121	0.01	0.01	0.001	0.001
Construction of new Sequoia Lecture and Nursing	Area Source 1	2022	9/1/2022	12/31/2022	121	0.02	0.02	0.001	0.001
Renovation of Sequoia	Area Source 1	2023	1/1/2023	12/31/2023	364	0.03	0.02	0.002	0.002
Renovation of Student Activities Center	Area Source 1	2023	11/1/2023	12/31/2023	60	0.00	0.00	0.001	0.001
Demolition of Sequoia Lecture	Area Source 1	2023	1/1/2023	12/31/2023	364	0.04	0.04	0.002	0.002
Construction of new Sequoia Lecture and Nursing	Area Source 1	2023	1/1/2023	12/31/2023	364	0.04	0.04	0.003	0.003
Renovation of Admission & Records Emergency Operations Center	Area Source 1	2024	3/1/2024	10/31/2024	244	0.02	0.01	0.000	0.001
Renovation of Sequoia	Area Source 1	2024	1/1/2024	10/31/2024	304	0.02	0.02	0.002	0.002
Renovation of Student Activities Center	Area Source 1	2024	1/1/2024	12/31/2024	365	0.02	0.02	0.003	0.003
Demolition of Sequoia Lecture	Area Source 1	2024	1/1/2024	10/31/2024	304	0.03	0.03	0.002	0.002
Construction of new Sequoia Lecture and Nursing	Area Source 1	2024	1/1/2024	10/31/2024	304	0.03	0.03	0.002	0.002
Renovation of Student Activities Center	Area Source 1	2025	1/1/2025	4/30/2025	119	0.01	0.01	0.001	0.001
Demolition of Acacia	Area Source 1	2025	1/1/2025	12/31/2025	364	0.03	0.00	0.003	0.003
Demolition of Racquetball courts	Area Source 2	2021	8/1/2021	9/30/2021	60	0.02	0.02	0.001	0.001
Construction of Student Services Complex	Area Source 2	2022	3/1/2022	12/31/2022	305	0.08	0.08	0.007	0.006
Construction of Student Services Complex	Area Source 2	2023	1/1/2023	11/30/2023	333	0.07	0.07	0.005	0.005
Construction of Language Arts	Area Source 3	2021	10/1/2021	12/31/2021	91	0.02	0.01	0.001	0.001
Construction of Language Arts	Area Source 3	2022	1/1/2022	12/31/2022	364	0.05	0.05	0.005	0.005
Construction of Language Arts	Area Source 3	2023	1/1/2023	2/28/2023	58	0.00	0.00	0.000	0.000
Construction of General Education	Area Source 4	2022	10/1/2022	12/31/2022	91	0.01	0.01	0.001	0.001
Construction of General Education	Area Source 4	2023	1/1/2023	12/31/2023	364	0.04	0.04	0.003	0.003
Renovation of Campus Police/Central Plant	Area Source 4	2025	1/1/2025	11/18/2025	321	0.02	0.02	0.002	0.002
PROJECT TOTAL						0.611	0.549	0.048	0.048

AERMOD Source	Year	Start Date	End Date	Calendar days	Unmitigated Emissions (tons per year)		Tier 4 Final (tons per year)	
					Exhaust PM ₁₀	Exhaust PM _{2.5}	Exhaust PM ₁₀	Exhaust PM _{2.5}
Area Source 1	2022	9/1/2022	12/31/2022	121	0.042	0.039	0.003	0.003
Area Source 1	2023	1/1/2023	12/31/2023	364	0.11	0.102	0.008	0.008
Area Source 1	2024	1/1/2024	12/31/2024	365	0.11	0.108	0.009	0.010
Area Source 1	2025	1/1/2025	12/31/2025	364	0.035	0.007	0.004	0.004
Area Source 2	2021	8/1/2021	9/30/2021	60	0.02	0.021	0.001	0.001
Area Source 2	2022	3/1/2022	12/31/2022	305	0.080	0.076	0.007	0.006
Area Source 2	2023	1/1/2023	11/30/2023	333	0.068	0.065	0.005	0.005
Area Source 3	2021	1/1/2021	12/31/2021	364	0.016	0.015	0.001	0.001
Area Source 3	2022	1/1/2022	12/31/2022	364	0.051	0.047	0.005	0.005
Area Source 3	2023	1/1/2023	2/28/2023	58	0.004	0.004	0.000	0.000
Area Source 4	2022	10/1/2022	12/31/2022	91	0.013	0.012	0.001	0.001
Area Source 4	2023	1/1/2023	12/31/2023	364	0.040	0.037	0.003	0.003
Area Source 4	2025	1/1/2025	11/18/2025	321	0.017	0.016	0.002	0.002
TOTAL					0.611	0.549	0.048	0.048

Evergreen Valley College FMP

Cancer Risk, Hazard Index and PM_{2.5} Concentration Calculations - Offsite Residential - Unmitigated

					Exposure Duration (Days)			Exposure Duration	DPM		PM _{2.5}	
Start Date					1/1/2022	4/2/2022	4/2/2024		Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled
Stop Date					4/1/2022	4/1/2024						
Source	Year	Start Date	End Date	Calendar Days	3rd Trimester	0<2	2<9					
Area Source 1	2022	9/1/2022	12/31/2022	121	0.00	121.00	0	121	0.04	0.010	0.04	0.009
Area Source 1	2023	1/1/2023	12/31/2023	364	0	364	0	364	0.11	0.009	0.10	0.008
Area Source 1	2024	1/1/2024	12/31/2024	365	0	91	274	365	0.11	0.009	0.11	0.009
Area Source 1	2025	1/1/2025	12/31/2025	364	0	0	364	364	0.03	0.003	0.01	0.001
Area Source 2	2021	8/1/2021	9/30/2021	60	0	0	0	0	0.02	0.011	0.02	0.011
Area Source 2	2022	3/1/2022	12/31/2022	305	31	273	1	305	0.08	0.008	0.08	0.007
Area Source 2	2023	1/1/2023	11/30/2023	333	0	333	0	333	0.07	0.006	0.07	0.006
Area Source 3	2021	1/1/2021	12/31/2021	364	0	0	0	0	0.02	0.001	0.01	0.001
Area Source 3	2022	1/1/2022	12/31/2022	364	90	273	1	364	0.05	0.003	0.05	0.003
Area Source 3	2023	1/1/2023	2/28/2023	58	0	58	0	58	0.00	0.002	0.00	0.002
Area Source 4	2022	10/1/2022	12/31/2022	91	0	91	0	91	0.01	0.003	0.01	0.003
Area Source 4	2023	1/1/2023	12/31/2023	364	0	364	0	364	0.04	0.003	0.04	0.002
Area Source 4	2025	1/1/2025	11/18/2025	321	0	0	321	321	0.02	0.001	0.02	0.001

Cancer Risk Factors

	Abbreviation	UOM	3rd Trimester	0<2	2<9
Daily Breathing Rate	DBR	L/kg-day	361	1090	631
Fraction Of Time At Home	FAH	unitless	1	1	1
Exposure Frequency	EF	days/year	0.96	0.96	0.96
Age Sensitivity Factor	ASF	unitless	10	10	3
Inhalation Absorption Factor	A	unitless	1	1	1
Conversion Factor	CF _i	m ³ /L	0.001	0.001	0.001
Conversion Factor	CF _j	µg/m ³	0.001	0.001	0.001
Cancer Potency Factor (diesel exhaust)	CPF	mg/kg-day ⁻¹	1.1	1.1	1.1
Averaging Time (for residential exposure)	AT	years	70.00	70.00	70.00

SOURCE: Office of Environmental Health Hazard Assessment, 2015. *Air Toxics Hot Spots Program Guidance Manual for the Preparation of Health Risk Assessments*. February.

Daily breathing rate for residential receptor is based on the OEHHA 95th percentile moderate intensity breathing rates (OEHHA Table 5.7).

Fraction of time at home is set to values per OEHHA Table 8.4 for residential since the nearest school has an unmitigated cancer risk of <1 per million.

Inhalation cancer potency factor from OEHHA Table 7.1

Hazard Index

Chronic Inhalation	REL	µg/m ³	5
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Intake Factor for Inhalation, IF (m³/kg-day) = DBR*FAH*EF*ED*ASF*A*CF/AT

Source	3rd Trimester	0<2	2<9
Area Source 1	0.000	0.049	0.000
Area Source 1	0.000	0.149	0.000
Area Source 1	0.000	0.037	0.019
Area Source 1	0.000	0.000	0.026
Area Source 2	0.000	0.000	0.000
Area Source 2	0.004	0.112	0.000
Area Source 2	0.000	0.136	0.000
Area Source 3	0.000	0.000	0.000
Area Source 3	0.012	0.112	0.000
Area Source 3	0.000	0.024	0.000
Area Source 4	0.000	0.037	0.000
Area Source 4	0.000	0.149	0.000
Area Source 4	0.000	0.000	0.023

Risk Calculation Part 1, R1 = IF*CPF*CF

3rd Trimester	0<2	2<9
0.00E+00	5.44E-05	0.00E+00
0.00E+00	1.64E-04	0.00E+00
0.00E+00	4.09E-05	2.14E-05
0.00E+00	0.00E+00	2.84E-05
0.00E+00	0.00E+00	0.00E+00
4.62E-06	1.23E-04	7.81E-08
0.00E+00	1.50E-04	0.00E+00
0.00E+00	0.00E+00	0.00E+00
1.34E-05	1.23E-04	7.81E-08
0.00E+00	2.61E-05	0.00E+00
0.00E+00	4.09E-05	0.00E+00
0.00E+00	1.64E-04	0.00E+00
0.00E+00	0.00E+00	2.51E-05

Cancer Risk	UTM X	UTM Y
MAX UNMITIGATED	8.08	610081.12 4128660.86

3132 Park Estates Way

HI	UTM X	UTM Y
0.01	610081.12	4128660.86

PM _{2.5} Conc.	UTM X	UTM Y
0.033	610081.12	4128660.86

PM_{2.5} concentration, G_{PM2.5} (µg/m³) - at max. HI receptor

X (UTM)	Y (UTM)	Project Construction											
		AS1	AS1	AS1	AS1	AS2	AS2	AS2	AS3	AS3	AS3	AS4	AS4
		2022	2023	2024	2025	2021	2022	2023	2021	2022	2023	2022	2025
610081.12	4128660.860	0.015	0.013	0.013	0.001	0.010	0.007	0.006	0.001	0.003	0.002	0.008	0.006

PM _{2.5} Conc.
µg/m ³
Max. Annual
3.33E-02

Diesel Particulate Matter concentration, G_{DPM} (µg/m³)

X (UTM)	Y (UTM)	Project Construction											
		AS1	AS1	AS1	AS1	AS2	AS2	AS2	AS3	AS3	AS3	AS4	AS4
		2022	2023	2024	2025	2021	2022	2023	2021	2022	2023	2022	2025
609001.12	4128400.86	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
609021.12	4128400.86	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Risk Calculation Part 2					HI
Cancer Risk = $\sum R1 \cdot C_{DPM}$					
3rd Trimester	0<2	2<9	Total	C_{DPM}/REL unitless	
2.15E-09	1.15E-07	4.87E-09	0.121772	0.000	
2.08E-09	1.14E-07	5.12E-09	0.1207699	0.000	

609041.12	4128400.86	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.01E-09	1.13E-07	5.37E-09	0.1199973	0.000
609061.12	4128400.86	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.93E-09	1.12E-07	5.65E-09	0.1194712	0.000
609081.12	4128400.86	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.85E-09	1.12E-07	5.95E-09	0.1196289	0.000
609101.12	4128400.86	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.80E-09	1.13E-07	6.25E-09	0.1210737	0.000
609201.12	4128400.86	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.38E-09	1.63E-07	7.71E-09	0.1726773	0.000
609221.12	4128400.86	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.65E-09	1.78E-07	7.95E-09	0.188847	0.000
609241.12	4128400.86	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.88E-09	1.91E-07	8.17E-09	0.2020632	0.000
609261.12	4128400.86	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	3.21E-09	2.08E-07	8.36E-09	0.2197531	0.000
609281.12	4128400.86	0.000	0.000	0.000	0.000	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	3.62E-09	2.26E-07	8.43E-09	0.2384642	0.000
609301.12	4128400.86	0.000	0.000	0.000	0.000	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	3.97E-09	2.40E-07	8.45E-09	0.2524628	0.000
609321.12	4128400.86	0.000	0.000	0.000	0.000	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	4.28E-09	2.49E-07	8.39E-09	0.2621554	0.000
609341.12	4128400.86	0.000	0.000	0.000	0.000	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	4.51E-09	2.53E-07	8.28E-09	0.2662639	0.000
609381.12	4128400.86	0.000	0.000	0.000	0.000	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.15E-09	2.67E-07	7.90E-09	0.2796893	0.000
609401.12	4128400.86	0.000	0.000	0.000	0.000	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.56E-09	2.78E-07	7.72E-09	0.2913798	0.000
609421.12	4128400.86	0.000	0.000	0.000	0.000	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	6.00E-09	2.95E-07	7.61E-09	0.3081442	0.000
609441.12	4128400.86	0.000	0.000	0.000	0.000	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	6.69E-09	3.22E-07	7.57E-09	0.336336	0.000
609481.12	4128400.86	0.000	0.000	0.000	0.000	0.002	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	8.13E-09	3.89E-07	8.08E-09	0.4051197	0.000
609501.12	4128400.86	0.000	0.000	0.000	0.000	0.002	0													

609521.12	4128420.86	0.000	0.000	0.000	0.000	0.002	0.002	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.02E-08	5.07E-07	1.03E-08	0.527205	0.000
609561.12	4128420.86	0.000	0.000	0.000	0.000	0.000	0.003	0.002	0.001	0.000	0.000	0.000	0.000	0.000	0.000	1.18E-08	6.12E-07	1.37E-08	0.6375145	0.001
609581.12	4128420.86	0.000	0.000	0.000	0.000	0.003	0.002	0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.26E-08	6.71E-07	1.59E-08	0.6991827	0.001
609601.12	4128420.86	0.001	0.000	0.000	0.000	0.003	0.002	0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.34E-08	7.26E-07	1.82E-08	0.7578449	0.001
609641.12	4128420.86	0.001	0.001	0.001	0.000	0.004	0.002	0.002	0.000	0.000	0.000	0.001	0.000	0.000	0.000	1.58E-08	8.68E-07	2.29E-08	0.9062704	0.001
609661.12	4128420.86	0.001	0.001	0.001	0.000	0.004	0.003	0.002	0.000	0.000	0.000	0.001	0.000	0.000	0.000	1.71E-08	9.42E-07	2.50E-08	0.9836779	0.001
609681.12	4128420.86	0.001	0.001	0.001	0.000	0.004	0.003	0.002	0.000	0.000	0.000	0.001	0.000	0.000	0.000	1.81E-08	9.90E-07	2.63E-08	1.0348274	0.001
609701.12	4128420.86	0.001	0.001	0.001	0.000	0.004	0.003	0.002	0.000	0.000	0.000	0.001	0.001	0.000	0.000	1.97E-08	1.09E-06	2.91E-08	1.1342658	0.001
609721.12	4128420.86	0.001	0.001	0.001	0.000	0.005	0.003	0.002	0.000	0.000	0.000	0.001	0.001	0.000	0.000	2.11E-08	1.17E-06	3.16E-08	1.2253002	0.001
609741.12	4128420.86	0.001	0.001	0.001	0.000	0.005	0.003	0.003	0.000	0.001	0.000	0.001	0.001	0.000	0.000	2.24E-08	1.25E-06	3.40E-08	1.3094115	0.001
609761.12	4128420.86	0.001	0.001	0.001	0.000	0.005	0.004	0.003	0.000	0.001	0.000	0.001	0.001	0.000	0.000	2.37E-08	1.34E-06	3.71E-08	1.4060624	0.001
609781.12	4128420.86	0.001	0.001	0.001	0.000	0.005	0.004	0.003	0.000	0.001	0.000	0.001	0.001	0.000	0.000	2.48E-08	1.40E-06	3.87E-08	1.4636272	0.001
609801.12	4128420.86	0.001	0.001	0.001	0.000	0.006	0.004	0.003	0.000	0.001	0.000	0.001	0.001	0.000	0.000	2.60E-08	1.49E-06	4.29E-08	1.5633195	0.001
609821.12	4128420.86	0.001	0.001	0.001	0.000	0.006	0.004	0.003	0.000	0.001	0.000	0.001	0.001	0.001	0.000	2.73E-08	1.59E-06	4.77E-08	1.6657596	0.001
609841.12	4128420.86	0.001	0.001	0.001	0.000	0.006	0.004	0.003	0.000	0.001	0.000	0.002	0.001	0.001	0.001	2.85E-08	1.69E-06	5.28E-08	1.7687496	0.002
609861.12	4128420.86	0.002	0.001	0.001	0.000	0.006	0.004	0.003	0.000	0.001	0.000	0.002	0.001	0.001	0.001	2.96E-08	1.79E-06	5.82E-08	1.8737524	0.002
609881.12	4128420.86	0.002	0.001	0.001	0.000	0.006	0.004	0.003	0.000	0.001	0.000	0.002	0.002	0.001	0.001	3.06E-08	1.87E-06	6.34E-08	1.9675724	0.002
609901.12	4128420.86	0.002	0.002	0.002	0.000	0.007														

610001.12	4128440.86	0.003	0.002	0.003	0.001	0.008	0.005	0.004	0.000	0.001	0.001	0.003	0.003	0.001	3.90E-08	2.60E-06	1.08E-07	2.7483432	0.002
610041.12	4128440.86	0.003	0.003	0.003	0.001	0.007	0.005	0.004	0.000	0.001	0.001	0.004	0.003	0.001	4.01E-08	2.75E-06	1.22E-07	2.9116524	0.003
610061.12	4128440.86	0.003	0.003	0.003	0.001	0.007	0.005	0.004	0.000	0.001	0.001	0.004	0.003	0.001	4.02E-08	2.80E-06	1.28E-07	2.9680343	0.003
610081.12	4128440.86	0.004	0.003	0.003	0.001	0.007	0.005	0.004	0.000	0.001	0.001	0.004	0.003	0.001	4.00E-08	2.82E-06	1.33E-07	2.9910165	0.003
610121.12	4128440.86	0.004	0.004	0.004	0.001	0.007	0.005	0.004	0.000	0.001	0.001	0.004	0.003	0.001	4.09E-08	2.95E-06	1.48E-07	3.1408135	0.003
610141.12	4128440.86	0.004	0.004	0.004	0.001	0.007	0.005	0.004	0.000	0.001	0.001	0.004	0.003	0.001	4.09E-08	2.98E-06	1.54E-07	3.1748183	0.003
610161.12	4128440.86	0.004	0.004	0.004	0.001	0.007	0.005	0.004	0.000	0.001	0.001	0.004	0.003	0.001	4.04E-08	2.96E-06	1.57E-07	3.1597012	0.003
610181.12	4128440.86	0.005	0.004	0.004	0.001	0.007	0.004	0.004	0.000	0.001	0.001	0.004	0.003	0.001	4.03E-08	2.98E-06	1.61E-07	3.1781055	0.003
610201.12	4128440.86	0.005	0.004	0.004	0.001	0.006	0.004	0.003	0.000	0.001	0.001	0.004	0.003	0.001	4.02E-08	2.99E-06	1.65E-07	3.1905125	0.003
610221.12	4128440.86	0.005	0.004	0.004	0.001	0.006	0.004	0.003	0.000	0.001	0.001	0.003	0.003	0.001	3.97E-08	2.96E-06	1.67E-07	3.1665364	0.003
610261.12	4128440.86	0.005	0.004	0.005	0.001	0.006	0.004	0.003	0.000	0.002	0.001	0.003	0.003	0.001	3.91E-08	2.93E-06	1.72E-07	3.1429437	0.003
610281.12	4128440.86	0.005	0.005	0.005	0.001	0.006	0.004	0.003	0.000	0.002	0.001	0.003	0.002	0.001	3.85E-08	2.90E-06	1.73E-07	3.1126929	0.003
610301.12	4128440.86	0.005	0.005	0.005	0.001	0.006	0.004	0.003	0.000	0.002	0.001	0.003	0.002	0.001	3.81E-08	2.88E-06	1.74E-07	3.093177	0.003
609021.12	4128460.86	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.59E-09	1.35E-07	5.28E-09	0.142938	0.000
609041.12	4128460.86	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.57E-09	1.36E-07	5.53E-09	0.1440118	0.000
609061.12	4128460.86	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.53E-09	1.37E-07	5.80E-09	0.1448606	0.000
609121.12	4128460.86	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.40E-09	1.41E-07	6.73E-09	0.1503963	0.000
609141.12	4128460.86	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.40E-09	1.46E-07	7.10E-09	0.1554027	0.000
609161.12	4128460.86	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.45E-09	1.53E-07	7.48E-09	0.1632348	0.000
609181.12	4128460.86	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.55E-09	1.64E-07	7.91E-09	0.1745851	0.000
609201.12	4128460.86	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.74E-09	1.79E-07	8.32E-09	0.1898799	0.000
609221.12	4128460.86	0.000	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	3.02E-09	1.97E-07	8.71E-09	0.2090137	0.000
609241.12	4128460.86	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	3.21E-09	2.11E-07	9.11E-09	0.2230329	0.000
609261.12	4128460.86	0.000	0.000	0.000	0.000	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	3.70E-09	2.38E-07	9.44E-09	0.250686	0.000
609301.12	4128460.86	0.000	0.000	0.000	0.000	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	4.69E-09	2.87E-07	9.96E-09	0.301381	0.000
609321.12	4128460.86	0.000	0.000	0.000	0.000	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	5.09E-09	3.03E-07	1.01E-08	0.3186067	0.000
609341.12	4128460.86	0.000	0.000	0.000	0.000	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	5.34E-09	3.11E-07	1.03E-08	0.3265219	0.000
609381.12	4128460.86	0.000	0.000	0.000	0.000	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	6.26E-09	3.39E-07	1.01E-08	0.3556415	0.000
609401.12	4128460.86	0.000	0.000	0.000	0.000	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	6.89E-09	3.61E-07	9.96E-09	0.3775054	0.000
609421.12	4128460.86	0.000	0.000	0.000	0.000	0.002	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	7.49E-09	3.84E-07	9.83E-09	0.401717	0.000
609441.12	4128460.86	0.000	0.000	0.000	0.000	0.002	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	8.56E-09	4.25E-07	9.67E-09	0.4429448	0.000
609521.12	4128460.86	0.000	0.000	0.000	0.000	0.003	0.002	0.001	0.000	0.000	0.000	0.000	0.000	0.000	1.24E-08	6.13E-07	1.13E-08	0.6362709	0.001
609541.12	4128460.86	0.000	0.000	0.000	0.000	0.003	0.002	0.002	0.000	0.000	0.000	0.000	0.000	0.000	1.34E-08	6.72E-07	1.28E-08	0.6978622	0.001
609561.12	4128460.86	0.000	0.000	0.000	0.000	0.003	0.002	0.002	0.000	0.000	0.000	0.000	0.000	0.000	1.44E-08	7.37E-07	1.49E-08	0.7667235	0.001
609581.12	4128460.86	0.000	0.000	0.000	0.000	0.004	0.002	0.002	0.000	0.000	0.000	0.000	0.000	0.000	1.53E-08	8.04E-07	1.74E-08	0.8365377	0.001
609601.12	4128460.86	0.001	0.000	0.001	0.000	0.004	0.003	0.002	0.000	0.000	0.000	0.001	0.000	0.000	1.66E-08	8.87E-07	2.02E-08	0.9241372	0.001
609641.12	4128460.86	0.001	0.001	0.001	0.000	0.005	0.003	0.002	0.000	0.000	0.000	0.001	0.001	0.000	1.97E-08	1.07E-06	2.59E-08	1.1185299	0.001
609841.12	4128460.86	0.002	0.001	0.002	0.000	0.008	0.005	0.004	0.000	0.001	0.000	0.002	0.002	0.001	3.51E-08	2.12E-06	6.70E-08	2.2257921	0.002
609861.12	4128460.86	0.002	0.002	0.002	0.001	0.008	0.005	0.004	0.000	0.001	0.000	0.002	0.002	0.001	3.65E-08	2.25E-06	7.42E-08	2.3594872	0.002
609881.12	4128460.86	0.002	0.002	0.002	0.001	0.008	0.005	0.004	0.000	0.001	0.001	0.003	0.002	0.001	3.72E-08	2.33E-06	8.02E-08	2.4486707	0.002
609901.12	4128460.86	0.002	0.002	0.002	0.001	0.008	0.005	0.004	0.000	0.001	0.001	0.003	0.002	0.001	3.86E-08	2.46E-06	8.77E-08	2.5822525	0.002
609941.12	4128460.86	0.003	0.002	0.002	0.001	0.008	0.006	0.004	0.000	0.001	0.001	0.003	0.003	0.001	4.07E-08	2.66E-06	1.02E-07	2.8008397	0.003
609961.12	4128460.86	0.003	0.002	0.002	0.001	0.008	0.006	0.004	0.000	0.001	0.001	0.003	0.003	0.001	4.12E-08	2.73E-06	1.08E-07	2.8757015	0.003
609981.12	4128460.86	0.003	0.003	0.003	0.001	0.008	0.006	0.004	0.000	0.001	0.001	0.004	0.003	0.001	4.17E-08	2.80E-06	1.15E-07	2.9536522	0.003
610001.12	4128460.86	0.003	0.003	0.003	0.001	0.008	0.005	0.004	0.000	0.001	0.001	0.004	0.003	0.001	4.21E-08	2.86E-06	1.22E-07	3.0279539	0.003
610021.12	4128460.86	0.003	0.003	0.003	0.001	0.008	0.005	0.004	0.000	0.001	0.001	0.004	0.003	0.001	4.26E-08	2.94E-06	1.29E-07	3.1124169	0.003
610041.12	4128460.86	0.004	0.003	0.003	0.001	0.008	0.005	0.004	0.000	0.001	0.001	0.004	0.003	0.002	4.32E-08	3.02E-06	1.38E-07	3.2060834	0.003
610061.12	4128460.86	0.004	0.003	0.004	0.001	0.008	0.005	0.004	0.000	0.001	0.001	0.004	0.003	0.002	4.30E-08	3.06E-06	1.44E-07	3.242365	0.003
610081.12	4128460.86	0.004	0.004	0.004	0.001	0.008	0.005	0.004	0.000	0.001	0.001	0.004	0.003	0.002	4.30E-08	3.09E-06	1.51E-07	3.2859224	0.003
610121.12	4128460.86	0.005	0.004	0.004	0.001	0.007	0.005	0.004	0.000	0.002	0.001	0.004	0.003	0.002	4.35E-08	3.20E-06	1.65E-07	3.4109058	0.003
610141.12	4128460.86	0.005	0.004	0.004	0.001	0.007	0.005	0.004	0.000	0.002	0.001	0.004	0.003	0.002	4.36E-08	3.23E-06	1.72E-07	3.4490069	0.003
610161.12	4128460.86	0.005	0.004	0.004	0.001	0.007	0.005	0.004	0.000	0.002	0.001	0.004	0.003	0.001	4.26E-08	3.18E-06	1.73E-07	3.3941039	0.003
610181.12	4128460.86	0.005	0.004	0.005	0.001	0.007	0.005	0.004	0.000	0.002	0.001	0.004	0.003	0.001	4.23E-08	3.17E-06	1.76E-07	3.3859047	0.003
610201.12	4128460.86	0.005	0.005	0.005	0.001	0.007	0.004	0.004	0.001	0.002	0.001	0.004	0.003	0.001	4.21E-08	3.17E-06	1.80E-07	3.38921	0.003
610221.12	4128460.86	0.005	0.005	0.005	0.001	0.006	0.004	0.003	0.0										

609481.12	4128480.86	0.000	0.000	0.000	0.000	0.003	0.002	0.001	0.000	0.000	0.000	0.000	0.000	0.000	1.14E-08	5.63E-07	1.06E-08	0.5846432	0.001
609501.12	4128480.86	0.000	0.000	0.000	0.000	0.000	0.003	0.002	0.002	0.000	0.000	0.000	0.000	0.000	1.25E-08	6.15E-07	1.11E-08	0.638598	0.001
609521.12	4128480.86	0.000	0.000	0.000	0.000	0.000	0.003	0.002	0.002	0.000	0.000	0.000	0.000	0.000	1.37E-08	6.74E-07	1.20E-08	0.6999842	0.001
609541.12	4128480.86	0.000	0.000	0.000	0.000	0.000	0.003	0.002	0.002	0.000	0.000	0.000	0.000	0.000	1.48E-08	7.39E-07	1.35E-08	0.7676779	0.001
609561.12	4128480.86	0.000	0.000	0.000	0.000	0.000	0.004	0.003	0.002	0.000	0.000	0.000	0.000	0.000	1.60E-08	8.17E-07	1.56E-08	0.8484309	0.001
609581.12	4128480.86	0.001	0.000	0.000	0.000	0.000	0.004	0.003	0.002	0.000	0.000	0.000	0.000	0.000	1.70E-08	8.90E-07	1.83E-08	0.9254797	0.001
609601.12	4128480.86	0.001	0.001	0.001	0.000	0.000	0.004	0.003	0.002	0.000	0.000	0.000	0.000	0.000	1.86E-08	9.91E-07	2.13E-08	1.0305943	0.001
609641.12	4128480.86	0.001	0.001	0.001	0.000	0.005	0.003	0.003	0.000	0.000	0.000	0.001	0.001	0.000	2.21E-08	1.20E-06	2.77E-08	1.2492946	0.001
609661.12	4128480.86	0.001	0.001	0.001	0.000	0.006	0.004	0.003	0.000	0.000	0.000	0.001	0.001	0.000	2.39E-08	1.30E-06	3.07E-08	1.3557748	0.001
609681.12	4128480.86	0.001	0.001	0.001	0.000	0.006	0.004	0.003	0.000	0.001	0.000	0.001	0.001	0.000	2.57E-08	1.41E-06	3.40E-08	1.4719552	0.001
609701.12	4128480.86	0.001	0.001	0.001	0.000	0.006	0.004	0.003	0.000	0.001	0.000	0.001	0.001	0.000	2.76E-08	1.53E-06	3.76E-08	1.5913451	0.001
609721.12	4128480.86	0.001	0.001	0.001	0.000	0.007	0.005	0.004	0.000	0.001	0.000	0.001	0.001	0.000	2.93E-08	1.63E-06	4.10E-08	1.7044638	0.001
609741.12	4128480.86	0.001	0.001	0.001	0.000	0.007	0.005	0.004	0.000	0.001	0.000	0.001	0.001	0.001	3.10E-08	1.75E-06	4.53E-08	1.8274178	0.002
609761.12	4128480.86	0.001	0.001	0.001	0.000	0.007	0.005	0.004	0.000	0.001	0.000	0.002	0.001	0.001	3.26E-08	1.87E-06	5.02E-08	1.9525759	0.002
609781.12	4128480.86	0.001	0.001	0.001	0.000	0.008	0.005	0.004	0.000	0.001	0.000	0.002	0.001	0.001	3.41E-08	1.98E-06	5.55E-08	2.0736889	0.002
609801.12	4128480.86	0.001	0.001	0.001	0.000	0.008	0.005	0.004	0.000	0.001	0.000	0.002	0.002	0.001	3.57E-08	2.10E-06	6.03E-08	2.1984219	0.002
609841.12	4128480.86	0.002	0.002	0.002	0.001	0.008	0.006	0.005	0.000	0.001	0.000	0.003	0.002	0.001	3.90E-08	2.39E-06	7.61E-08	2.5073853	0.002
609861.12	4128480.86	0.002	0.002	0.002	0.001	0.009	0.006	0.005	0.000	0.001	0.000	0.003	0.002	0.001	4.03E-08	2.52E-06	8.41E-08	2.6429177	0.002
609881.12	4128480.8																		

610141.12	4128500.86	0.006	0.005	0.005	0.002	0.008	0.005	0.004	0.001	0.002	0.001	0.005	0.004	0.002	4.87E-08	3.74E-06	2.10E-07	3.9945472	0.004
610161.12	4128500.86	0.006	0.005	0.006	0.002	0.007	0.005	0.004	0.001	0.002	0.001	0.005	0.004	0.002	4.81E-08	3.70E-06	2.13E-07	3.9612332	0.004
610181.12	4128500.86	0.006	0.005	0.006	0.002	0.007	0.005	0.004	0.001	0.002	0.001	0.004	0.003	0.002	4.73E-08	3.65E-06	2.14E-07	3.9153747	0.003
610201.12	4128500.86	0.006	0.006	0.006	0.002	0.007	0.005	0.004	0.001	0.002	0.001	0.004	0.003	0.002	4.69E-08	3.64E-06	2.18E-07	3.9021625	0.003
610221.12	4128500.86	0.007	0.006	0.006	0.002	0.007	0.005	0.004	0.001	0.002	0.001	0.004	0.003	0.002	4.64E-08	3.61E-06	2.20E-07	3.8756921	0.003
610241.12	4128500.86	0.007	0.006	0.006	0.002	0.007	0.004	0.003	0.001	0.002	0.001	0.004	0.003	0.001	4.55E-08	3.55E-06	2.20E-07	3.819386	0.003
610261.12	4128500.86	0.007	0.006	0.006	0.002	0.006	0.004	0.003	0.001	0.002	0.001	0.004	0.003	0.001	4.47E-08	3.50E-06	2.21E-07	3.7675149	0.003
610281.12	4128500.86	0.007	0.006	0.006	0.002	0.006	0.004	0.003	0.001	0.002	0.001	0.004	0.003	0.001	4.42E-08	3.47E-06	2.22E-07	3.7325096	0.003
610301.12	4128500.86	0.007	0.006	0.006	0.002	0.006	0.004	0.003	0.001	0.002	0.001	0.003	0.003	0.001	4.33E-08	3.40E-06	2.20E-07	3.6660108	0.003
609221.12	4128520.86	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	3.56E-09	2.21E-07	9.29E-09	0.2335553	0.000
609241.12	4128520.86	0.000	0.000	0.000	0.000	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	3.96E-09	2.47E-07	9.81E-09	0.2603175	0.000
609261.12	4128520.86	0.000	0.000	0.000	0.000	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	4.26E-09	2.67E-07	1.04E-08	0.2813847	0.000
609301.12	4128520.86	0.000	0.000	0.000	0.000	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	5.55E-09	3.37E-07	1.14E-08	0.3541121	0.000
609321.12	4128520.86	0.000	0.000	0.000	0.000	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	6.15E-09	3.67E-07	1.18E-08	0.3850706	0.000
609341.12	4128520.86	0.000	0.000	0.000	0.000	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	6.53E-09	3.85E-07	1.23E-08	0.4034537	0.000
609381.12	4128520.86	0.000	0.000	0.000	0.000	0.002	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	7.95E-09	4.43E-07	1.27E-08	0.463686	0.000
609401.12	4128520.86	0.000	0.000	0.000	0.000	0.002	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	8.84E-09	4.79E-07	1.28E-08	0.5005522	0.000
609421.12	4128520.86	0.000	0.000	0.000	0.000	0.002	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	9.86E-09	5.21E-07	1.28E-08	0.5438784	0.000
609441.12	4128520.86	0.000	0.000	0.000	0.000	0.003	0.002	0.001	0.000	0.000	0.000	0.000	0.000	0.000	1.13E-08	5.80E-07	1.27E-08	0.6036034	0.001
609461.12	4128520.86	0.000	0.000	0.000	0.000	0.003	0.002	0.002	0.000	0.000	0.000	0.000	0.000	0.000	1.28E-08	6.43E-07	1.26E-08	0.668311	0.001
609481.12	4128520.86	0.000	0.000	0.000	0.000	0.003	0.002	0.002	0.000	0.000	0.000	0.000	0.000	0.000	1.41E-08	7.04E-07	1.26E-08	0.7305488	0.001
609501.12	4128520.86	0.000	0.000	0.000	0.000	0.004	0.002	0.002	0.000	0.000	0.000	0.000	0.000	0.000	1.55E-08	7.69E-07	1.30E-08	0.7978349	0.001
609521.12	4128520.86	0.000	0.000	0.000	0.000	0.004	0.003	0.002	0.000	0.000	0.000	0.000	0.000	0.000	1.69E-08	8.40E-07	1.37E-08	0.8706332	0.001
609541.12	4128520.86	0.000	0.000	0.000	0.000	0.004	0.003	0.002	0.000	0.000	0.000	0.000	0.000	0.000	1.85E-08	9.22E-07	1.51E-08	0.9558461	0.001
609561.12	4128520.86	0.000	0.000	0.000	0.000	0.005	0.003	0.003	0.000	0.000	0.000	0.000	0.000	0.000	2.00E-08	1.02E-06	1.73E-08	1.0534688	0.001
609581.12	4128520.86	0.001	0.000	0.001	0.000	0.005	0.004	0.003	0.000	0.000	0.000	0.001	0.000	0.000	2.17E-08	1.12E-06	2.03E-08	1.1650318	0.001
609621.12	4128520.86	0.001	0.001	0.001	0.000	0.006	0.004	0.003	0.000	0.000	0.000	0.001	0.001	0.000	2.58E-08	1.38E-06	2.77E-08	1.4325931	0.001
609641.12	4128520.86	0.001	0.001	0.001	0.000	0.007	0.005	0.004	0.000	0.001	0.000	0.001	0.001	0.000	2.80E-08	1.51E-06	3.17E-08	1.569808	0.001
609661.12	4128520.86	0.001	0.001	0.001	0.000	0.007	0.005	0.004	0.000	0.001	0.000	0.001	0.001	0.000	3.04E-08	1.65E-06	3.59E-08	1.7169992	0.001
609681.12	4128520.86	0.001	0.001	0.001	0.000	0.008	0.005	0.004	0.000	0.001	0.000	0.001	0.001	0.000	3.27E-08	1.79E-06	4.04E-08	1.867663	0.002
609701.12	4128520.86	0.001	0.001	0.001	0.000	0.008	0.006	0.004	0.000	0.001	0.000	0.001	0.001	0.000	3.48E-08	1.93E-06	4.48E-08	2.0085238	0.002
609721.12	4128520.86	0.001	0.001	0.001	0.000	0.009	0.006	0.005	0.000	0.001	0.000	0.002	0.001	0.001	3.70E-08	2.08E-06	5.05E-08	2.1703428	0.002
609741.12	4128520.86	0.001	0.001	0.001	0.000	0.009	0.006	0.005	0.000	0.001	0.000	0.002	0.002	0.001	3.90E-08	2.24E-06	5.67E-08	2.331101	0.002
609761.12	4128520.86	0.002	0.001	0.001	0.000	0.009	0.006	0.005	0.000	0.001	0.000	0.002	0.002	0.001	4.11E-08	2.40E-06	6.37E-08	2.5004209	0.002
609781.12	4128520.86	0.002	0.001	0.001	0.000	0.010	0.007	0.005	0.000	0.001	0.000	0.003	0.002	0.001	4.26E-08	2.51E-06	6.89E-08	2.6254797	0.002
609801.12	4128520.86	0.002	0.002	0.002	0.001	0.010	0.007	0.005	0.000	0.001	0.001	0.003	0.002	0.001	4.46E-08	2.71E-06	8.06E-08	2.8381372	0.003
609841.12	4128520.86	0.002	0.002	0.002	0.001	0.010	0.007	0.006	0.000	0.001	0.001	0.004	0.003	0.001	4.81E-08	3.05E-06	1.00E-07	3.2003495	0.003
609861.12	4128520.86	0.003	0.002	0.002	0.001	0.011	0.007	0.006	0.000	0.001	0.001	0.004	0.003	0.002	4.93E-08	3.20E-06	1.10E-07	3.35929	0.003
609881.12	4128520.86	0.003	0.002	0.003	0.001	0.011	0.007	0.006	0.000	0.001	0.001	0.005	0.004	0.002	5.05E-08	3.34E-06	1.21E-07	3.514168	0.003
609921.12	4128520.86	0.003	0.003	0.003	0.001	0.010	0.007	0.006	0.000	0.001	0.001	0.005	0.004	0.002	5.21E-08	3.57E-06	1.41E-07	3.7622841	0.003
609941.12	4128520.86	0.004	0.003	0.003	0.001	0.010	0.007	0.006	0.000	0.002	0.001	0.005	0.004	0.002	5.30E-08	3.69E-06	1.52E-07	3.898906	0.004
609961.12	4128520.86	0.004	0.003	0.004	0.001	0.010	0.007	0.006	0.000	0.002	0.001	0.006	0.004	0.002	5.35E-08	3.79E-06	1.63E-07	4.0082651	0.004
609981.12	4128520.86	0.004	0.004	0.004	0.001	0.010	0.007	0.005	0.001	0.002	0.001	0.006	0.005	0.002	5.37E-08	3.87E-06	1.73E-07	4.0945825	0.004
610021.12	4128520.86	0.005	0.004	0.005	0.001	0.010	0.007	0.005	0.001	0.002	0.001	0.006	0.005	0.002	5.37E-08	3.99E-06	1.93E-07	4.2379291	0.004
610041.12	4128520.86	0.005	0.005	0.005	0.001	0.009	0.006	0.005	0.001	0.002	0.001	0.006	0.005	0.002	5.37E-08	4.04E-06	2.03E-07	4.2926484	0.004
610061.12	4128520.86	0.006	0.005	0.005	0.002	0.009	0.006	0.005	0.001	0.002	0.001	0.006	0.004	0.002	5.27E-08	4.00E-06	2.07E-07	4.2601999	0.004
610081.12	4128520.86	0.006	0.005	0.005	0.002	0.009	0.006	0.005	0.001	0.002	0.001	0.006	0.004	0.002	5.28E-08	4.05E-06	2.17E-07	4.3173737	0.004
610121.12	4128520.86	0.007	0.006	0.006	0.002	0.008	0.006	0.004	0.001	0.002	0.001	0.005	0.004	0.002	5.24E-08	4.07E-06	2.30E-07	4.3544546	0.004
610141.12	4128520.86	0.007	0.006	0.006	0.002	0.008	0.005	0.004	0.001	0.002	0.001	0.005	0.004	0.002	5.16E-08	4.02E-06	2.33E-07	4.3080866	0.004
610161.12	4128520.86	0.007	0.006	0.006	0.002	0.008	0.005	0.004	0.001	0.002	0.001	0.005	0.004	0.002	5.07E-08	3.97E-06	2.35E-07	4.251676	0.004
610181.12	4128520.86	0.007	0.006	0.006	0.002	0.007	0.005	0.004	0.001	0.002	0.001	0.005	0.004	0.002	5.00E-08	3.92E-06	2.37E-07	4.2087066	0.004
610201.12	4128520.86	0.007	0.006	0.007	0.002	0.007	0.005	0.004	0.001	0.002	0.001	0.004	0.004	0.002	4.95E-08	3.90E-06	2.40E-07	4.1922259	0.004
610221.12	4128520.86	0.007	0.006	0.007	0.002	0.007	0.005	0.004	0.001	0.002	0.001	0.004	0.003	0.002	4.87E-08	3.85E-06	2.41E-07	4.1406121	0.004
610241.12	4128520.86	0.007	0.006	0.007	0.002	0.007	0.005	0.004	0.001	0.002	0.001	0.004	0.003	0.002	4.78E-08	3.79E-06	2.41E-07	4.0799108	0.004
610261.12	4128520.86	0.007	0.006	0.007	0.002	0.006	0.004	0.003	0.001</										

609861.12	4128540.86	0.003	0.003	0.003	0.001	0.012	0.008	0.006	0.000	0.001	0.001	0.005	0.004	0.002	5.47E-08	3.63E-06	1.28E-07	3.8143906	0.003
609881.12	4128540.86	0.003	0.003	0.003	0.001	0.012	0.008	0.006	0.000	0.001	0.001	0.006	0.004	0.002	5.61E-08	3.81E-06	1.42E-07	4.0046296	0.004
609921.12	4128540.86	0.004	0.003	0.004	0.001	0.011	0.008	0.006	0.001	0.002	0.001	0.006	0.005	0.002	5.76E-08	4.06E-06	1.66E-07	4.2869493	0.004
609941.12	4128540.86	0.004	0.004	0.004	0.001	0.011	0.008	0.006	0.001	0.002	0.001	0.006	0.005	0.002	5.77E-08	4.14E-06	1.76E-07	4.3686771	0.004
609961.12	4128540.86	0.004	0.004	0.004	0.001	0.011	0.007	0.006	0.001	0.002	0.001	0.006	0.005	0.002	5.72E-08	4.16E-06	1.85E-07	4.4060203	0.004
609981.12	4128540.86	0.005	0.004	0.004	0.001	0.011	0.007	0.006	0.001	0.002	0.001	0.007	0.005	0.002	5.77E-08	4.28E-06	1.98E-07	4.5327394	0.004
610021.12	4128540.86	0.006	0.005	0.005	0.002	0.010	0.007	0.005	0.001	0.002	0.001	0.007	0.005	0.002	5.75E-08	4.38E-06	2.20E-07	4.659931	0.004
610041.12	4128540.86	0.006	0.005	0.006	0.002	0.010	0.007	0.005	0.001	0.002	0.001	0.006	0.005	0.002	5.71E-08	4.40E-06	2.29E-07	4.6849246	0.004
610061.12	4128540.86	0.006	0.006	0.006	0.002	0.009	0.006	0.005	0.001	0.002	0.001	0.006	0.005	0.002	5.64E-08	4.38E-06	2.35E-07	4.6711415	0.004
610101.12	4128540.86	0.007	0.006	0.007	0.002	0.009	0.006	0.005	0.001	0.002	0.001	0.006	0.005	0.002	5.65E-08	4.44E-06	2.53E-07	4.7531509	0.004
610121.12	4128540.86	0.007	0.006	0.007	0.002	0.009	0.006	0.005	0.001	0.002	0.001	0.006	0.005	0.002	5.60E-08	4.43E-06	2.59E-07	4.7443159	0.004
610141.12	4128540.86	0.008	0.007	0.007	0.002	0.008	0.006	0.004	0.001	0.002	0.001	0.005	0.004	0.002	5.45E-08	4.32E-06	2.58E-07	4.6358259	0.004
610161.12	4128540.86	0.008	0.007	0.007	0.002	0.008	0.005	0.004	0.001	0.002	0.001	0.005	0.004	0.002	5.38E-08	4.29E-06	2.61E-07	4.6017262	0.004
610181.12	4128540.86	0.008	0.007	0.007	0.002	0.008	0.005	0.004	0.001	0.002	0.001	0.005	0.004	0.002	5.31E-08	4.24E-06	2.64E-07	4.5580847	0.004
610221.12	4128540.86	0.008	0.007	0.007	0.002	0.007	0.005	0.004	0.001	0.002	0.001	0.004	0.003	0.002	5.09E-08	4.09E-06	2.63E-07	4.4059549	0.004
610241.12	4128540.86	0.008	0.007	0.007	0.002	0.007	0.005	0.004	0.001	0.002	0.001	0.004	0.003	0.002	5.01E-08	4.04E-06	2.63E-07	4.3490469	0.004
610261.12	4128540.86	0.008	0.007	0.007	0.002	0.007	0.004	0.004	0.001	0.002	0.001	0.004	0.003	0.001	4.87E-08	3.93E-06	2.59E-07	4.2417839	0.004
610281.12	4128540.86	0.008	0.007	0.007	0.002	0.006	0.004	0.003	0.001	0.002	0.001	0.004	0.003	0.001	4.79E-08	3.87E-06	2.58E-07	4.1762646	0.004
610301.12	4128540.86	0.008	0.007	0.007	0.002	0.006	0.004	0.003	0.001	0.002	0.001	0.004	0.003	0.001	4.67E-08	3.78E-06	2.54E-07	4.0786339	0.004
609221.12	4128560.86	0.000	0.000	0.000	0.000	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	4.05E-09	2.42E-07	9.78E-09	0.2557897	0.000
609241.12	4128560.86	0.000	0.000	0.000	0.000	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	4.47E-09	2.70E-07	1.04E-08	0.2845154	0.000
609261.12	4128560.86	0.000	0.000	0.000	0.000	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	4.75E-09	2.90E-07	1.10E-08	0.3062828	0.000
609301.12	4128560.86	0.000	0.000	0.000	0.000	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	6.45E-09	3.85E-07	1.23E-08	0.403731	0.000
609321.12	4128560.86	0.000	0.000	0.000	0.000	0.002	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	7.08E-09	4.19E-07	1.29E-08	0.4385821	0.000
609341.12	4128560.86	0.000	0.000	0.000	0.000	0.002	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	7.66E-09	4.49E-07	1.36E-08	0.4701632	0.000
609361.12	4128560.86	0.000	0.000	0.000	0.000	0.002	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	8.60E-09	4.93E-07	1.41E-08	0.515587	0.000
609861.12	4128560.86	0.003	0.003	0.003	0.001	0.013	0.009	0.007	0.000	0.002	0.001	0.006	0.005	0.002	6.05E-08	4.14E-06	1.51E-07	4.3474892	0.004
609921.12	4128560.86	0.005	0.004	0.004	0.001	0.012	0.008	0.007	0.001	0.002	0.001	0.007	0.006	0.003	6.33E-08	4.61E-06	1.95E-07	4.8720158	0.004
609941.12	4128560.86	0.005	0.004	0.004	0.001	0.012	0.008	0.006	0.001	0.002	0.001	0.007	0.006	0.003	6.14E-08	4.53E-06	2.00E-07	4.7920318	0.004
609961.12	4128560.86	0.005	0.004	0.005	0.001	0.011	0.008	0.006	0.001	0.002	0.001	0.007	0.006	0.003	6.10E-08	4.57E-06	2.10E-07	4.8402312	0.004
609981.12	4128560.86	0.006	0.005	0.005	0.002	0.011	0.008	0.006	0.001	0.002	0.001	0.007	0.006	0.003	6.14E-08	4.67E-06	2.25E-07	4.9601716	0.005
610021.12	4128560.86	0.007	0.006	0.006	0.002	0.011	0.007	0.006	0.001	0.002	0.001	0.007	0.006	0.003	6.14E-08	4.80E-06	2.50E-07	5.1096012	0.005
610041.12	4128560.86	0.007	0.006	0.006	0.002	0.010	0.007	0.005	0.001	0.002	0.001	0.007	0.006	0.003	6.08E-08	4.79E-06	2.58E-07	5.1101467	0.005
610061.12	4128560.86	0.007	0.006	0.007	0.002	0.010	0.007	0.005	0.001	0.002	0.001	0.007	0.005	0.003	6.03E-08	4.78E-06	2.66E-07	5.1097488	0.005
610101.12	4128560.86	0.008	0.007	0.007	0.002	0.009	0.006	0.005	0.001	0.002	0.001	0.006	0.005	0.002	6.01E-08	4.82E-06	2.84E-07	5.1681434	0.005
610121.12	4128560.86	0.008	0.007	0.008	0.002	0.009	0.006	0.005	0.001	0.002	0.001	0.006	0.005	0.002	5.95E-08	4.79E-06	2.89E-07	5.1433768	0.005
610141.12	4128560.86	0.008	0.007	0.008	0.002	0.008	0.006	0.004	0.001	0.002	0.001	0.006	0.004	0.002	5.74E-08	4.63E-06	2.85E-07	4.9760925	0.004
610161.12	4128560.86	0.009	0.008	0.008	0.002	0.008	0.006	0.004	0.001	0.002	0.001	0.005	0.004	0.002	5.66E-08	4.58E-06	2.88E-07	4.9289196	0.004
610181.12	4128560.86	0.009	0.008	0.008	0.002	0.008	0.005	0.004	0.001	0.002	0.001	0.005	0.004	0.002	5.58E-08	4.54E-06	2.91E-07	4.8869396	0.004
610221.12	4128560.86	0.009	0.008	0.008	0.002	0.007	0.005	0.004	0.001	0.002	0.001	0.005	0.004	0.002	5.36E-08	4.38E-06	2.89E-07	4.7237664	0.004
610241.12	4128560.86	0.009	0.008	0.008	0.002	0.007	0.005	0.004	0.001	0.002	0.001	0.004	0.003	0.002	5.23E-08	4.28E-06	2.86E-07	4.6220997	0.004
610261.12	4128560.86	0.009	0.008	0.008	0.002	0.007	0.005	0.004	0.001	0.002	0.001	0.004	0.003	0.002	5.09E-08	4.17E-06	2.81E-07	4.5054789	0.004
610281.12	4128560.86	0.009	0.008	0.008	0.002	0.006	0.004	0.003	0.001	0.002	0.001	0.004	0.003	0.001	4.95E-08	4.06E-06	2.76E-07	4.3874572	0.004
610301.12	4128560.86	0.009	0.008	0.008	0.002	0.006	0.004	0.003	0.001	0.002	0.001	0.004	0.003	0.001	4.86E-08	3.99E-06	2.73E-07	4.3101232	0.004
609221.12	4128580.86	0.000	0.000	0.000	0.000	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	4.34E-09	2.56E-07	1.01E-08	0.2703321	0.000
609241.12	4128580.86	0.000	0.000	0.000	0.000	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	4.77E-09	2.84E-07	1.07E-08	0.2996727	0.000
609261.12	4128580.86	0.000	0.000	0.000	0.000	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	5.34E-09	3.20E-07	1.14E-08	0.3365551	0.000
609921.12	4128580.86	0.005	0.005	0.005	0.001	0.013	0.009	0.007	0.001	0.002	0.001	0.009	0.007	0.003	6.90E-08	5.21E-06	2.29E-07	5.5034578	0.005
609941.12	4128580.86	0.006	0.005	0.005	0.002	0.013	0.009	0.007	0.001	0.002	0.001	0.009	0.007	0.003	6.83E-08	5.24E-06	2.41E-07	5.5476246	0.005
609961.12	4128580.86	0.006	0.005	0.006	0.002	0.012	0.008	0.007	0.001	0.002	0.001	0.009	0.007	0.003	6.78E-08	5.27E-06	2.53E-07	5.5876129	0.005
609981.12	4128580.86	0.007	0.006	0.006	0.002	0.012	0.008	0.006	0.001	0.002	0.001	0.008	0.007	0.003	6.61E-08	5.18E-06	2.59E-07	5.504607	0.005
610001.12	4128580.86	0.007	0.006	0.006	0.002	0.011	0.008	0.006	0.001	0.002	0.001	0.008	0.007	0.003	6.60E-08	5.24E-06	2.73E-07	5.5783801	0.005
610021.12	4128580.86	0.008	0.007	0.007	0.002	0.011	0.007	0.006	0.001	0.002	0.001	0.008	0.006	0.003	6.57E-08	5.26E-06	2.84E-07	5.6062281	0.005
610041.12	4128580.86	0.008	0.007	0.007	0.002	0.011	0.007	0.006	0.001	0.002	0.001	0.008	0.006	0.003	6.49E-08	5.23E-06	2.93E-07	5.5905005	0.005
610061.12	4128580.86	0.008	0.007	0.008	0.002	0.010	0.007	0.005											

610121.12	4128600.86	0.011	0.009	0.010	0.003	0.009	0.006	0.005	0.001	0.003	0.001	0.007	0.005	0.003	6.63E-08	5.57E-06	3.59E-07	5.9948026	0.005
610141.12	4128600.86	0.011	0.009	0.010	0.003	0.009	0.006	0.005	0.001	0.003	0.001	0.006	0.005	0.002	6.43E-08	5.42E-06	3.55E-07	5.8360153	0.005
610161.12	4128600.86	0.011	0.009	0.010	0.003	0.009	0.006	0.005	0.001	0.003	0.001	0.006	0.005	0.002	6.27E-08	5.29E-06	3.52E-07	5.7068271	0.005
610181.12	4128600.86	0.011	0.009	0.010	0.003	0.008	0.006	0.004	0.001	0.003	0.001	0.005	0.004	0.002	6.12E-08	5.17E-06	3.49E-07	5.5851393	0.005
610221.12	4128600.86	0.011	0.009	0.010	0.003	0.008	0.005	0.004	0.001	0.003	0.001	0.005	0.004	0.002	5.83E-08	4.94E-06	3.40E-07	5.3348418	0.005
610241.12	4128600.86	0.011	0.009	0.010	0.003	0.007	0.005	0.004	0.001	0.003	0.001	0.005	0.004	0.002	5.69E-08	4.82E-06	3.34E-07	5.2070162	0.005
610261.12	4128600.86	0.010	0.009	0.009	0.003	0.007	0.005	0.004	0.001	0.002	0.001	0.004	0.003	0.002	5.51E-08	4.66E-06	3.25E-07	5.0417855	0.004
610301.12	4128600.86	0.010	0.009	0.009	0.003	0.007	0.004	0.004	0.001	0.002	0.001	0.004	0.003	0.001	5.20E-08	4.37E-06	3.08E-07	4.7325205	0.004
609981.12	4128620.86	0.009	0.008	0.009	0.003	0.013	0.009	0.007	0.001	0.003	0.002	0.011	0.009	0.004	7.89E-08	6.58E-06	3.60E-07	7.0207689	0.006
610001.12	4128620.86	0.010	0.009	0.009	0.003	0.013	0.009	0.007	0.001	0.003	0.002	0.010	0.008	0.004	7.80E-08	6.55E-06	3.72E-07	7.0029639	0.006
610021.12	4128620.86	0.011	0.009	0.010	0.003	0.012	0.008	0.006	0.001	0.003	0.002	0.010	0.008	0.004	7.70E-08	6.50E-06	3.82E-07	6.9599857	0.006
610041.12	4128620.86	0.011	0.010	0.010	0.003	0.012	0.008	0.006	0.001	0.003	0.002	0.009	0.007	0.003	7.62E-08	6.47E-06	3.92E-07	6.9341107	0.006
610081.12	4128620.86	0.012	0.010	0.011	0.003	0.011	0.007	0.006	0.001	0.003	0.002	0.008	0.006	0.003	7.34E-08	6.28E-06	4.01E-07	6.7519269	0.006
610101.12	4128620.86	0.012	0.011	0.011	0.003	0.010	0.007	0.005	0.001	0.003	0.002	0.007	0.006	0.003	7.20E-08	6.18E-06	4.04E-07	6.6569478	0.006
610121.12	4128620.86	0.012	0.011	0.011	0.003	0.010	0.006	0.005	0.001	0.003	0.002	0.007	0.005	0.003	6.95E-08	5.97E-06	3.97E-07	6.4356549	0.006
610241.12	4128620.86	0.011	0.010	0.010	0.003	0.008	0.005	0.004	0.001	0.003	0.001	0.005	0.004	0.002	5.92E-08	5.09E-06	3.60E-07	5.5075983	0.005
610261.12	4128620.86	0.011	0.010	0.010	0.003	0.007	0.005	0.004	0.001	0.003	0.001	0.005	0.004	0.002	5.74E-08	4.92E-06	3.49E-07	5.3281084	0.005
610281.12	4128620.86	0.011	0.009	0.010	0.003	0.007	0.005	0.004	0.001	0.003	0.001	0.004	0.003	0.002	5.56E-08	4.75E-06	3.37E-07	5.1388427	0.004
610301.12	4128620.86	0.010	0.009	0.010	0.003	0.007	0.005	0.004	0.001	0.002	0.001	0.004	0.003	0.002	5.39E-08	4.58E-06	3.26E-07	4.9562877	0.004
609541.12	4128640.86	0.001	0.001	0.001	0.000	0.011	0.008	0.006	0.000	0.000	0.000	0.001	0.001	0.000	4.39E-08	2.23E-06	2.58E-08	2.3021051	0.002
610041.12	4128640.86	0.013	0.011	0.012	0.004	0.012	0.008	0.006	0.001	0.003	0.002	0.010	0.008	0.004	8.16E-08	7.11E-06	4.49E-07	7.6366177	0.007
610081.12	4128640.86	0.014	0.012	0.012	0.004	0.011	0.007	0.006	0.001	0.003	0.002	0.008	0.007	0.003	7.81E-08	6.85E-06	4.54E-07	7.3861153	0.007
610101.12	4128640.86	0.014	0.012	0.013	0.004	0.010	0.007	0.006	0.001	0.003	0.002	0.008	0.006	0.003	7.63E-08	6.72E-06	4.54E-07	7.2457332	0.006
610121.12	4128640.86	0.014	0.012	0.012	0.004	0.010	0.007	0.005	0.001	0.003	0.002	0.007	0.006	0.003	7.33E-08	6.45E-06	4.42E-07	6.9676514	0.006
610141.12	4128640.86	0.014	0.012	0.012	0.004	0.009	0.006	0.005	0.001	0.003	0.002	0.007	0.005	0.003	7.17E-08	6.33E-06	4.39E-07	6.8375496	0.006
610161.12	4128640.86	0.013	0.012	0.012	0.004	0.009	0.006	0.005	0.001	0.003	0.002	0.006	0.005	0.002	6.92E-08	6.10E-06	4.28E-07	6.5955296	0.006
610181.12	4128640.86	0.013	0.012	0.012	0.004	0.009	0.006	0.005	0.001	0.003	0.002	0.006	0.005	0.002	6.73E-08	5.92E-06	4.19E-07	6.4083984	0.006
610201.12	4128640.86	0.013	0.011	0.012	0.004	0.008	0.006	0.004	0.001	0.003	0.002	0.006	0.004	0.002	6.52E-08	5.73E-06	4.08E-07	6.2014104	0.005
610221.12	4128640.86	0.013	0.011	0.012	0.004	0.008	0.005	0.004	0.001	0.003	0.002	0.005	0.004	0.002	6.33E-08	5.54E-06	3.96E-07	5.9990938	0.005
610261.12	4128640.86	0.012	0.010	0.011	0.003	0.007	0.005	0.004	0.001	0.003	0.001	0.005	0.004	0.002	5.93E-08	5.15E-06	3.70E-07	5.5740025	0.005
610281.12	4128640.86	0.011	0.010	0.010	0.003	0.007	0.005	0.004	0.001	0.003	0.001	0.004	0.003	0.002	5.74E-08	4.95E-06	3.56E-07	5.365282	0.005
610301.12	4128640.86	0.011	0.010	0.010	0.003	0.007	0.005	0.004	0.001	0.003	0.001	0.004	0.003	0.002	5.55E-08	4.75E-06	3.42E-07	5.1521986	0.004
609521.12	4128660.86	0.001	0.001	0.001	0.000	0.012	0.008	0.007	0.000	0.001	0.000	0.001	0.001	0.000	4.69E-08	2.42E-06	2.79E-08	2.4931015	0.003
609541.12	4128660.86	0.001	0.001	0.001	0.000	0.014	0.009	0.007	0.000	0.001	0.000	0.001	0.001	0.000	4.52E-08	2.68E-06	2.91E-08	2.7658989	0.003
610081.12	4128660.86	0.016	0.014	0.014	0.004	0.011	0.008	0.006	0.001	0.004	0.002	0.009	0.007	0.003	8.29E-08	7.48E-06	5.13E-07	8.0762084	0.007
610101.12	4128660.86	0.016	0.014	0.014	0.004	0.011	0.007	0.006	0.001	0.004	0.002	0.008	0.006	0.003	8.10E-08	7.32E-06	5.10E-07	7.9111279	0.007
610121.12	4128660.86	0.015	0.013	0.014	0.004	0.010	0.007	0.005	0.001	0.003	0.002	0.007	0.006	0.003	7.71E-08	6.96E-06	4.90E-07	7.5256758	0.007
610141.12	4128660.86	0.015	0.013	0.014	0.004	0.010	0.007	0.005	0.001	0.003	0.002	0.007	0.005	0.003	7.50E-08	6.77E-06	4.81E-07	7.3228046	0.006
610161.12	4128660.86	0.015	0.013	0.013	0.004	0.009	0.006	0.005	0.001	0.003	0.002	0.006	0.005	0.002	7.22E-08	6.49E-06	4.65E-07	7.0264892	0.006
610181.12	4128660.86	0.014	0.013	0.013	0.004	0.009	0.006	0.005	0.001	0.003	0.002	0.006	0.005	0.002	7.02E-08	6.30E-06	4.54E-07	6.8236033	0.006
610201.12	4128660.86	0.014	0.012	0.013	0.004	0.008	0.006	0.005	0.001	0.003	0.002	0.006	0.004	0.002	6.81E-08	6.08E-06	4.40E-07	6.5880551	0.006
610221.12	4128660.86	0.014	0.012	0.012	0.004	0.008	0.006	0.004	0.001	0.003	0.002	0.005	0.004	0.002	6.56E-08	5.82E-06	4.23E-07	6.3118531	0.005
610281.12	4128660.86	0.012	0.010	0.011	0.003	0.007	0.005	0.004	0.001	0.003	0.001	0.004	0.003	0.002	5.89E-08	5.12E-06	3.72E-07	5.5516052	0.005
610301.12	4128660.86	0.012	0.010	0.011	0.003	0.007	0.005	0.004	0.001	0.003	0.001	0.004	0.003	0.002	5.72E-08	4.94E-06	3.59E-07	5.3574219	0.005
610161.12	4128680.86	0.016	0.014	0.015	0.004	0.009	0.006	0.005	0.001	0.003	0.002	0.007	0.005	0.002	7.54E-08	6.91E-06	5.05E-07	7.4898627	0.007
610181.12	4128680.86	0.016	0.014	0.014	0.004	0.009	0.006	0.005	0.001	0.003	0.002	0.006	0.005	0.002	7.33E-08	6.68E-06	4.90E-07	7.244815	0.006
610201.12	4128680.86	0.015	0.013	0.014	0.004	0.009	0.006	0.005	0.001	0.003	0.002	0.006	0.005	0.002	7.08E-08	6.41E-06	4.72E-07	6.9543413	0.006
610221.12	4128680.86	0.015	0.013	0.013	0.004	0.008	0.006	0.004	0.001	0.003	0.002	0.005	0.004	0.002	6.83E-08	6.14E-06	4.52E-07	6.6576372	0.006
610241.12	4128680.86	0.014	0.012	0.013	0.004	0.008	0.005	0.004	0.001	0.003	0.002	0.005	0.004	0.002	6.56E-08	5.85E-06	4.30E-07	6.34179	0.005
610261.12	4128680.86	0.013	0.012	0.012	0.004	0.008	0.005	0.004	0.001	0.003	0.002	0.005	0.004	0.002	6.34E-08	5.60E-06	4.12E-07	6.0782924	0.005
610281.12	4128680.86	0.013	0.011	0.012	0.004	0.007	0.005	0.004	0.001	0.003	0.002	0.005	0.004	0.002	6.12E-08	5.37E-06	3.94E-07	5.8232648	0.005
610301.12	4128680.86	0.012	0.011	0.011	0.003	0.007	0.005	0.004	0.001	0.003	0.001	0.004	0.003	0.002	5.88E-08	5.11E-06	3.74E-07	5.5471317	0.005
610221.12	4128700.86	0.015	0.013	0.014	0.004	0.008	0.006	0.005	0.001	0.003	0.002	0.005	0.004	0.002	7.00E-08	6.35E-06	4.73E-07	6.8956678	0.006
610241.12	4128700.86	0.015	0.013	0.013	0.004	0.008	0.006	0.004	0.001	0.003	0.002	0.005	0.004	0.002	6.75E-08	6.06E-06	4.51E-07	6.5833065	0.006
610261.12	4128700.86	0.014	0.012	0.013	0.004	0.008	0.005	0.004											

609142.41	4129369.74	0.003	0.002	0.002	0.001	0.004	0.003	0.002	0.001	0.002	0.001	0.001	0.000	4.24E-08	1.67E-06	7.79E-08	1.7920524	0.002
609162.41	4129369.74	0.003	0.002	0.002	0.001	0.004	0.003	0.002	0.001	0.002	0.001	0.001	0.000	4.36E-08	1.70E-06	8.18E-08	1.8230173	0.002
609182.41	4129369.74	0.003	0.002	0.003	0.001	0.004	0.002	0.002	0.001	0.002	0.001	0.001	0.000	4.46E-08	1.72E-06	8.53E-08	1.8515165	0.002
608982.41	4129389.74	0.002	0.002	0.002	0.000	0.004	0.003	0.002	0.000	0.001	0.001	0.001	0.000	3.03E-08	1.33E-06	5.34E-08	1.4158106	0.001
609022.41	4129389.74	0.002	0.002	0.002	0.001	0.004	0.003	0.002	0.000	0.001	0.001	0.001	0.000	3.24E-08	1.39E-06	5.79E-08	1.4821045	0.001
609042.41	4129389.74	0.002	0.002	0.002	0.001	0.004	0.003	0.002	0.001	0.002	0.001	0.001	0.000	3.35E-08	1.42E-06	6.04E-08	1.5153504	0.001
609062.41	4129389.74	0.002	0.002	0.002	0.001	0.004	0.003	0.002	0.001	0.002	0.001	0.001	0.000	3.48E-08	1.46E-06	6.34E-08	1.5540528	0.001
609082.41	4129389.74	0.002	0.002	0.002	0.001	0.004	0.003	0.002	0.001	0.002	0.001	0.001	0.000	3.59E-08	1.48E-06	6.62E-08	1.5836881	0.001
609102.41	4129389.74	0.002	0.002	0.002	0.001	0.004	0.003	0.002	0.001	0.002	0.001	0.001	0.000	3.69E-08	1.51E-06	6.90E-08	1.611497	0.001
609122.41	4129389.74	0.002	0.002	0.002	0.001	0.004	0.002	0.002	0.001	0.002	0.001	0.001	0.001	3.79E-08	1.53E-06	7.20E-08	1.6379665	0.001
609142.41	4129389.74	0.003	0.002	0.002	0.001	0.003	0.002	0.002	0.001	0.002	0.001	0.001	0.000	3.88E-08	1.55E-06	7.53E-08	1.6637217	0.002
609162.41	4129389.74	0.003	0.002	0.002	0.001	0.003	0.002	0.002	0.001	0.002	0.001	0.001	0.000	3.96E-08	1.57E-06	7.87E-08	1.6885396	0.002
608982.41	4129409.74	0.002	0.001	0.002	0.000	0.004	0.002	0.002	0.000	0.001	0.001	0.001	0.000	2.86E-08	1.26E-06	5.22E-08	1.3384989	0.001
609022.41	4129409.74	0.002	0.002	0.002	0.001	0.004	0.002	0.002	0.000	0.001	0.001	0.001	0.000	3.05E-08	1.31E-06	5.65E-08	1.3961312	0.001
609042.41	4129409.74	0.002	0.002	0.002	0.001	0.004	0.002	0.002	0.000	0.002	0.001	0.001	0.000	3.14E-08	1.34E-06	5.89E-08	1.4255485	0.001
609062.41	4129409.74	0.002	0.002	0.002	0.001	0.003	0.002	0.002	0.001	0.002	0.001	0.001	0.000	3.24E-08	1.36E-06	6.14E-08	1.4537101	0.001
609082.41	4129409.74	0.002	0.002	0.002	0.001	0.003	0.002	0.002	0.001	0.002	0.001	0.001	0.000	3.33E-08	1.38E-06	6.41E-08	1.4804121	0.001
609102.41	4129409.74	0.002	0.002	0.002	0.001	0.003	0.002	0.002	0.001	0.002	0.001	0.001	0.000	3.41E-08	1.40E-06	6.68E-08	1.5034916	0.001
609122.41	4129409.74	0.002	0.002	0.002	0.001	0.003	0.002	0.002	0.001	0.002	0.001	0.001	0.000	3.49E-08	1.42E-06	6.96E-08	1.5252233	0.001
609142.41	4129409.74	0.002	0.002	0.002	0.001	0.003	0.002	0.002	0.001	0.002	0.001	0.001	0.000	3.55E-08	1.44E-06	7.26E-08	1.5463356	0.001
609162.41	4129409.74	0.003	0.002	0.002	0.001	0.003	0.002	0.002	0.001	0.002	0.001	0.001	0.000	3.60E-08	1.45E-06	7.55E-08	1.5658251	0.001
609182.41	4129409.74	0.003	0.002	0.002	0.001	0.003	0.002	0.002	0.001	0.002	0.001	0.001	0.000	3.64E-08	1.47E-06	7.82E-08	1.5832145	0.001
609202.41	4129409.74	0.003	0.002	0.002	0.001	0.003	0.002	0.001	0.001	0.002	0.001	0.001	0.000	3.66E-08	1.48E-06	8.08E-08	1.5989344	0.001
609222.41	4129409.74	0.003	0.002	0.003	0.001	0.003	0.002	0.001	0.001	0.002	0.001	0.001	0.000	3.64E-08	1.48E-06	8.34E-08	1.5988364	0.001
609242.41	4129409.74	0.003	0.003	0.003	0.001	0.003	0.002	0.001	0.001	0.002	0.001	0.001	0.000	3.62E-08	1.49E-06	8.58E-08	1.6107749	0.001
609022.41	4129429.74	0.002	0.002	0.002	0.001	0.003	0.002	0.002	0.000	0.001	0.001	0.001	0.000	2.86E-08	1.23E-06	5.49E-08	1.3131453	0.001
609042.41	4129429.74	0.002	0.002	0.002	0.001	0.003	0.002	0.002	0.000	0.001	0.001	0.001	0.000	2.94E-08	1.25E-06	5.73E-08	1.3395712	0.001
609062.41	4129429.74	0.002	0.002	0.002	0.001	0.003	0.002	0.002	0.000	0.002	0.001	0.001	0.000	3.02E-08	1.27E-06	5.96E-08	1.3629803	0.001
609082.41	4129429.74	0.002	0.002	0.002	0.001	0.003	0.002	0.002	0.001	0.002	0.001	0.001	0.000	3.09E-08	1.29E-06	6.20E-08	1.3851413	0.001
609102.41	4129429.74	0.002	0.002	0.002	0.001	0.003	0.002	0.002	0.001	0.002	0.001	0.001	0.000	3.15E-08	1.31E-06	6.44E-08	1.4038071	0.001
609122.41	4129429.74	0.002	0.002	0.002	0.001	0.003	0.002	0.002	0.001	0.002	0.001	0.001	0.000	3.20E-08	1.32E-06	6.70E-08	1.4214102	0.001
609142.41	4129429.74	0.002	0.002	0.002	0.001	0.003	0.002	0.001	0.001	0.002	0.001	0.001	0.000	3.24E-08	1.34E-06	6.95E-08	1.437378	0.001
609162.41	4129429.74	0.002	0.002	0.002	0.001	0.003	0.002	0.001	0.001	0.002	0.001	0.001	0.000	3.27E-08	1.35E-06	7.19E-08	1.4520342	0.001
609182.41	4129429.74	0.003	0.002	0.002	0.001	0.003	0.002	0.001	0.001	0.002	0.001	0.001	0.000	3.28E-08	1.36E-06	7.44E-08	1.4653834	0.001
609202.41	4129429.74	0.003	0.002	0.002	0.001	0.003	0.002	0.001	0.001	0.002	0.001	0.001	0.000	3.29E-08	1.37E-06	7.65E-08	1.4760409	0.001
609222.41	4129429.74	0.003	0.002	0.002	0.001	0.002	0.002	0.001	0.001	0.002	0.001	0.001	0.000	3.25E-08	1.36E-06	7.86E-08	1.4725641	0.001
609242.41	4129429.74	0.003	0.002	0.002	0.001	0.002	0.002	0.001	0.001	0.002	0.001	0.001	0.000	3.22E-08	1.37E-06	8.04E-08	1.4790745	0.001
609262.41	4129429.74	0.003	0.002	0.003	0.001	0.002	0.002	0.001	0.001	0.002	0.001	0.001	0.000	3.17E-08	1.37E-06	8.21E-08	1.4814006	0.001
609282.41	4129429.74	0.003	0.002	0.003	0.001	0.002	0.002	0.001	0.001	0.002	0.001	0.001	0.000	3.10E-08	1.36E-06	8.35E-08	1.4790809	0.001
609302.41	4129429.74	0.003	0.003	0.003	0.001	0.002	0.001	0.001	0.001	0.002	0.001	0.000	0.000	3.03E-08	1.36E-06	8.45E-08	1.4716102	0.001
609322.41	4129429.74	0.003	0.003	0.003	0.001	0.002	0.001	0.001	0.001	0.002	0.001	0.000	0.000	2.95E-08	1.34E-06	8.50E-08	1.4584051	0.001
609342.41	4129429.74	0.003	0.003	0.003	0.001	0.002	0.001	0.001	0.001	0.002	0.001	0.000	0.000	2.86E-08	1.33E-06	8.52E-08	1.4395292	0.001
609362.41	4129429.74	0.003	0.003	0.003	0.001	0.002	0.001	0.001	0.000	0.002	0.001	0.000	0.000	2.69E-08	1.30E-06	8.51E-08	1.4074575	0.001
609402.41	4129429.74	0.003	0.003	0.003	0.001	0.002	0.001	0.001	0.000	0.001	0.001	0.000	0.000	2.46E-08	1.23E-06	8.36E-08	1.3415388	0.001
609422.41	4129429.74	0.003	0.002	0.003	0.001	0.002	0.001	0.001	0.000	0.001	0.001	0.000	0.000	2.35E-08	1.20E-06	8.22E-08	1.3042644	0.001
609642.41	4129429.74	0.002	0.002	0.002	0.001	0.001	0.001	0.000	0.000	0.001	0.000	0.000	0.000	1.11E-08	7.36E-07	5.75E-08	0.8043748	0.001
609662.41	4129429.74	0.002	0.002	0.002	0.001	0.001	0.001	0.000	0.000	0.001	0.000	0.000	0.000	1.06E-08	7.20E-07	5.60E-08	0.7868008	0.001
609682.41	4129429.74	0.002	0.002	0.002	0.001	0.001	0.001	0.000	0.000	0.001	0.000	0.000	0.000	1.02E-08	7.01E-07	5.40E-08	0.7656302	0.001
609702.41	4129429.74	0.002	0.002	0.002	0.000	0.001	0.001	0.000	0.000	0.001	0.000	0.000	0.000	9.85E-09	6.83E-07	5.19E-08	0.7447694	0.001
610222.41	4129429.74	0.001	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.001	0.000	0.000	0.000	9.71E-09	4.60E-07	2.66E-08	0.4960833	0.000
610242.41	4129429.74	0.001	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.001	0.000	0.000	0.000	9.52E-09	4.55E-07	2.66E-08	0.4914424	0.000
610262.41	4129429.74	0.001	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	9.35E-09	4.52E-07	2.66E-08	0.4875146	0.000
610282.41	4129429.74	0.001	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	9.18E-09	4.48E-07	2.65E-08	0.4834437	0.000
610302.41	4129429.74	0.001	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	9.04E-09	4.45E-07	2.65E-08	0.4801542	0.000
609102.41	4129449.74	0.002	0.002	0.002	0.001	0.003	0.002	0.001	0.000	0.002	0.001	0.001	0.000	2.90E-08	1.22E-06	6.20E-08	1.311593	0.001
609122.41	4129449.74	0.002	0.002	0.002	0.001	0.003	0.002	0.001	0.001	0.002	0.001	0.001	0.000	2.93E-08	1.23E-06	6.43E-08	1.3252268	0.001
609142.41	4129449.74	0.002	0.002	0.002	0.001	0.002	0.002	0.001	0.001	0.002	0.001	0.001	0.000	2.95E-08	1.24E-06	6.65E-08	1.3375409	0.001
609162.41	4129449.74	0.002	0.002</															

609502.41	4129449.74	0.002	0.002	0.000	0.001	0.001	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	1.69E-08	9.11E-07	6.57E-08	0.9937765	0.001
609582.41	4129449.74	0.002	0.002	0.002	0.001	0.001	0.001	0.000	0.000	0.001	0.000	0.000	0.000	0.000	1.27E-08	7.58E-07	5.83E-08	0.8286697	0.001
609602.41	4129449.74	0.002	0.002	0.002	0.001	0.001	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	1.17E-08	7.16E-07	5.53E-08	0.7830262	0.001
609622.41	4129449.74	0.002	0.002	0.002	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.09E-08	6.94E-07	5.40E-08	0.7589745	0.001
609642.41	4129449.74	0.002	0.002	0.002	0.001	0.001	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	1.03E-08	6.74E-07	5.26E-08	0.7372629	0.001
609682.41	4129449.74	0.002	0.001	0.002	0.000	0.001	0.001	0.000	0.000	0.001	0.000	0.000	0.000	0.000	9.14E-09	6.34E-07	4.91E-08	0.6926466	0.001
609702.41	4129449.74	0.002	0.001	0.002	0.000	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	8.81E-09	6.18E-07	4.72E-08	0.6741729	0.001
610022.41	4129449.74	0.001	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.001	0.000	0.000	0.000	0.000	9.84E-09	4.03E-07	2.03E-08	0.4330191	0.000
610042.41	4129449.74	0.001	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.001	0.000	0.000	0.000	0.000	9.79E-09	4.06E-07	2.08E-08	0.4367497	0.000
610062.41	4129449.74	0.001	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.001	0.000	0.000	0.000	0.000	9.75E-09	4.11E-07	2.14E-08	0.4420479	0.000
610082.41	4129449.74	0.001	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.001	0.000	0.000	0.000	0.000	9.63E-09	4.12E-07	2.18E-08	0.4438541	0.000
610202.41	4129449.74	0.001	0.001	0.000	0.000	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	9.03E-09	4.21E-07	2.39E-08	0.4536703	0.000
610222.41	4129449.74	0.001	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	8.90E-09	4.19E-07	2.40E-08	0.4522543	0.000
610242.41	4129449.74	0.001	0.001	0.000	0.000	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	8.75E-09	4.17E-07	2.40E-08	0.4495555	0.000
610262.41	4129449.74	0.001	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	8.61E-09	4.14E-07	2.40E-08	0.4464862	0.000
610282.41	4129449.74	0.001	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	8.47E-09	4.11E-07	2.41E-08	0.4439908	0.000
610302.41	4129449.74	0.001	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	8.37E-09	4.10E-07	2.41E-08	0.4425822	0.000
609002.41	4129469.74	0.002	0.001	0.002	0.000	0.003	0.002	0.001	0.000	0.000	0.000	0.000	0.000	0.000	2.45E-08	1.07E-06	5.01E-08	1.1475046	0.001
609022.41	4129469.74	0.002	0.001	0.002	0.000	0.003	0.002	0.001	0.000	0.001	0.001	0.000	0.000	0.000	2.51E-08	1.09E-06	5.19E-08	1.1658385	0.001
609042.41	4129469.74	0.002	0.002	0.002	0.000	0.003	0.002	0.001	0.000	0.001	0.001	0.000	0.000	0.000	2.56E-08	1.11E-06	5.40E-08	1.185385	0.001
609062.41	4129469.74	0.002	0.002	0.002	0.001	0.003	0.002	0.001	0.000	0.001	0.001	0.000	0.000	0.000	2.60E-08	1.12E-06	5.58E-08	1.2000034	0.001
609202.41	4129469.74	0.002	0.002	0.002	0.001	0.002	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	2.66E-08	1.16E-06	6.79E-08	1.2586398	0.001
609222.41	4129469.74	0.002	0.002	0.002	0.001	0.002	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	2.63E-08	1.16E-06	6.90E-08	1.2585065	0.001
609242.41	4129469.74	0.002	0.002	0.002	0.001	0.002	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	2.59E-08	1.16E-06	6.99E-08	1.2557519	0.001
609262.41	4129469.74	0.002	0.002	0.002	0.001	0.002	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	2.51E-08	1.15E-06	7.08E-08	1.2434444	0.001
609282.41	4129469.74	0.002	0.002	0.002	0.001	0.002	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	2.45E-08	1.14E-06	7.13E-08	1.2346464	0.001
609302.41	4129469.74	0.002	0.002	0.002	0.001	0.002	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	2.39E-08	1.13E-06	7.14E-08	1.2219041	0.001
609322.41	4129469.74	0.002	0.002	0.002	0.001	0.002	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	2.32E-08	1.11E-06	7.12E-08	1.2050612	0.001
609342.41	4129469.74	0.002	0.002	0.002	0.001	0.002	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	2.24E-08	1.09E-06	7.08E-08	1.1841107	0.001
609362.41	4129469.74	0.002	0.002	0.002	0.001	0.002	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	2.11E-08	1.06E-06	7.01E-08	1.1537985	0.001
609402.41	4129469.74	0.002	0.002	0.002	0.001	0.001	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	1.96E-08	1.01E-06	6.80E-08	1.0977516	0.001
609422.41	4129469.74	0.002	0.002	0.002	0.001	0.001	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	1.87E-08	9.79E-07	6.66E-08	1.0645186	0.001
609442.41	4129469.74	0.002	0.002	0.002	0.001	0.001	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	1.79E-08	9.47E-07	6.50E-08	1.0295058	0.001
609462.41	4129469.74	0.002	0.002	0.002	0.001	0.001	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	1.71E-08	9.08E-07	6.30E-08	0.9883125	0.001
609482.41	4129469.74	0.002	0.002	0.002	0.001	0.001	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	1.62E-08	8.66E-07	6.08E-08	0.9429918	0.001
609502.41	4129469.74	0.002	0.002	0.002	0.001	0.001	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	1.53E-08	8.28E-07	5.90E-08	0.9022361	0.001
609522.41	4129469.74	0.002	0.002	0.002	0.001	0.001	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	1.44E-08	7.90E-07	5.72E-08	0.8618281	0.001
609542.41	4129469.74	0.002	0.002	0.002	0.001	0.001	0.001	0.000	0.000	0.001	0.000	0.000	0.000	0.000	1.34E-08	7.53E-07	5.56E-08	0.8223974	0.001
609602.41	4129469.74	0.002	0.002	0.002	0.000	0.001	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	1.08E-08	6.55E-07	5.03E-08	0.7164476	0.001
609622.41	4129469.74	0.002	0.001	0.002	0.000	0.001	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	1.00E-08	6.35E-07	4.92E-08	0.6938722	0.001
609642.41	4129469.74	0.002	0.001	0.002	0.000	0.001	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	9.39E-09	6.15E-07	4.79E-08	0.6722629	0.001
609662.41	4129469.74	0.002	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	8.87E-09	5.99E-07	4.66E-08	0.6542832	0.001
609682.41	4129469.74	0.002	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	8.41E-09	5.82E-07	4.51E-08	0.6358965	0.001
609702.41	4129469.74	0.001	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	8.07E-09	5.68E-07	4.35E-08	0.6192222	0.001
609742.41	4129469.74	0.001	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	7.62E-09	5.33E-07	3.96E-08	0.5802177	0.000
609762.41	4129469.74	0.001	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	7.64E-09	5.19E-07	3.76E-08	0.5639086	0.000
609782.41	4129469.74	0.001	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	7.77E-09	5.04E-07	3.55E-08	0.5476216	0.000
609962.41	4129469.74	0.001	0.001	0.000	0.000	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	8.88E-09	3.65E-07	1.81E-08	0.3916087	0.000
609982.41	4129469.74	0.001	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	8.86E-09	3.61E-07	1.78E-08	0.3876275	0.000
610002.41	4129469.74	0.001	0.001	0.000	0.000	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	8.86E-09	3.61E-07	1.78E-08	0.3875751	0.000
610022.41	4129469.74	0.001	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	8.86E-09	3.63E-07	1.81E-08	0.3902396	0.000
610042.41	4129469.74	0.001	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	8.85E-09	3.67E-07	1.85E-08	0.3944644	0.000
610062.41	4129469.74	0.001	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	8.83E-09	3.71E-07	1.90E-08	0.3990758	0.000
610082.41	4129469.74	0.001	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	8.73E-09	3.73E-07	1.95E-08	0.4012539	0.000
610102.41	4129469.74	0.001	0.001	0.000	0.000	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	8.66E-09	3.7			

609242.41	4129489.74	0.002	0.002	0.002	0.001	0.002	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	2.32E-08	1.07E-06	6.50E-08	1.154645	0.001
609262.41	4129489.74	0.002	0.002	0.002	0.001	0.002	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	2.25E-08	1.05E-06	6.56E-08	1.1409295	0.001
609402.41	4129489.74	0.002	0.002	0.002	0.001	0.001	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	1.75E-08	9.17E-07	6.16E-08	0.9963962	0.001
609422.41	4129489.74	0.002	0.002	0.002	0.001	0.001	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	1.68E-08	8.90E-07	6.02E-08	0.9667634	0.001
609442.41	4129489.74	0.002	0.002	0.002	0.001	0.001	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.000	1.62E-08	8.61E-07	5.87E-08	0.9359919	0.001
609462.41	4129489.74	0.002	0.002	0.002	0.001	0.001	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.000	1.56E-08	8.32E-07	5.71E-08	0.9042456	0.001
609482.41	4129489.74	0.002	0.002	0.002	0.001	0.001	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.000	1.49E-08	7.99E-07	5.54E-08	0.8693034	0.001
609502.41	4129489.74	0.002	0.002	0.002	0.001	0.001	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.000	1.42E-08	7.66E-07	5.38E-08	0.8339214	0.001
609522.41	4129489.74	0.002	0.002	0.002	0.000	0.001	0.001	0.000	0.000	0.001	0.000	0.000	0.000	0.000	1.33E-08	7.28E-07	5.20E-08	0.7932268	0.001
609542.41	4129489.74	0.002	0.002	0.002	0.000	0.001	0.001	0.000	0.000	0.001	0.000	0.000	0.000	0.000	1.24E-08	6.93E-07	5.05E-08	0.7560609	0.001
609582.41	4129489.74	0.002	0.001	0.002	0.000	0.001	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	1.07E-08	6.36E-07	4.81E-08	0.6948166	0.001
609602.41	4129489.74	0.002	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	9.98E-09	6.04E-07	4.60E-08	0.6599382	0.001
609682.41	4129489.74	0.001	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	7.71E-09	5.34E-07	4.14E-08	0.5826294	0.001
609702.41	4129489.74	0.001	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	7.37E-09	5.20E-07	4.00E-08	0.5673165	0.000
609742.41	4129489.74	0.001	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	6.92E-09	4.91E-07	3.67E-08	0.5344865	0.000
609762.41	4129489.74	0.001	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	6.87E-09	4.77E-07	3.49E-08	0.5190722	0.000
609782.41	4129489.74	0.001	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	6.92E-09	4.64E-07	3.31E-08	0.5040535	0.000
609802.41	4129489.74	0.001	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	7.03E-09	4.49E-07	3.10E-08	0.4868885	0.000
609822.41	4129489.74	0.001	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	7.18E-09	4.32E-07	2.88E-08	0.4682508	0.000
609842.41	4129489.74	0.001	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	7.36E-09	4.15E-07	2.66E-08	0.4493283	0.000
609862.41	4129489.74	0.001	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	7.53E-09	3.98E-07	2.44E-08	0.4299975	0.000
609882.41	4129489.74	0.001	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	7.62E-09	3.78E-07	2.21E-08	0.4075768	0.000
609962.41	4129489.74	0.001	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	8.03E-09	3.36E-07	1.68E-08	0.3606698	0.000
609982.41	4129489.74	0.001	0.000	0.001	0.000	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	8.02E-09	3.31E-07	1.63E-08	0.3548306	0.000
610002.41	4129489.74	0.001	0.000	0.001	0.000	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	8.05E-09	3.30E-07	1.62E-08	0.3545026	0.000
610022.41	4129489.74	0.001	0.000	0.001	0.000	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	8.06E-09	3.31E-07	1.64E-08	0.3558577	0.000
610042.41	4129489.74	0.001	0.000	0.001	0.000	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	8.04E-09	3.34E-07	1.67E-08	0.3585198	0.000
610062.41	4129489.74	0.001	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	8.03E-09	3.37E-07	1.71E-08	0.362552	0.000
610082.41	4129489.74	0.001	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	8.01E-09	3.41E-07	1.76E-08	0.3670468	0.000
610102.41	4129489.74	0.001	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	7.90E-09	3.42E-07	1.79E-08	0.3677061	0.000
610122.41	4129489.74	0.001	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	7.87E-09	3.46E-07	1.83E-08	0.3719699	0.000
610142.41	4129489.74	0.001	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	7.81E-09	3.48E-07	1.87E-08	0.3748657	0.000
610182.41	4129489.74	0.001	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	7.66E-09	3.51E-07	1.93E-08	0.3775147	0.000
610222.41	4129489.74	0.001	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	7.58E-09	3.54E-07	1.99E-08	0.3818482	0.000
610242.41	4129489.74	0.001	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	7.50E-09	3.54E-07	2.00E-08	0.3819613	0.000
610262.41	4129489.74	0.001	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	7.33E-09	3.50E-07	1.99E-08	0.3771655	0.000
610302.41	4129489.74	0.001	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	7.23E-09	3.51E-07	2.02E-08	0.3784783	0.000
609002.41	4129509.74	0.002	0.001	0.001	0.000	0.002	0.002	0.001	0.000	0.001	0.001	0.000	0.000	0.000	2.16E-08	9.55E-07	4.72E-08	1.0233262	0.001
609022.41	4129509.74	0.002	0.001	0.001	0.000	0.002	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	2.19E-08	9.65E-07	4.87E-08	1.0354532	0.001
609042.41	4129509.74	0.002	0.001	0.002	0.000	0.002	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	2.21E-08	9.75E-07	5.03E-08	1.0476956	0.001
609062.41	4129509.74	0.002	0.002	0.002	0.000	0.002	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	2.23E-08	9.83E-07	5.19E-08	1.057476	0.001
609082.41	4129509.74	0.002	0.002	0.002	0.000	0.002	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	2.25E-08	9.91E-07	5.34E-08	1.0668797	0.001
609102.41	4129509.74	0.002	0.002	0.002	0.001	0.002	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	2.25E-08	9.95E-07	5.48E-08	1.0727011	0.001
609122.41	4129509.74	0.002	0.002	0.002	0.001	0.002	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	2.25E-08	9.98E-07	5.61E-08	1.0766982	0.001
609142.41	4129509.74	0.002	0.002	0.002	0.001	0.002	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	2.24E-08	1.00E-06	5.74E-08	1.079525	0.001
609162.41	4129509.74	0.002	0.002	0.002	0.001	0.002	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	2.22E-08	9.99E-07	5.83E-08	1.0796899	0.001
609202.41	4129509.74	0.002	0.002	0.002	0.001	0.002	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	2.16E-08	9.93E-07	5.95E-08	1.0740179	0.001
609222.41	4129509.74	0.002	0.002	0.002	0.001	0.002	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	2.13E-08	9.88E-07	6.01E-08	1.0695081	0.001
609242.41	4129509.74	0.002	0.002	0.002	0.001	0.002	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	2.08E-08	9.76E-07	6.05E-08	1.0574594	0.001
609262.41	4129509.74	0.002	0.002	0.002	0.001	0.002	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	2.03E-08	9.67E-07	6.06E-08	1.0482978	0.001
609302.41	4129509.74	0.002	0.002	0.002	0.001	0.002	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	1.92E-08	9.43E-07	6.01E-08	1.0221323	0.001
609322.41	4129509.74	0.002	0.002	0.002	0.001	0.001	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	1.86E-08	9.26E-07	5.96E-08	1.0047459	0.001
609342.41	4129509.74	0.002	0.002	0.002	0.001	0.001	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	1.80E-08	9.07E-07	5.90E-08	0.9840381	0.001
609362.41	4129509.74	0.002	0.002	0.002	0.001	0.001	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	1.69E-08	8.81E-07	5.82E-08	0.9564673	0.001
609382.41	4129509.74	0.002	0.002	0.002	0.001	0.001	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.000					

609902.41	4129509.74	0.001	0.001	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	6.95E-09	3.38E-07	1.92E-08	0.3636939	0.000
609922.41	4129509.74	0.001	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	7.07E-09	3.26E-07	1.77E-08	0.3502896	0.000
609942.41	4129509.74	0.001	0.000	0.001	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	7.15E-09	3.15E-07	1.64E-08	0.3386003	0.000
609982.41	4129509.74	0.001	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	7.30E-09	3.05E-07	1.51E-08	0.3275838	0.000
610002.41	4129509.74	0.001	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	7.33E-09	3.03E-07	1.49E-08	0.3254606	0.000
610082.41	4129509.74	0.001	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	7.31E-09	3.11E-07	1.58E-08	0.3338455	0.000
610102.41	4129509.74	0.001	0.000	0.001	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	7.27E-09	3.14E-07	1.62E-08	0.3370903	0.000
610122.41	4129509.74	0.001	0.000	0.001	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	7.23E-09	3.17E-07	1.66E-08	0.3406489	0.000
610142.41	4129509.74	0.001	0.001	0.001	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	7.22E-09	3.21E-07	1.70E-08	0.3448613	0.000
610162.41	4129509.74	0.001	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	7.12E-09	3.21E-07	1.73E-08	0.3453567	0.000
610182.41	4129509.74	0.001	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	7.06E-09	3.22E-07	1.76E-08	0.3469004	0.000
610222.41	4129509.74	0.001	0.001	0.001	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	6.99E-09	3.26E-07	1.81E-08	0.3514685	0.000
610242.41	4129509.74	0.001	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	6.91E-09	3.26E-07	1.82E-08	0.3507224	0.000
610262.41	4129509.74	0.001	0.001	0.001	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	6.81E-09	3.24E-07	1.83E-08	0.3491903	0.000
610302.41	4129509.74	0.001	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	6.73E-09	3.26E-07	1.86E-08	0.3508655	0.000
609002.41	4129529.74	0.002	0.001	0.001	0.000	0.002	0.001	0.001	0.000	0.000	0.001	0.001	0.000	0.000	2.02E-08	9.01E-07	4.57E-08	0.9664029	0.001
609022.41	4129529.74	0.002	0.001	0.001	0.000	0.002	0.001	0.001	0.000	0.000	0.001	0.001	0.000	0.000	2.04E-08	9.09E-07	4.71E-08	0.976261	0.001
609042.41	4129529.74	0.002	0.001	0.000	0.000	0.002	0.001	0.001	0.000	0.000	0.001	0.001	0.000	0.000	2.05E-08	9.16E-07	4.85E-08	0.9852002	0.001
609062.41	4129529.74	0.002	0.001	0.002	0.000	0.002	0.001	0.001	0.000	0.000	0.001	0.001	0.000	0.000	2.06E-08	9.22E-07	4.98E-08	0.9925456	0.001
609082.41	4129529.74	0.002	0.001	0.002	0.000	0.002	0.001	0.001	0.000	0.000	0.001	0.001	0.000	0.000	2.07E-08	9.27E-07	5.10E-08	0.9985906	0.001
609102.41	4129529.74	0.002	0.002	0.002	0.000	0.002	0.001	0.001	0.000	0.000	0.001	0.001	0.000	0.000	2.07E-08	9.30E-07	5.22E-08	1.0028507	0.001
609122.41	4129529.74	0.002	0.002	0.002	0.000	0.002	0.001	0.001	0.000	0.000	0.001	0.001	0.000	0.000	2.06E-08	9.30E-07	5.31E-08	1.0039507	0.001
609142.41	4129529.74	0.002	0.002	0.002	0.001	0.002	0.001	0.001	0.000	0.000	0.001	0.001	0.000	0.000	2.04E-08	9.30E-07	5.41E-08	1.0041779	0.001
609162.41	4129529.74	0.002	0.002	0.002	0.001	0.002	0.001	0.001	0.000	0.000	0.001	0.001	0.000	0.000	2.02E-08	9.28E-07	5.49E-08	1.0028494	0.001
609202.41	4129529.74	0.002	0.002	0.002	0.001	0.002	0.001	0.001	0.000	0.000	0.001	0.001	0.000	0.000	1.96E-08	9.18E-07	5.57E-08	0.9935669	0.001
609222.41	4129529.74	0.002	0.002	0.002	0.001	0.002	0.001	0.001	0.000	0.000	0.001	0.001	0.000	0.000	1.92E-08	9.12E-07	5.59E-08	0.9870343	0.001
609242.41	4129529.74	0.002	0.002	0.002	0.001	0.001	0.001	0.001	0.000	0.000	0.001	0.001	0.000	0.000	1.87E-08	9.00E-07	5.62E-08	0.9746513	0.001
609262.41	4129529.74	0.002	0.002	0.002	0.001	0.001	0.001	0.001	0.000	0.000	0.001	0.001	0.000	0.000	1.83E-08	8.90E-07	5.60E-08	0.9645128	0.001
609302.41	4129529.74	0.002	0.002	0.002	0.001	0.001	0.001	0.001	0.000	0.000	0.001	0.001	0.000	0.000	1.74E-08	8.65E-07	5.53E-08	0.9375465	0.001
609322.41	4129529.74	0.002	0.002	0.002	0.001	0.001	0.001	0.001	0.000	0.000	0.001	0.000	0.000	0.000	1.68E-08	8.48E-07	5.47E-08	0.9201122	0.001
609342.41	4129529.74	0.002	0.002	0.002	0.001	0.001	0.001	0.001	0.000	0.000	0.001	0.000	0.000	0.000	1.58E-08	8.26E-07	5.40E-08	0.8959069	0.001
609362.41	4129529.74	0.002	0.002	0.002	0.001	0.001	0.001	0.001	0.000	0.000	0.001	0.000	0.000	0.000	1.53E-08	8.06E-07	5.31E-08	0.8745253	0.001
609382.41	4129529.74	0.002	0.002	0.002	0.000	0.001	0.001	0.001	0.000	0.000	0.001	0.000	0.000	0.000	1.48E-08	7.85E-07	5.20E-08	0.8519445	0.001
609402.41	4129529.74	0.002	0.002	0.002	0.000	0.001	0.001	0.001	0.000	0.000	0.001	0.000	0.000	0.000	1.43E-08	7.63E-07	5.09E-08	0.8286191	0.001
609422.41	4129529.74	0.002	0.001	0.002	0.000	0.001	0.001	0.001	0.000	0.000	0.001	0.000	0.000	0.000	1.39E-08	7.43E-07	4.96E-08	0.8060674	0.001
609442.41	4129529.74	0.002	0.001	0.002	0.000	0.001	0.001	0.001	0.000	0.000	0.001	0.000	0.000	0.000	1.34E-08	7.21E-07	4.84E-08	0.7823837	0.001
609542.41	4129529.74	0.001	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	0.001	0.000	0.000	0.000	1.07E-08	5.95E-07	4.22E-08	0.6475608	0.000
609582.41	4129529.74	0.001	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.000	9.31E-09	5.46E-07	4.04E-08	0.5957807	0.001
609602.41	4129529.74	0.001	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.000	8.64E-09	5.24E-07	3.95E-08	0.5722851	0.001
609642.41	4129529.74	0.001	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	7.43E-09	4.80E-07	3.70E-08	0.5246667	0.000
609662.41	4129529.74	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	6.92E-09	4.63E-07	3.60E-08	0.5063422	0.000
609682.41	4129529.74	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	6.50E-09	4.50E-07	3.50E-08	0.4910962	0.000
609742.41	4129529.74	0.001	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.73E-09	4.16E-07	3.15E-08	0.4533641	0.000
609762.41	4129529.74	0.001	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.64E-09	4.07E-07	3.03E-08	0.4425059	0.000
609862.41	4129529.74	0.001	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	6.04E-09	3.47E-07	2.21E-08	0.3748889	0.000
609882.41	4129529.74	0.001	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	6.17E-09	3.32E-07	2.02E-08	0.3579832	0.000
609902.41	4129529.74	0.001	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	6.29E-09	3.18E-07	1.85E-08	0.3423222	0.000
609922.41	4129529.74	0.001	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	6.42E-09	3.06E-07	1.70E-08	0.3290781	0.000
609942.41	4129529.74	0.001	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	6.45E-09	2.92E-07	1.55E-08	0.3143921	0.000
609962.41	4129529.74	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	6.55E-09	2.86E-07	1.46E-08	0.3073314	0.000
610002.41	4129529.74	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	6.70E-09	2.81E-07	1.38E-08	0.3010884	0.000
610022.41	4129529.74	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	6.69E-09	2.78E-07	1.36E-08	0.2985496	0.000
610042.41	4129529.74	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	6.67E-09	2.78E-07	1.36E-08	0.298543	0.000
610062.41	4129529.74	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	6.64E-09	2.79E-07	1.38E-08	0.2996356	0.000
610162.41	4129529.74	0.001	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	6.53E-09	2.93			

609382.41	4129549.74	0.002	0.001	0.001	0.000	0.001	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.000	1.36E-08	7.22E-07	4.75E-08	0.7825819	0.001
609402.41	4129549.74	0.002	0.001	0.001	0.000	0.001	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.000	1.32E-08	7.03E-07	4.64E-08	0.7624144	0.001
609422.41	4129549.74	0.002	0.001	0.001	0.000	0.001	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.000	1.27E-08	6.81E-07	4.53E-08	0.739383	0.001
609442.41	4129549.74	0.002	0.001	0.001	0.000	0.001	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.000	1.23E-08	6.62E-07	4.41E-08	0.7181706	0.001
609482.41	4129549.74	0.001	0.001	0.001	0.000	0.001	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.000	1.16E-08	6.23E-07	4.19E-08	0.6767919	0.001
609502.41	4129549.74	0.001	0.001	0.001	0.000	0.001	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.000	1.11E-08	6.01E-07	4.09E-08	0.6532314	0.001
609522.41	4129549.74	0.001	0.001	0.001	0.000	0.001	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.000	1.05E-08	5.77E-07	3.97E-08	0.6267746	0.001
609582.41	4129549.74	0.001	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.001	0.000	0.000	0.000	0.000	8.72E-09	5.09E-07	3.72E-08	0.5548623	0.000
609602.41	4129549.74	0.001	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	8.09E-09	4.88E-07	3.64E-08	0.5320414	0.000
609622.41	4129549.74	0.001	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	7.52E-09	4.64E-07	3.51E-08	0.5070479	0.000
609642.41	4129549.74	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	6.98E-09	4.47E-07	3.43E-08	0.4885674	0.000
609662.41	4129549.74	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	6.53E-09	4.33E-07	3.34E-08	0.4726075	0.000
609682.41	4129549.74	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	6.12E-09	4.19E-07	3.25E-08	0.4578712	0.000
609722.41	4129549.74	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.49E-09	3.96E-07	3.04E-08	0.4315538	0.000
609742.41	4129549.74	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.28E-09	3.85E-07	2.94E-08	0.420036	0.000
609762.41	4129549.74	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.15E-09	3.76E-07	2.82E-08	0.4096806	0.000
609782.41	4129549.74	0.001	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.09E-09	3.67E-07	2.70E-08	0.3986199	0.000
609802.41	4129549.74	0.001	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.09E-09	3.56E-07	2.56E-08	0.3869984	0.000
609822.41	4129549.74	0.001	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.16E-09	3.46E-07	2.42E-08	0.3751609	0.000
609862.41	4129549.74	0.001	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.40E-09	3.23E-07	2.10E-08	0.3490713	0.000
609882.41	4129549.74	0.001	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.55E-09	3.11E-07	1.93E-08	0.335548	0.000
609922.41	4129549.74	0.001	0.000	0.001	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.80E-09	2.86E-07	1.62E-08	0.3082692	0.000
609942.41	4129549.74	0.001	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.89E-09	2.76E-07	1.49E-08	0.2963547	0.000
609962.41	4129549.74	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.94E-09	2.66E-07	1.38E-08	0.2857263	0.000
610002.41	4129549.74	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	6.08E-09	2.58E-07	1.27E-08	0.2769786	0.000
610022.41	4129549.74	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	6.11E-09	2.56E-07	1.25E-08	0.2749235	0.000
610042.41	4129549.74	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	6.10E-09	2.55E-07	1.24E-08	0.2737824	0.000
610062.41	4129549.74	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	6.08E-09	2.56E-07	1.26E-08	0.2745873	0.000
610082.41	4129549.74	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	6.07E-09	2.58E-07	1.28E-08	0.2764301	0.000
610102.41	4129549.74	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	6.06E-09	2.60E-07	1.31E-08	0.2796085	0.000
610122.41	4129549.74	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	6.06E-09	2.64E-07	1.35E-08	0.2836607	0.000
610162.41	4129549.74	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.99E-09	2.69E-07	1.42E-08	0.2889939	0.000
610182.41	4129549.74	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	6.01E-09	2.73E-07	1.46E-08	0.2934563	0.000
610202.41	4129549.74	0.001	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	6.01E-09	2.76E-07	1.49E-08	0.2970763	0.000
610222.41	4129549.74	0.001	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.99E-09	2.78E-07	1.52E-08	0.2996135	0.000
610242.41	4129549.74	0.001	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.88E-09	2.76E-07	1.52E-08	0.2975362	0.000
610282.41	4129549.74	0.001	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.88E-09	2.81E-07	1.57E-08	0.3026111	0.000
610302.41	4129549.74	0.001	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.83E-09	2.81E-07	1.58E-08	0.3028021	0.000
608982.41	4129569.74	0.001	0.001	0.001	0.000	0.002	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.000	1.75E-08	7.98E-07	4.17E-08	0.8569187	0.001
609002.41	4129569.74	0.001	0.001	0.001	0.000	0.002	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.000	1.76E-08	8.03E-07	4.27E-08	0.8631842	0.001
609022.41	4129569.74	0.001	0.001	0.001	0.000	0.002	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.000	1.76E-08	8.07E-07	4.38E-08	0.868695	0.001
609042.41	4129569.74	0.002	0.001	0.001	0.000	0.002	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	1.77E-08	8.10E-07	4.48E-08	0.8728728	0.001
609062.41	4129569.74	0.002	0.001	0.001	0.000	0.002	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	1.76E-08	8.13E-07	4.57E-08	0.8758194	0.001
609082.41	4129569.74	0.002	0.001	0.001	0.000	0.002	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	1.76E-08	8.13E-07	4.65E-08	0.8771629	0.001
609102.41	4129569.74	0.002	0.001	0.001	0.000	0.002	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	1.74E-08	8.12E-07	4.71E-08	0.8766986	0.001
609122.41	4129569.74	0.002	0.001	0.001	0.000	0.001	0.001	0.001	0.000	0.001	0.001	0.000	0.000	0.000	1.73E-08	8.09E-07	4.76E-08	0.8743782	0.001
609142.41	4129569.74	0.002	0.001	0.001	0.000	0.001	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.000	1.70E-08	8.06E-07	4.81E-08	0.8710703	0.001
609162.41	4129569.74	0.002	0.001	0.001	0.000	0.001	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.000	1.68E-08	8.01E-07	4.84E-08	0.8659526	0.001
609202.41	4129569.74	0.002	0.001	0.002	0.000	0.001	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.000	1.62E-08	7.88E-07	4.85E-08	0.8522831	0.001
609222.41	4129569.74	0.002	0.001	0.002	0.000	0.001	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.000	1.59E-08	7.79E-07	4.84E-08	0.8437702	0.001
609242.41	4129569.74	0.002	0.001	0.002	0.000	0.001	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.000	1.55E-08	7.71E-07	4.83E-08	0.8347231	0.001
609282.41	4129569.74	0.002	0.001	0.001	0.000	0.001	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.000	1.48E-08	7.46E-07	4.74E-08	0.8079942	0.001
609302.41	4129569.74	0.002	0.001	0.001	0.000	0.001	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.000	1.44E-08	7.33E-07	4.68E-08	0.7937218	0.001
609322.41	4129569.74	0.002	0.001	0.001	0.000	0.001	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.000	1.39E-08	7.18E-07	4.61E-08	0.7779494	0.001
609342.41	4129569.74	0.002	0.001	0.001	0.000	0.001	0.001	0.001	0.000	0.001	0.000	0.000	0.000	0.000					

[illegible]

Evergren Valley College FMP

Cancer Risk, Hazard Index and PM_{2.5} Concentration Calculations - Offsite Residential - Mitigated

Source	Year	Start Date	End Date	Calendar Days	Exposure Duration (Days)			Exposure Duration	DPM		PM _{2.5}	
					Start Date	4/2/2022	4/2/2024		Emissions (tons)	Emission Rate (g/s)	Emissions (tons)	Emission Rate (g/s)
					Stop Date	4/1/2022	4/1/2024					
Area Source 1	2022	9/1/2022	12/31/2022	121	0	121	0	121	2.70E-03	6.56E-04	2.67E-03	6.49E-04
Area Source 1	2023	1/1/2023	12/31/2023	364	0	364	0	364	7.66E-03	6.19E-04	7.60E-03	6.14E-04
Area Source 1	2024	1/1/2024	12/31/2024	365	0	91	274	365	9.17E-03	7.39E-04	1.00E-02	8.07E-04
Area Source 1	2025	1/1/2025	12/31/2025	364	0	0	364	364	3.64E-03	2.94E-04	3.59E-03	2.90E-04
Area Source 2	2021	8/1/2021	9/30/2021	60	0	0	0	0	8.90E-04	4.36E-04	8.90E-04	4.36E-04
Area Source 2	2022	3/1/2022	12/31/2022	305	31	273	1	305	6.61E-03	6.37E-04	6.48E-03	6.25E-04
Area Source 2	2023	1/1/2023	11/30/2023	333	0	333	0	333	5.16E-03	4.56E-04	5.05E-03	4.46E-04
Area Source 3	2021	1/1/2021	12/31/2021	364	0	0	0	0	1.49E-03	9.50E-05	1.45E-03	9.25E-05
Area Source 3	2022	1/1/2022	12/31/2022	364	90	273	1	364	4.60E-03	2.93E-04	4.50E-03	2.87E-04
Area Source 3	2023	1/1/2023	2/28/2023	58	0	58	0	58	2.90E-04	1.16E-04	2.80E-04	1.12E-04
Area Source 4	2022	10/1/2022	12/31/2022	91	0	91	0	91	1.02E-03	2.60E-04	1.00E-03	2.55E-04
Area Source 4	2023	1/1/2023	12/31/2023	364	0	364	0	364	3.08E-03	1.96E-04	3.04E-03	1.94E-04
Area Source 4	2025	1/1/2025	11/18/2025	321	0	0	321	321	1.55E-03	1.12E-04	1.54E-03	1.11E-04

Cancer Risk Factors

	Abbreviation	UOM	3rd Trimester	0<2	2<9
Daily Breathing Rate	DBR	L/kg-day	361	1090	631
Fraction Of Time At Home	FAH	unitless	1	1	1
Exposure Frequency	EF	days/year	0.96	0.96	0.96
Age Sensitivity Factor	ASF	unitless	10	10	3
Inhalation Absorption Factor	A	unitless	1	1	1
Conversion Factor	CF ₁	m ³ /L	0.001	0.001	0.001
Conversion Factor	CF ₂	µg/m ³	0.001	0.001	0.001
Cancer Potency Factor (diesel exhaust)	CPF	mg/kg-day ⁻¹	1.1	1.1	1.1
Averaging Time (for residential exposure)	AT	years	70.00	70.00	70.00

SOURCE: Office of Environmental Health Hazard Assessment, 2015. *Air Toxics Hot Spots Program Guidance Manual for the Preparation of Health Risk Assessments*. February.

Daily breathing rate for residential receptor is based on the OEHHA 95th percentile moderate intensity breathing rates (OEHHA Table 5.7).

Fraction of time at home is set to values per OEHHA Table 8.4 for residential since the nearest school has an unmitigated cancer risk of <1 per million.

Inhalation cancer potency factor from OEHHA Table 7.1

Hazard Index

Chronic Inhalation	REL	µg/m ³	5
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Intake Factor for Inhalation, IF (m³/kg-day) = DBR*FAH*EF*ED*ASF*A*CF/AT

Source	3rd Trimester	0<2	2<9
Area Source 1	0.000	0.049	0.000
Area Source 1	0.000	0.149	0.000
Area Source 1	0.000	0.037	0.019
Area Source 1	0.000	0.000	0.026
Area Source 2	0.000	0.000	0.000
Area Source 2	0.004	0.112	0.000
Area Source 2	0.000	0.136	0.000
Area Source 3	0.000	0.000	0.000
Area Source 3	0.012	0.112	0.000
Area Source 3	0.000	0.024	0.000
Area Source 4	0.000	0.037	0.000
Area Source 4	0.000	0.149	0.000
Area Source 4	0.000	0.000	0.023

Risk Calculation Part 1, R1 = IF*CPF*CF

3rd Trimester	0<2	2<9
0.00E+00	5.44E-05	0.00E+00
0.00E+00	1.64E-04	0.00E+00
0.00E+00	4.09E-05	2.14E-05
0.00E+00	0.00E+00	2.84E-05
0.00E+00	0.00E+00	0.00E+00
4.62E-06	1.23E-04	7.81E-08
0.00E+00	1.50E-04	0.00E+00
0.00E+00	0.00E+00	0.00E+00
1.34E-05	1.23E-04	7.81E-08
0.00E+00	2.61E-05	0.00E+00
0.00E+00	4.09E-05	0.00E+00
0.00E+00	1.64E-04	0.00E+00
0.00E+00	0.00E+00	2.51E-05

	Cancer Risk	UTM X	UTM Y
MAX MITIGATED	0.62	610081.12	4128660.86

3132 Park Estates Way

HI	UTM X	UTM Y
0.001	610081.12	4128660.86

PM _{2.5} Conc.	UTM X	UTM Y
0.003	610081.12	4128660.86

PM_{2.5} concentration, G_{PM2.5} (µg/m³) - at max. HI receptor

X (UTM)	Y (UTM)	Project Construction											
		AS1	AS1	AS1	AS1	AS2	AS2	AS2	AS2	AS3	AS3	AS3	AS4
		2022	2023	2024	2025	2021	2022	2023	2021	2022	2023	2022	2023
610081.12	4128660.86	0.001	0.001	0.001	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.001	0.001

PM _{2.5} Conc.
µg/m ³
Max. Annual
2.63E-03

Diesel Particulate Matter concentration, G_{DPM} (µg/m³)

X (UTM)	Y (UTM)	Project Construction											
		AS1	AS1	AS1	AS1	AS2	AS2	AS2	AS2	AS3	AS3	AS4	AS4
		2022	2023	2024	2025	2021	2022	2023	2021	2022	2023	2022	2023
609001.12	4128400.86	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
609021.12	4128400.86	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Risk Calculation Part 2				
Cancer Risk = $\Sigma R1 \cdot C_{DPM}$				HI
3rd Trimester	0<2	2<9	Total	C_{DPM}/REL
unitless				
1.87E-10	8.87E-09	4.28E-10	0.00949	8.E-06
1.82E-10	8.76E-09	4.49E-10	0.009394	8.E-06

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

609861.12	4128540.86	0.000	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	4.69E-09	2.82E-07	1.14E-08	0.298408	3.E-04
609881.12	4128540.86	0.000	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	4.81E-09	2.96E-07	1.26E-08	0.312933	3.E-04
609921.12	4128540.86	0.000	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	4.96E-09	3.15E-07	1.47E-08	0.334198	3.E-04
609941.12	4128540.86	0.000	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.001	0.000	0.000	4.97E-09	3.20E-07	1.56E-08	0.340142	3.E-04
609961.12	4128540.86	0.000	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.001	0.000	0.000	4.94E-09	3.21E-07	1.64E-08	0.342596	3.E-04
609981.12	4128540.86	0.000	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.001	0.000	0.000	4.99E-09	3.29E-07	1.76E-08	0.351914	3.E-04
610021.12	4128540.86	0.000	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.001	0.000	0.000	4.98E-09	3.36E-07	1.94E-08	0.3607	3.E-04
610041.12	4128540.86	0.000	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.001	0.000	0.000	4.96E-09	3.37E-07	2.02E-08	0.3621	3.E-04
610061.12	4128540.86	0.000	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	4.90E-09	3.35E-07	2.08E-08	0.360528	3.E-04
610101.12	4128540.86	0.000	0.000	0.001	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	4.91E-09	3.39E-07	2.23E-08	0.365858	3.E-04
610121.12	4128540.86	0.000	0.000	0.001	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	4.88E-09	3.37E-07	2.28E-08	0.364723	3.E-04
610141.12	4128540.86	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	4.76E-09	3.29E-07	2.27E-08	0.355987	3.E-04
610161.12	4128540.86	0.001	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	4.70E-09	3.25E-07	2.30E-08	0.352974	3.E-04
610181.12	4128540.86	0.001	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	4.64E-09	3.21E-07	2.32E-08	0.349259	3.E-04
610221.12	4128540.86	0.001	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	4.46E-09	3.09E-07	2.31E-08	0.336989	3.E-04
610241.12	4128540.86	0.001	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	4.39E-09	3.05E-07	2.31E-08	0.332365	3.E-04
610261.12	4128540.86	0.001	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	4.27E-09	2.97E-07	2.28E-08	0.323955	3.E-04
610281.12	4128540.86	0.001	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	4.20E-09	2.92E-07	2.27E-08	0.318749	3.E-04
610301.12	4128540.86	0.001	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	4.10E-09	2.85E-07	2.23E-08	0.311144	3.E-04
609221.12	4128560.86	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	3.49E-10	1.87E-08	8.60E-10	0.019906	2.E-05
609241.12	4128560.86	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	3.84E-10	2.09E-08	9.11E-10	0.022155	2.E-05
609261.12	4128560.86	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	4.08E-10	2.25E-08	9.71E-10	0.023847	2.E-05
609301.12	4128560.86	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.50E-10	2.99E-08	1.08E-09	0.031544	3.E-05
609321.12	4128560.86	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	6.03E-10	3.26E-08	1.14E-09	0.034295	3.E-05
609341.12	4128560.86	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	6.53E-10	3.49E-08	1.20E-09	0.036787	3.E-05
609361.12	4128560.86	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	7.34E-10	3.84E-08	1.24E-09	0.040402	4.E-05
609861.12	4128560.86	0.000	0.000	0.000	0.000	0.000	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	5.19E-09	3.21E-07	1.34E-08	0.339952	3.E-04
609921.12	4128560.86	0.000	0.000	0.000	0.000	0.000	0.000	0.001	0.001	0.000	0.000	0.001	0.000	0.000	5.45E-09	3.57E-07	1.73E-08	0.379473	4.E-04
609941.12	4128560.86	0.000	0.000	0.000	0.000	0.000	0.000	0.001	0.001	0.000	0.000	0.001	0.000	0.000	5.30E-09	3.50E-07	1.77E-08	0.372777	3.E-04
609961.12	4128560.86	0.000	0.000	0.000	0.000	0.000	0.001	0.001	0.000	0.000	0.000	0.001	0.000	0.000	5.27E-09	3.52E-07	1.86E-08	0.375963	3.E-04
609981.12	4128560.86	0.000	0.000	0.000	0.000	0.000	0.001	0.001	0.000	0.000	0.000	0.001	0.000	0.000	5.31E-09	3.59E-07	1.99E-08	0.38464	4.E-04
610021.12	4128560.86	0.000	0.000	0.000	0.000	0.000	0.001	0.001	0.000	0.000	0.000	0.001	0.000	0.000	5.33E-09	3.68E-07	2.21E-08	0.394947	4.E-04
610041.12	4128560.86	0.000	0.000	0.001	0.000	0.000	0.001	0.001	0.000	0.000	0.000	0.001	0.000	0.000	5.28E-09	3.66E-07	2.28E-08	0.394387	4.E-04
610061.12	4128560.86	0.000	0.000	0.001	0.000	0.000	0.001	0.001	0.000	0.000	0.000	0.001	0.000	0.000	5.24E-09	3.65E-07	2.35E-08	0.393777	4.E-04
610101.12	4128560.86	0.001	0.000	0.001	0.000	0.000	0.001	0.001	0.000	0.000	0.000	0.001	0.000	0.000	5.24E-09	3.67E-07	2.50E-08	0.397164	4.E-04
610121.12	4128560.86	0.001	0.001	0.001	0.000	0.000	0.001	0.001	0.000	0.000	0.000	0.001	0.000	0.000	5.19E-09	3.64E-07	2.55E-08	0.394759	4.E-04
610141.12	4128560.86	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.01E-09	3.51E-07	2.51E-08	0.381511	3.E-04
610161.12	4128560.86	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	4.94E-09	3.47E-07	2.53E-08	0.377476	3.E-04
610181.12	4128560.86	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	4.88E-09	3.43E-07	2.56E-08	0.373873	3.E-04
610221.12	4128560.86	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	4.69E-09	3.31E-07	2.54E-08	0.360768	3.E-04
610241.12	4128560.86	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	4.58E-09	3.23E-07	2.51E-08	0.352759	3.E-04
610261.12	4128560.86	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	4.46E-09	3.15E-07	2.47E-08	0.343662	3.E-04
610281.12	4128560.86	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	4.35E-09	3.06E-07	2.42E-08	0.334501	3.E-04
610301.12	4128560.86	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	4.27E-09	3.00E-07	2.40E-08	0.328456	3.E-04
609221.12	4128580.86	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	3.74E-10	1.98E-08	8.88E-10	0.02106	2.E-05
609241.12	4128580.86	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	4.10E-10	2.20E-08	9.41E-10	0.023357	2.E-05
609261.12	4128580.86	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	4.58E-10	2.48E-08	1.00E-09	0.026251	2.E-05
609921.12	4128580.86	0.000	0.000	0.000	0.000	0.001	0.001	0.001	0.000	0.000	0.000	0.001	0.001	0.000	5.94E-09	4.02E-07	2.03E-08	0.428213	4.E-04
609941.12	4128580.86	0.000	0.000	0.000	0.000	0.000	0.001	0.001	0.001	0.000	0.000	0.001	0.001	0.000	5.90E-09	4.04E-07	2.14E-08	0.430982	4.E-04
609961.12	4128580.86	0.000	0.000	0.000	0.000	0.000	0.001	0.001	0.000	0.000	0.000	0.001	0.001	0.000	5.86E-09	4.05E-07	2.25E-08	0.433377	4.E-04
609981.12	4128580.86	0.000	0.000	0.000	0.000	0.000	0.001	0.001	0.000	0.000	0.000	0.001	0.001	0.000	5.72E-09	3.98E-07	2.30E-08	0.426253	4.E-04
610001.12	4128580.86	0.000	0.000	0.001	0.000	0.000	0.001	0.001	0.000	0.000	0.000	0.001	0.001	0.000	5.73E-09	4.01E-07	2.42E-08	0.431219	4.E-04
610021.12	4128580.86	0.000	0.000	0.001	0.000	0.000	0.001	0.001	0.000	0.000	0.000	0.001	0.000	0.000	5.70E-09	4.02E-07	2.51E-08	0.43265	4.E-04
610041.12	4128580.86	0.001	0.000	0.001	0.000	0.000	0.001	0.001	0.000	0.000	0.000	0.001	0.000	0.000	5.65E-09	3.99E-07	2.58E-08	0.430755	4.E-04
610061.12	4128580.86	0.001	0.001	0.001	0.000	0.000	0.001	0.001	0.000	0.000	0.000	0.001	0.000	0.000	5.63E-09	3.99E-07	2.67E-08	0.43148	4

610121.12	4128600.86	0.001	0.001	0.001	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.001	0.000	0.000	5.80E-09	4.21E-07	3.16E-08	0.458479	4.E-04
610141.12	4128600.86	0.001	0.001	0.001	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.63E-09	4.09E-07	3.12E-08	0.445876	4.E-04
610161.12	4128600.86	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.49E-09	3.99E-07	3.10E-08	0.435598	4.E-04
610181.12	4128600.86	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.36E-09	3.90E-07	3.07E-08	0.425958	4.E-04
610221.12	4128600.86	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.11E-09	3.71E-07	2.99E-08	0.40634	3.E-04
610241.12	4128600.86	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	4.99E-09	3.62E-07	2.94E-08	0.396411	3.E-04
610261.12	4128600.86	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	4.84E-09	3.50E-07	2.86E-08	0.383703	3.E-04
610301.12	4128600.86	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	4.57E-09	3.28E-07	2.70E-08	0.360011	3.E-04
609981.12	4128620.86	0.001	0.001	0.001	0.000	0.001	0.001	0.001	0.000	0.000	0.000	0.001	0.001	0.000	6.85E-09	5.03E-07	3.19E-08	0.541699	5.E-04
610001.12	4128620.86	0.001	0.001	0.001	0.000	0.000	0.001	0.001	0.000	0.000	0.000	0.001	0.001	0.000	6.79E-09	5.00E-07	3.29E-08	0.539313	5.E-04
610021.12	4128620.86	0.001	0.001	0.001	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.001	0.001	0.000	6.71E-09	4.95E-07	3.37E-08	0.53505	5.E-04
610041.12	4128620.86	0.001	0.001	0.001	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.001	0.001	0.000	6.65E-09	4.91E-07	3.46E-08	0.532158	5.E-04
610081.12	4128620.86	0.001	0.001	0.001	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.001	0.000	0.000	6.42E-09	4.75E-07	3.53E-08	0.516643	5.E-04
610101.12	4128620.86	0.001	0.001	0.001	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.001	0.000	0.000	6.30E-09	4.67E-07	3.55E-08	0.508719	4.E-04
610121.12	4128620.86	0.001	0.001	0.001	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.001	0.000	0.000	6.08E-09	4.50E-07	3.49E-08	0.491301	4.E-04
610241.12	4128620.86	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.20E-09	3.82E-07	3.16E-08	0.418831	4.E-04
610261.12	4128620.86	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.04E-09	3.69E-07	3.06E-08	0.405088	3.E-04
610281.12	4128620.86	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	4.88E-09	3.56E-07	2.96E-08	0.390646	3.E-04
610301.12	4128620.86	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	4.73E-09	3.43E-07	2.86E-08	0.376743	3.E-04
609541.12	4128640.86	0.000	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	3.71E-09	1.77E-07	2.28E-09	0.182503	2.E-04
610041.12	4128640.86	0.001	0.001	0.001	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.001	0.001	0.000	7.13E-09	5.38E-07	3.96E-08	0.584769	5.E-04
610081.12	4128640.86	0.001	0.001	0.001	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.001	0.001	0.000	6.84E-09	5.17E-07	4.00E-08	0.563974	5.E-04
610101.12	4128640.86	0.001	0.001	0.001	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.001	0.000	0.000	6.69E-09	5.06E-07	3.99E-08	0.552603	5.E-04
610121.12	4128640.86	0.001	0.001	0.001	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.001	0.000	0.000	6.43E-09	4.86E-07	3.88E-08	0.530925	5.E-04
610141.12	4128640.86	0.001	0.001	0.001	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.001	0.000	0.000	6.29E-09	4.76E-07	3.86E-08	0.52055	4.E-04
610161.12	4128640.86	0.001	0.001	0.001	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.001	0.000	0.000	6.07E-09	4.58E-07	3.76E-08	0.501812	4.E-04
610181.12	4128640.86	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.91E-09	4.45E-07	3.68E-08	0.487304	4.E-04
610201.12	4128640.86	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.73E-09	4.30E-07	3.58E-08	0.47137	4.E-04
610221.12	4128640.86	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.56E-09	4.16E-07	3.48E-08	0.455851	4.E-04
610261.12	4128640.86	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.21E-09	3.86E-07	3.24E-08	0.423419	4.E-04
610281.12	4128640.86	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.05E-09	3.71E-07	3.12E-08	0.407548	3.E-04
610301.12	4128640.86	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	4.88E-09	3.57E-07	3.00E-08	0.391372	3.E-04
609521.12	4128660.86	0.000	0.000	0.000	0.000	0.000	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	3.96E-09	1.91E-07	2.46E-09	0.19758	2.E-04
609541.12	4128660.86	0.000	0.000	0.000	0.000	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	4.43E-09	2.12E-07	2.57E-09	0.21932	2.E-04
610081.12	4128660.86	0.001	0.001	0.001	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.001	0.001	0.000	7.27E-09	5.63E-07	4.51E-08	0.615349	5.E-04
610101.12	4128660.86	0.001	0.001	0.001	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.001	0.000	0.000	7.10E-09	5.50E-07	4.49E-08	0.602138	5.E-04
610121.12	4128660.86	0.001	0.001	0.001	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.001	0.000	0.000	6.77E-09	5.23E-07	4.31E-08	0.572415	5.E-04
610141.12	4128660.86	0.001	0.001	0.001	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.001	0.000	0.000	6.59E-09	5.08E-07	4.23E-08	0.556596	5.E-04
610161.12	4128660.86	0.001	0.001	0.001	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.001	0.000	0.000	6.34E-09	4.87E-07	4.08E-08	0.533829	5.E-04
610181.12	4128660.86	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	6.17E-09	4.72E-07	3.99E-08	0.518191	4.E-04
610201.12	4128660.86	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.98E-09	4.56E-07	3.86E-08	0.500163	4.E-04
610221.12	4128660.86	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.76E-09	4.36E-07	3.71E-08	0.479129	4.E-04
610281.12	4128660.86	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.18E-09	3.84E-07	3.26E-08	0.421419	4.E-04
610301.12	4128660.86	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.03E-09	3.70E-07	3.15E-08	0.4067	3.E-04
610161.12	4128680.86	0.001	0.001	0.001	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.001	0.000	0.000	6.63E-09	5.17E-07	4.43E-08	0.56825	5.E-04
610181.12	4128680.86	0.001	0.001	0.001	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	6.44E-09	5.00E-07	4.30E-08	0.549505	5.E-04
610201.12	4128680.86	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	6.22E-09	4.80E-07	4.14E-08	0.527405	4.E-04
610221.12	4128680.86	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	6.00E-09	4.59E-07	3.96E-08	0.504887	4.E-04
610241.12	4128680.86	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.77E-09	4.37E-07	3.77E-08	0.480963	4.E-04
610261.12	4128680.86	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.57E-09	4.19E-07	3.61E-08	0.461013	4.E-04
610281.12	4128680.86	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.38E-09	4.02E-07	3.45E-08	0.44172	4.E-04
610301.12	4128680.86	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.18E-09	3.83E-07	3.28E-08	0.420845	4.E-04
610221.12	4128700.86	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	6.16E-09	4.75E-07	4.15E-08	0.52251	4.E-04
610241.12	4128700.86	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.94E-09	4.53E-07	3.95E-08	0.498897	4.E-04
610261.12	4128700.86	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.71E-09	4.32E-07	3.76E-08	0.475278	4.E-0

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Evergreen Valley College FMP

Cancer Risk, Hazard Index and PM_{2.5} Concentration Calculations - School & Daycare

										Exposure Duration (Days)		Exposure Duration (Days)		
										1/1/2022		1/1/2022		
										1/1/2024		1/1/2021		
										Preschool		After-School Center		
										DPM Emissions (tons)		DPM Emission Rate (g/s)		
										Uncontrolled		Tier 4		
										Uncontrolled		Tier 4		
										PM _{2.5} Emissions (tons)		PM _{2.5} Emission Rate (g/s)		
										Uncontrolled		Tier 4		
										Uncontrolled		Tier 4		
Source	Year	Start Date	End Date	Calendar Days	O=2	2=C9	2=C16	Exposure Duration	Uncontrolled	Tier 4	Uncontrolled	Tier 4	Uncontrolled	Tier 4
Area Source 1	2022	9/1/2022	12/31/2022	121	121	0	121	121	0.04	2.70E-03	0.010	6.56E-04	0.04	2.67E-03
Area Source 1	2023	1/1/2023	12/31/2023	364	364	0	364	364	0.11	7.64E-03	0.009	4.18E-04	0.10	7.07E-03
Area Source 1	2024	1/1/2024	12/31/2024	364	0	365	365	365	0.11	9.17E-03	0.009	4.39E-04	0.11	9.00E-03
Area Source 2	2025	1/1/2025	12/31/2025	364	0	364	364	364	0.03	3.64E-03	0.001	2.94E-04	0.01	3.59E-03
Area Source 2	2026	9/1/2026	9/30/2026	364	0	0	0	0	0.02	8.90E-04	0.001	4.93E-04	0.02	9.05E-04
Area Source 2	2028	3/1/2022	12/31/2022	305	305	0	305	305	0.08	6.81E-03	0.008	6.17E-04	0.08	6.49E-03
Area Source 2	2029	1/1/2021	11/30/2021	333	333	0	333	333	0.07	5.16E-03	0.006	4.56E-04	0.07	5.02E-03
Area Source 3	2021	1/1/2021	12/31/2021	364	0	0	0	0	0.02	1.49E-03	0.001	9.50E-05	0.01	1.44E-03
Area Source 3	2022	1/1/2022	12/31/2022	364	364	0	364	364	0.05	4.60E-03	0.003	2.93E-04	0.05	4.50E-03
Area Source 3	2023	1/1/2023	12/31/2023	364	58	364	364	364	0.00	2.90E-04	0.002	1.15E-04	0.00	2.87E-04
Area Source 4	2022	10/1/2022	12/31/2022	91	91	0	91	91	0.01	1.02E-03	0.004	3.38E-04	0.01	1.00E-03
Area Source 4	2023	1/1/2023	12/31/2023	364	364	0	364	364	0.04	3.08E-03	0.003	2.49E-04	0.04	3.19E-03
Area Source 4	2024	1/1/2025	12/31/2025	321	0	321	321	321	0.02	1.85E-03	0.002	1.42E-04	0.02	1.81E-03
Area Source 4	2025	1/1/2026	12/31/2026	321	0	321	321	321	0.03	3.08E-03	0.004	3.38E-04	0.03	3.19E-03

Cancer Risk Factors					Preschool		After-School	
					Dc2	2c9	2c16	
Daily Breathing Rate (8-hour)					DBR	L/Aq=8-hour	1200	640
Fraction Of Time At Home					FAH	unitless	1	1
Exposure Frequency					EF	days/year	0.68	0.49
Age Sensitivity Factor					ASF	unitless	10	3
Inhalation Absorption Factor					A	unitless	1	1
Conversion Factor					CF ₁	m ³ /s	0.001	0.001
Conversion Factor					CF ₂	µg/m ³	0.001	0.001
Cancer Potency Factor (diesel exhaust)					CPF	mg/kg-day ⁻¹	1.1	1.1
Averaging Time (for residential exposure)					AT	years	70.00	70.00

Hazard Index		
Chronic Inhalation	REL	µg/m ³
		5

Intake Factor for Inhalation, IF (m ³ /kg-day) = DBR*FAH*EF*ED*ASF*A*CF/AT					Risk Calculation Part 1, RI = IF*CF*CR			
Source	Dc2	2c9	2c16		Dc2	2c9	2c16	
Area Source 1	0.039	0.000	0.004		4.25E-05	0.00E+00	3.98E-06	
Area Source 1	0.116	0.000	0.011		1.28E-04	0.00E+00	1.20E-05	
Area Source 1	0.000	0.019	0.011		0.00E+00	2.05E-05	1.20E-05	
Area Source 1	0.000	0.019	0.011		0.00E+00	2.05E-05	1.20E-05	
Area Source 2	0.000	0.000	0.000		0.00E+00	0.00E+00	0.00E+00	
Area Source 2	0.097	0.000	0.009		1.07E-04	0.00E+00	1.00E-05	
Area Source 2	0.106	0.000	0.010		1.17E-04	0.00E+00	1.10E-05	
Area Source 3	0.000	0.000	0.000		0.00E+00	0.00E+00	0.00E+00	
Area Source 3	0.116	0.000	0.011		1.28E-04	0.00E+00	1.20E-05	
Area Source 3	0.019	0.000	0.002		2.04E-05	0.00E+00	1.91E-06	
Area Source 4	0.039	0.000	0.003		3.30E-05	0.00E+00	2.99E-06	
Area Source 4	0.116	0.000	0.011		1.28E-04	0.00E+00	1.20E-05	
Area Source 4	0.000	0.016	0.010		0.00E+00	1.80E-05	1.06E-05	

Cancer Risk				HI			RI1*CR _{max}		
MAX - Unmitigated - Preschool	UTM X	UTM Y		AS1	UTM X	UTM Y	AS1	UTM X	UTM Y
MAX - Mitigated - Preschool	10.17	609801.12	4128700.86	0.013	609801.12	4128700.86	0.05	609801.12	4128700.86
MAX - Unmitigated - After-School	0.79	609801.12	4128700.86	0.001	609801.12	4128700.86	0.02	609541.12	4128700.86
MAX - Mitigated - After-School	0.00000033	609541.12	4128700.86	0.004	609541.12	4128700.86	0.001	609541.12	4128700.86
	0.00000033	609541.12	4128700.86	0.000	609541.12	4128700.86	0.001	609541.12	4128700.86

PM _{2.5} concentration, C _{PM2.5} (µg/m ³) - at max. HI receptor													
X (UTM)	Y (UTM)	Project Construction											
		AS1	AS1	AS1	AS1	AS2	AS2	AS3	AS3	AS3	AS4	AS4	
		2022	2023	2024	2025	2021	2022	2023	2021	2022	2023	2022	2023
Preschool Unmitigated													
609801.12	4128700.86	0.006	0.006	0.006	0.000	0.022	0.016	0.012	0.001	0.003	0.002	0.035	0.013
Preschool Mitigated													
609801.12	4128700.86	0.000	0.000	0.001	0.000	0.001	0.001	0.001	0.000	0.000	0.003	0.002	0.001
After-School Unmitigated													
609541.12	4128700.86	0.001	0.001	0.001	0.000	0.020	0.014	0.011	0.000	0.001	0.000	0.001	0.001
After-School Mitigated													
609541.12	4128700.86	0.000	0.000	0.000	0.000	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000

Diesel Particulate Matter concentration, C _{PM10} (µg/m ³) - Preschool Unmitigated												
X (UTM)	Y (UTM)	Project Construction										
		AS1	AS1	AS1	AS1	AS2	AS2	AS3	AS3	AS3	AS4	AS4
		2022	2023	2024	2025	2021	2022	2021	2022	2023	2022	2023
609781.12	4128680.86	0.005	0.004	0.004	0.001	0.023	0.016	0.012	0.001	0.003	0.001	0.026
609801.12	4128680.86	0.006	0.005	0.005	0.002	0.022	0.015	0.012	0.001	0.003	0.001	0.028
609801.12	4128680.86	0.007	0.006	0.006	0.002	0.024	0.016	0.013	0.001	0.003	0.002	0.038

Diesel Particulate Matter concentration, C _{PM10} (µg/m ³) - Preschool Mitigated												
X (UTM)	Y (UTM)	Project Construction										
		AS1	AS1	AS1	AS1	AS2	AS2	AS3	AS3	AS3	AS4	AS4
		2022	2023	2024	2025	2021	2022	2021	2022	2023	2022	2023
609781.12	4128680.86	0.000	0.000	0.000	0.000	0.001	0.001	0.001	0.000	0.000	0.002	0.002
609801.12	4128680.86	0.000	0.000	0.000	0.000	0.001	0.001	0.001	0.000	0.000	0.002	0.001
609801.12	4128700.86	0.000	0.000	0.001	0.000	0.001	0.001	0.001	0.000	0.000	0.003	0.002

Diesel Particulate Matter concentration, C _{PM10} (µg/m ³) - After-School Unmitigated												
X (UTM)	Y (UTM)	Project Construction										
		AS1	AS1	AS1	AS1	AS2	AS2	AS3	AS3	AS3	AS4	AS4
		2022	2023	2024	2025	2021	2022	2021	2022	2023	2022	2023
609521.12	4128680.86	0.001	0.001	0.001	0.000	0.015	0.010	0.008	0.000	0.001	0.000	0.001
609541.12	4128680.86	0.001	0.001	0.001	0.000	0.017	0.012	0.009	0.000	0.001	0.000	

CalEEMod Outputs for Construction Emissions

EVC Construction - Phase 1 - Renovation - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**EVC Construction - Phase 1 - Renovation
Santa Clara County, Annual****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Junior College (2yr)	147.74	1000sqft	2.70	147,742.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	58
Climate Zone	4			Operational Year	2030
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MW hr)	203.98	CH4 Intensity (lb/MW hr)	0.033	N2O Intensity (lb/MW hr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Site area of buildings proposed for internal renovation

Construction Phase - Renovations durations provided

Off-road Equipment - Phase not used

Off-road Equipment - Phase not used

Off-road Equipment - Phase not used

Off-road Equipment - Phase not used

Off-road Equipment - Phase not used

Off-road Equipment - Phase not used

Off-road Equipment - Renovation equipment assumed

Off-road Equipment - Renovation equipment assumed

Off-road Equipment - Renovation equipment assumed

Off-road Equipment - Renovation equipment assumed

Grading - No grading, only internal renovation

Trips and VMT - CaEEMod default worker and vendor trips distributed proportionally by area; 25 miles nedor trip length assumed

Vehicle Trips - Operational emissions not estimated in this run

Construction Off-road Equipment Mitigation - Tier 4 Final equipment assumed as BACT for construction equipment

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	10.00	0.00
tblConstructionPhase	NumDays	220.00	0.00
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	6.00	0.00
tblConstructionPhase	NumDays	10.00	0.00
tblConstructionPhase	NumDays	3.00	0.00
tblConstructionPhase	NumDays	220.00	566.00
tblConstructionPhase	NumDays	220.00	391.00
tblConstructionPhase	NumDays	220.00	175.00
tblConstructionPhase	PhaseEndDate	5/12/2021	4/28/2021
tblConstructionPhase	PhaseEndDate	4/14/2021	6/10/2020
tblConstructionPhase	PhaseEndDate	5/28/2020	4/30/2020
tblConstructionPhase	PhaseEndDate	6/10/2020	6/2/2020
tblConstructionPhase	PhaseEndDate	4/28/2021	4/14/2021
tblConstructionPhase	PhaseEndDate	6/2/2020	5/28/2020
tblLandUse	LotAcreage	3.39	2.70
tblOffRoadEquipment	OffRoadEquipmentType		Air Compressors

[illegible]

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	UsageHours	6.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	7.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	6.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
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tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	7.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblOffRoadEquipment	UsageHours	7.00	4.00
tblOffRoadEquipment	UsageHours	7.00	4.00
tblOffRoadEquipment	UsageHours	7.00	4.00
tblOffRoadEquipment	UsageHours	7.00	4.00
tblOffRoadEquipment	UsageHours	7.00	4.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00

tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	6.00	4.00
tblOffRoadEquipment	UsageHours	6.00	4.00
tblOffRoadEquipment	UsageHours	6.00	4.00
tblOffRoadEquipment	UsageHours	6.00	4.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblTripsAndVMT	VendorTripLength	7.30	25.00
tblTripsAndVMT	VendorTripLength	7.30	25.00
tblTripsAndVMT	VendorTripLength	7.30	25.00
tblTripsAndVMT	VendorTripLength	7.30	25.00
tblTripsAndVMT	VendorTripNumber	24.00	0.00
tblTripsAndVMT	VendorTripNumber	24.00	3.00
tblTripsAndVMT	VendorTripNumber	24.00	4.00
tblTripsAndVMT	VendorTripNumber	24.00	14.00
tblTripsAndVMT	VendorTripNumber	24.00	2.00
tblTripsAndVMT	WorkerTripNumber	62.00	0.00
tblTripsAndVMT	WorkerTripNumber	12.00	0.00
tblTripsAndVMT	WorkerTripNumber	62.00	8.00
tblTripsAndVMT	WorkerTripNumber	62.00	11.00
tblTripsAndVMT	WorkerTripNumber	62.00	37.00
tblTripsAndVMT	WorkerTripNumber	62.00	5.00
tblVehicleTrips	ST_TR	11.23	0.00
tblVehicleTrips	SU_TR	1.21	0.00
tblVehicleTrips	WD_TR	20.25	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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Year	tons/yr										MT/yr					
2022	0.0224	0.2209	0.1854	4.70E-04	7.71E-03	9.99E-03	0.0177	2.14E-03	9.40E-03	0.0115	0	42.0421	42.0421	7.27E-03	1.81E-03	42.764
2023	0.0727	0.7162	0.6495	1.78E-03	0.0361	0.0303	0.0664	0.01	0.0284	0.0385	0	161.8064	161.8064	0.0254	8.14E-03	164.8689
2024	0.1538	1.5402	1.4401	4.37E-03	0.1065	0.0589	0.1654	0.0296	0.0554	0.0849	0	400.5846	400.5846	0.0559	0.0238	409.0718
2025	0.0656	0.6437	0.6471	1.85E-03	0.0406	0.024	0.0645	0.0113	0.0225	0.0338	0	168.8615	168.8615	0.0256	8.87E-03	172.1459
Maximum	0.1538	1.5402	1.4401	4.37E-03	0.1065	0.0589	0.1654	0.0296	0.0554	0.0849	0	400.5846	400.5846	0.0559	0.0238	409.0718

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	5.99E-03	0.0454	0.2037	4.70E-04	7.71E-03	8.50E-04	8.56E-03	2.14E-03	8.40E-04	2.97E-03	0	42.042	42.042	7.27E-03	1.81E-03	42.764
2023	0.0202	0.1615	0.7192	1.78E-03	0.0361	2.50E-03	0.0386	0.01	2.46E-03	0.0125	0	161.8063	161.8063	0.0254	8.14E-03	164.8688
2024	0.0482	0.4354	1.6013	4.37E-03	0.1065	6.07E-03	0.1125	0.0296	5.96E-03	0.0355	0	400.5844	400.5844	0.0559	0.0238	409.0715
2025	0.0203	0.1752	0.7262	1.85E-03	0.0406	2.62E-03	0.0432	0.0113	2.58E-03	0.0138	0	168.8614	168.8614	0.0256	8.87E-03	172.1458
Maximum	0.0482	0.4354	1.6013	4.37E-03	0.1065	6.07E-03	0.1125	0.0296	5.96E-03	0.0355	0	400.5844	400.5844	0.0559	0.0238	409.0715

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	69.90	73.81	-11.24	0.00	0.00	90.22	35.38	0.00	89.77	61.57	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
10	8-1-2022	10-31-2022	0.1218	0.0257
11	11-1-2022	1-31-2023	0.1778	0.0373
12	2-1-2023	4-30-2023	0.1593	0.0319
13	5-1-2023	7-31-2023	0.1640	0.0323
14	8-1-2023	10-31-2023	0.1644	0.0327
15	11-1-2023	1-31-2024	0.3695	0.1131
16	2-1-2024	4-30-2024	0.4420	0.1245

17	5-1-2024	7-31-2024	0.4952	0.1315
18	8-1-2024	10-31-2024	0.4969	0.1332
19	11-1-2024	1-31-2025	0.2436	0.0889
20	2-1-2025	4-30-2025	0.3159	0.1024
21	5-1-2025	7-31-2025	0.1380	0.0277
22	8-1-2025	9-30-2025	0.0915	0.0183
		Highest	0.4969	0.1332

2.2 Overall Operational

Operational emissions not estimated in this run

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	5/1/2020	4/30/2020	5	0	
2	Site Preparation	Site Preparation	5/29/2020	5/28/2020	5	0	
3	Grading	Grading	6/3/2020	6/2/2020	5	0	
4	Building Construction	Building Construction	6/11/2020	6/10/2020	5	0	
5	Paving	Paving	4/15/2021	4/14/2021	5	0	
6	Architectural Coating	Architectural Coating	4/29/2021	4/28/2021	5	0	
7	Sequoia	Building Construction	9/1/2022	10/31/2024	5	566	
8	Student Activities Center	Building Construction	11/1/2023	4/30/2025	5	391	
9	Admissions & Records Emergency Operations Center	Building Construction	3/1/2024	10/31/2024	5	175	
10	Campus Police/Central Plant	Building Construction	1/1/2025	11/4/2025	5	220	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 221,613; Non-Residential Outdoor: 73,871; Striped Parking Area: 0 (Architectural

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	0.00	78	0.48
Paving	Cement and Mortar Mixers	0	0.00	9	0.56
Demolition	Concrete/Industrial Saws	0	0.00	81	0.73
Building Construction	Cranes	0	0.00	231	0.29
Building Construction	Forklifts	0	0.00	89	0.20
Building Construction	Generator Sets	0	0.00	84	0.74
Grading	Graders	0	0.00	187	0.41
Site Preparation	Graders	0	0.00	187	0.41
Paving	Pavers	0	0.00	130	0.42
Paving	Paving Equipment	0	0.00	132	0.36
Paving	Rollers	0	0.00	80	0.38
Demolition	Rubber Tired Dozers	0	0.00	247	0.40
Grading	Rubber Tired Dozers	0	0.00	247	0.40
Site Preparation	Scrapers	0	0.00	367	0.48
Building Construction	Tractors/Loaders/Backhoes	0	0.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	0	0.00	97	0.37
Grading	Tractors/Loaders/Backhoes	0	0.00	97	0.37
Paving	Tractors/Loaders/Backhoes	0	0.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	0	0.00	97	0.37
Building Construction	Welders	0	0.00	46	0.45
Campus Police/Central Plant	Cranes	1	4.00	231	0.29
Sequoia	Cranes	1	4.00	231	0.29
Student Activities Center	Cranes	1	4.00	231	0.29
Admissions & Records Emergency Operations Center	Cranes	1	4.00	231	0.29
Campus Police/Central Plant	Forklifts	1	4.00	89	0.20
Sequoia	Forklifts	1	4.00	89	0.20
Student Activities Center	Forklifts	1	4.00	89	0.20
Admissions & Records Emergency Operations Center	Forklifts	1	4.00	89	0.20
Campus Police/Central Plant	Generator Sets	0	0.00	84	0.74
Sequoia	Generator Sets	0	0.00	84	0.74
Student Activities Center	Generator Sets	0	0.00	84	0.74
Admissions & Records Emergency Operations Center	Generator Sets	0	0.00	84	0.74

Campus Police/Central Plant	Tractors/Loaders/Backhoes	1	4.00	97	0.37
Sequoia	Tractors/Loaders/Backhoes	1	4.00	97	0.37
Student Activities Center	Tractors/Loaders/Backhoes	1	4.00	97	0.37
Admissions & Records Emergency Operations Center	Tractors/Loaders/Backhoes	1	4.00	97	0.37
Campus Police/Central Plant	Welders	0	0.00	46	0.45
Sequoia	Welders	0	0.00	46	0.45
Student Activities Center	Welders	0	0.00	46	0.45
Admissions & Records Emergency Operations Center	Welders	0	0.00	46	0.45
Sequoia	Air Compressors	1	4.00	78	0.48
Student Activities Center	Air Compressors	1	4.00	78	0.48
Admissions & Records Emergency Operations Center	Air Compressors	1	4.00	78	0.48
Campus Police/Central Plant	Air Compressors	1	4.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Sequoia	4	11.00	4.00	0.00	10.80	25.00	20.00	LD_Mix	HDT_Mix	HHDT
Student Activities Center	4	37.00	14.00	0.00	10.80	25.00	20.00	LD_Mix	HDT_Mix	HHDT
Admissions & Records Emergency Operations Center	4	5.00	2.00	0.00	10.80	25.00	20.00	LD_Mix	HDT_Mix	HHDT
Campus Police/Central Plant	4	8.00	3.00	0.00	10.80	25.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

3.2 Demolition - 2020

Phase not used

3.3 Site Preparation - 2020

Phase not used

3.4 Grading - 2020

Phase not used

3.5 Building Construction - 2020

Phase not used

3.6 Paving - 2021

Phase not used

3.7 Architectural Coating - 2021

Phase not used

3.8 Sequoia - 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	0.0201	0.1912	0.1675	3.10E-04		9.63E-03	9.63E-03		9.05E-03	9.05E-03	0	27.2955	27.2955	6.92E-03	0	27.4684
Total	0.0201	0.1912	0.1675	3.10E-04		9.63E-03	9.63E-03		9.05E-03	9.05E-03	0	27.2955	27.2955	6.92E-03	0	27.4684

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	1.07E-03	0.0287	6.30E-03	1.20E-04	3.91E-03	3.50E-04	4.26E-03	1.13E-03	3.30E-04	1.46E-03	0	11.7457	11.7457	2.60E-04	1.73E-03	12.2666
Worker	1.28E-03	9.40E-04	0.0116	3.00E-05	3.80E-03	2.00E-05	3.81E-03	1.01E-03	2.00E-05	1.03E-03	0	3.0008	3.0008	9.00E-05	9.00E-05	3.029

Total	2.35E-03	0.0297	0.0179	1.50E-04	7.71E-03	3.70E-04	8.07E-03	2.14E-03	3.50E-04	2.49E-03	0	14.7465	14.7465	3.50E-04	1.82E-03	15.2956
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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	3.64E-03	0.0158	0.1859	3.10E-04		4.90E-04	4.90E-04		4.90E-04	4.90E-04	0	27.2955	27.2955	6.92E-03	0	27.4684
Total	3.64E-03	0.0158	0.1859	3.10E-04		4.90E-04	4.90E-04		4.90E-04	4.90E-04	0	27.2955	27.2955	6.92E-03	0	27.4684

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	1.07E-03	0.0287	6.30E-03	1.20E-04	3.91E-03	3.50E-04	4.26E-03	1.13E-03	3.30E-04	1.46E-03	0	11.7457	11.7457	2.60E-04	1.73E-03	12.2666
Worker	1.28E-03	9.40E-04	0.0116	3.00E-05	3.80E-03	2.00E-05	3.81E-03	1.01E-03	2.00E-05	1.03E-03	0	3.0008	3.0008	9.00E-05	9.00E-05	3.029
Total	2.35E-03	0.0297	0.0179	1.50E-04	7.71E-03	3.70E-04	8.07E-03	2.14E-03	3.50E-04	2.49E-03	0	14.7465	14.7465	3.50E-04	1.82E-03	15.2956

3.8 Sequoia - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.056	0.5231	0.4957	9.30E-04		0.0253	0.0253		0.0238	0.0238	0	81.5921	81.5921	0.0206	0	82.106
Total	0.056	0.5231	0.4957	9.30E-04		0.0253	0.0253		0.0238	0.0238	0	81.5921	81.5921	0.0206	0	82.106

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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Category	tons/yr										MT/yr					
Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	1.22E-03	0.065	0.014	3.50E-04	0.0117	4.60E-04	0.0121	3.38E-03	4.40E-04	3.81E-03	0	33.6413	33.6413	6.90E-04	4.92E-03	35.125
Worker	3.57E-03	2.49E-03	0.032	9.00E-05	0.0113	6.00E-05	0.0114	3.02E-03	5.00E-05	3.07E-03	0	8.7424	8.7424	2.50E-04	2.40E-04	8.8203
Total	4.79E-03	0.0675	0.046	4.40E-04	0.023	5.20E-04	0.0235	6.40E-03	4.90E-04	6.88E-03	0	42.3838	42.3838	9.40E-04	5.16E-03	43.9453

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0109	0.0471	0.5555	9.30E-04		1.45E-03	1.45E-03		1.45E-03	1.45E-03	0	81.592	81.592	0.0206	0	82.1059
Total	0.0109	0.0471	0.5555	9.30E-04		1.45E-03	1.45E-03		1.45E-03	1.45E-03	0	81.592	81.592	0.0206	0	82.1059

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	1.22E-03	0.065	0.014	3.50E-04	0.0117	4.60E-04	0.0121	3.38E-03	4.40E-04	3.81E-03	0	33.6413	33.6413	6.90E-04	4.92E-03	35.125
Worker	3.57E-03	2.49E-03	0.032	9.00E-05	0.0113	6.00E-05	0.0114	3.02E-03	5.00E-05	3.07E-03	0	8.7424	8.7424	2.50E-04	2.40E-04	8.8203
Total	4.79E-03	0.0675	0.046	4.40E-04	0.023	5.20E-04	0.0235	6.40E-03	4.90E-04	6.88E-03	0	42.3838	42.3838	9.40E-04	5.16E-03	43.9453

3.8 Sequoia - 2024

Unmitigated Construction On-Site

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

Off-Road	0.0444	0.4085	0.4141	7.90E-04		0.0189	0.0189		0.0177	0.0177	0	68.7345	68.7345	0.0173	0	69.1658
Total	0.0444	0.4085	0.4141	7.90E-04		0.0189	0.0189		0.0177	0.0177	0	68.7345	68.7345	0.0173	0	69.1658

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	9.90E-04	0.0549	0.0115	2.90E-04	9.85E-03	3.90E-04	0.0102	2.84E-03	3.70E-04	3.22E-03	0	27.9208	27.9208	5.70E-04	4.08E-03	29.1498
Worker	2.82E-03	1.88E-03	0.0252	8.00E-05	9.55E-03	5.00E-05	9.60E-03	2.54E-03	4.00E-05	2.58E-03	0	7.1851	7.1851	1.90E-04	1.90E-04	7.2462
Total	3.81E-03	0.0567	0.0367	3.70E-04	0.0194	4.40E-04	0.0198	5.38E-03	4.10E-04	5.80E-03	0	35.1059	35.1059	7.60E-04	4.27E-03	36.396

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	9.16E-03	0.0397	0.4679	7.90E-04		1.22E-03	1.22E-03		1.22E-03	1.22E-03	0	68.7344	68.7344	0.0173	0	69.1657
Total	9.16E-03	0.0397	0.4679	7.90E-04		1.22E-03	1.22E-03		1.22E-03	1.22E-03	0	68.7344	68.7344	0.0173	0	69.1657

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	9.90E-04	0.0549	0.0115	2.90E-04	9.85E-03	3.90E-04	0.0102	2.84E-03	3.70E-04	3.22E-03	0	27.9208	27.9208	5.70E-04	4.08E-03	29.1498
Worker	2.82E-03	1.88E-03	0.0252	8.00E-05	9.55E-03	5.00E-05	9.60E-03	2.54E-03	4.00E-05	2.58E-03	0	7.1851	7.1851	1.90E-04	1.90E-04	7.2462
Total	3.81E-03	0.0567	0.0367	3.70E-04	0.0194	4.40E-04	0.0198	5.38E-03	4.10E-04	5.80E-03	0	35.1059	35.1059	7.60E-04	4.27E-03	36.396

3.9 Student Activities Center - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	9.25E-03	0.0865	0.082	1.50E-04		4.18E-03	4.18E-03		3.93E-03	3.93E-03	0	13.4941	13.4941	3.40E-03	0	13.5791
Total	9.25E-03	0.0865	0.082	1.50E-04		4.18E-03	4.18E-03		3.93E-03	3.93E-03	0	13.4941	13.4941	3.40E-03	0	13.5791

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	7.10E-04	0.0376	8.08E-03	2.00E-04	6.77E-03	2.60E-04	7.03E-03	1.95E-03	2.50E-04	2.21E-03	0	19.4732	19.4732	4.00E-04	2.85E-03	20.3319
Worker	1.99E-03	1.39E-03	0.0178	5.00E-05	6.31E-03	3.00E-05	6.34E-03	1.68E-03	3.00E-05	1.71E-03	0	4.8634	4.8634	1.40E-04	1.30E-04	4.9067
Total	2.70E-03	0.039	0.0259	2.50E-04	0.0131	2.90E-04	0.0134	3.63E-03	2.80E-04	3.92E-03	0	24.3365	24.3365	5.40E-04	2.98E-03	25.2386

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.80E-03	7.79E-03	0.0919	1.50E-04		2.40E-04	2.40E-04		2.40E-04	2.40E-04	0	13.4941	13.4941	3.40E-03	0	13.5791
Total	1.80E-03	7.79E-03	0.0919	1.50E-04		2.40E-04	2.40E-04		2.40E-04	2.40E-04	0	13.4941	13.4941	3.40E-03	0	13.5791

Mitigated Construction Off-Site

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

Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	7.10E-04	0.0376	8.08E-03	2.00E-04	6.77E-03	2.60E-04	7.03E-03	1.95E-03	2.50E-04	2.21E-03	0	19.4732	19.4732	4.00E-04	2.85E-03	20.3319
Worker	1.99E-03	1.39E-03	0.0178	5.00E-05	6.31E-03	3.00E-05	6.34E-03	1.68E-03	3.00E-05	1.71E-03	0	4.8634	4.8634	1.40E-04	1.30E-04	4.9067
Total	2.70E-03	0.039	0.0259	2.50E-04	0.0131	2.90E-04	0.0134	3.63E-03	2.80E-04	3.92E-03	0	24.3365	24.3365	5.40E-04	2.98E-03	25.2386

3.9 Student Activities Center - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0531	0.4887	0.4954	9.40E-04		0.0226	0.0226		0.0212	0.0212	0	82.2303	82.2303	0.0206	0	82.7463
Total	0.0531	0.4887	0.4954	9.40E-04		0.0226	0.0226		0.0212	0.0212	0	82.2303	82.2303	0.0206	0	82.7463

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	4.16E-03	0.2297	0.0479	1.20E-03	0.0412	1.63E-03	0.0429	0.0119	1.56E-03	0.0135	0	116.9102	116.9102	2.41E-03	0.0171	122.0564
Worker	0.0114	7.55E-03	0.1014	3.10E-04	0.0384	1.80E-04	0.0386	0.0102	1.70E-04	0.0104	0	28.9135	28.9135	7.70E-04	7.60E-04	29.1592
Total	0.0155	0.2372	0.1494	1.51E-03	0.0797	1.81E-03	0.0815	0.0221	1.73E-03	0.0239	0	145.8237	145.8237	3.18E-03	0.0178	151.2156

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.011	0.0475	0.5598	9.40E-04		1.46E-03	1.46E-03		1.46E-03	1.46E-03	0	82.2302	82.2302	0.0206	0	82.7462

Total	0.011	0.0475	0.5598	9.40E-04		1.46E-03	1.46E-03		1.46E-03	1.46E-03	0	82.2302	82.2302	0.0206	0	82.7462
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Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	4.16E-03	0.2297	0.0479	1.20E-03	0.0412	1.63E-03	0.0429	0.0119	1.56E-03	0.0135	0	116.9102	116.9102	2.41E-03	0.0171	122.0564
Worker	0.0114	7.55E-03	0.1014	3.10E-04	0.0384	1.80E-04	0.0386	0.0102	1.70E-04	0.0104	0	28.9135	28.9135	7.70E-04	7.60E-04	29.1592
Total	0.0155	0.2372	0.1494	1.51E-03	0.0797	1.81E-03	0.0815	0.0221	1.73E-03	0.0239	0	145.8237	145.8237	3.18E-03	0.0178	151.2156

3.9 Student Activities Center - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0163	0.1473	0.1615	3.10E-04		6.48E-03	6.48E-03		6.08E-03	6.08E-03	0	26.9976	26.9976	6.76E-03	0	27.1667
Total	0.0163	0.1473	0.1615	3.10E-04		6.48E-03	6.48E-03		6.08E-03	6.08E-03	0	26.9976	26.9976	6.76E-03	0	27.1667

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	1.32E-03	0.0751	0.0154	3.90E-04	0.0135	5.30E-04	0.0141	3.91E-03	5.10E-04	4.42E-03	0	37.7259	37.7259	7.80E-04	5.50E-03	39.383
Worker	3.51E-03	2.24E-03	0.0313	1.00E-04	0.0126	6.00E-05	0.0127	3.36E-03	5.00E-05	3.41E-03	0	9.2678	9.2678	2.30E-04	2.30E-04	9.3433
Total	4.83E-03	0.0773	0.0467	4.90E-04	0.0262	5.90E-04	0.0268	7.27E-03	5.60E-04	7.83E-03	0	46.9937	46.9937	1.01E-03	5.73E-03	48.7263

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	3.60E-03	0.0156	0.1837	3.10E-04		4.80E-04	4.80E-04		4.80E-04	4.80E-04	0	26.9976	26.9976	6.76E-03	0	27.1667
Total	3.60E-03	0.0156	0.1837	3.10E-04		4.80E-04	4.80E-04		4.80E-04	4.80E-04	0	26.9976	26.9976	6.76E-03	0	27.1667

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	1.32E-03	0.0751	0.0154	3.90E-04	0.0135	5.30E-04	0.0141	3.91E-03	5.10E-04	4.42E-03	0	37.7259	37.7259	7.80E-04	5.50E-03	39.383
Worker	3.51E-03	2.24E-03	0.0313	1.00E-04	0.0126	6.00E-05	0.0127	3.36E-03	5.00E-05	3.41E-03	0	9.2678	9.2678	2.30E-04	2.30E-04	9.3433
Total	4.83E-03	0.0773	0.0467	4.90E-04	0.0262	5.90E-04	0.0268	7.27E-03	5.60E-04	7.83E-03	0	46.9937	46.9937	1.01E-03	5.73E-03	48.7263

3.10 Admissions & Records Emergency Operations Center - 2024**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0355	0.3264	0.3309	6.30E-04		0.0151	0.0151		0.0142	0.0142	0	54.9248	54.9248	0.0138	0	55.2695
Total	0.0355	0.3264	0.3309	6.30E-04		0.0151	0.0151		0.0142	0.0142	0	54.9248	54.9248	0.0138	0	55.2695

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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Category	tons/yr										MT/yr					
Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	4.00E-04	0.0219	4.57E-03	1.10E-04	3.93E-03	1.60E-04	4.09E-03	1.14E-03	1.50E-04	1.28E-03	0	11.1556	11.1556	2.30E-04	1.63E-03	11.6466
Worker	1.03E-03	6.80E-04	9.15E-03	3.00E-05	3.47E-03	2.00E-05	3.49E-03	9.20E-04	2.00E-05	9.40E-04	0	2.6098	2.6098	7.00E-05	7.00E-05	2.632
Total	1.43E-03	0.0226	0.0137	1.40E-04	7.40E-03	1.80E-04	7.58E-03	2.06E-03	1.70E-04	2.22E-03	0	13.7653	13.7653	3.00E-04	1.70E-03	14.2786

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.32E-03	0.0317	0.3739	6.30E-04		9.80E-04	9.80E-04		9.80E-04	9.80E-04	0	54.9248	54.9248	0.0138	0	55.2694
Total	7.32E-03	0.0317	0.3739	6.30E-04		9.80E-04	9.80E-04		9.80E-04	9.80E-04	0	54.9248	54.9248	0.0138	0	55.2694

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	4.00E-04	0.0219	4.57E-03	1.10E-04	3.93E-03	1.60E-04	4.09E-03	1.14E-03	1.50E-04	1.28E-03	0	11.1556	11.1556	2.30E-04	1.63E-03	11.6466
Worker	1.03E-03	6.80E-04	9.15E-03	3.00E-05	3.47E-03	2.00E-05	3.49E-03	9.20E-04	2.00E-05	9.40E-04	0	2.6098	2.6098	7.00E-05	7.00E-05	2.632
Total	1.43E-03	0.0226	0.0137	1.40E-04	7.40E-03	1.80E-04	7.58E-03	2.06E-03	1.70E-04	2.22E-03	0	13.7653	13.7653	3.00E-04	1.70E-03	14.2786

3.11 Campus Police/Central Plant - 2025

Unmitigated Construction On-Site

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

Off-Road	0.0418	0.3767	0.4132	7.90E-04		0.0166	0.0166		0.0156	0.0156	0	69.0637	69.0637	0.0173	0	69.4963
Total	0.0418	0.3767	0.4132	7.90E-04		0.0166	0.0166		0.0156	0.0156	0	69.0637	69.0637	0.0173	0	69.4963

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	7.30E-04	0.0412	8.44E-03	2.10E-04	7.42E-03	2.90E-04	7.71E-03	2.14E-03	2.80E-04	2.42E-03	0	20.6803	20.6803	4.30E-04	3.01E-03	21.5887
Worker	1.94E-03	1.24E-03	0.0173	5.00E-05	6.98E-03	3.00E-05	7.01E-03	1.86E-03	3.00E-05	1.89E-03	0	5.1261	5.1261	1.30E-04	1.30E-04	5.1679
Total	2.67E-03	0.0424	0.0257	2.60E-04	0.0144	3.20E-04	0.0147	4.00E-03	3.10E-04	4.31E-03	0	25.8064	25.8064	5.60E-04	3.14E-03	26.7566

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	9.20E-03	0.0399	0.47	7.90E-04		1.23E-03	1.23E-03		1.23E-03	1.23E-03	0	69.0637	69.0637	0.0173	0	69.4962
Total	9.20E-03	0.0399	0.47	7.90E-04		1.23E-03	1.23E-03		1.23E-03	1.23E-03	0	69.0637	69.0637	0.0173	0	69.4962

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	7.30E-04	0.0412	8.44E-03	2.10E-04	7.42E-03	2.90E-04	7.71E-03	2.14E-03	2.80E-04	2.42E-03	0	20.6803	20.6803	4.30E-04	3.01E-03	21.5887
Worker	1.94E-03	1.24E-03	0.0173	5.00E-05	6.98E-03	3.00E-05	7.01E-03	1.86E-03	3.00E-05	1.89E-03	0	5.1261	5.1261	1.30E-04	1.30E-04	5.1679
Total	2.67E-03	0.0424	0.0257	2.60E-04	0.0144	3.20E-04	0.0147	4.00E-03	3.10E-04	4.31E-03	0	25.8064	25.8064	5.60E-04	3.14E-03	26.7566

4.0 Operational Detail - Mobile

Operational emissions not estimated in this run

EVC FMP Construction - Phase 2 - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**EVC FMP Construction - Phase 2
Santa Clara County, Annual****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Junior College (2yr)	78.00	1000sqft	2.39	78,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	58
Climate Zone	4			Operational Year	2030
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MW hr)	203.98	CH4 Intensity (lb/MW hr)	0.033	N2O Intensity (lb/MW hr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Site area as measured using Google Earth

Construction Phase - Demolition duration provided, For the rest CalEEMod defaults adjusted for provided duration of construction

Grading -

Demolition -

Trips and VMT - Vendoe trip length assumed to be 25 miles

Vehicle Trips - Operational emissions not estimated in this run

Construction Off-road Equipment Mitigation - Tier 4 Final equipment assumed as BACT for construction equipment

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	8.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	10.00	18.00
tblConstructionPhase	NumDays	220.00	405.00
tblConstructionPhase	NumDays	20.00	44.00
tblConstructionPhase	NumDays	6.00	11.00
tblConstructionPhase	NumDays	10.00	18.00
tblConstructionPhase	NumDays	3.00	6.00

tblConstructionPhase	PhaseEndDate	8/11/2022	11/30/2023
tblConstructionPhase	PhaseEndDate	7/14/2022	10/11/2023
tblConstructionPhase	PhaseEndDate	8/27/2021	9/30/2021
tblConstructionPhase	PhaseEndDate	9/9/2021	3/23/2022
tblConstructionPhase	PhaseEndDate	7/28/2022	11/6/2023
tblConstructionPhase	PhaseEndDate	9/1/2021	3/8/2022
tblConstructionPhase	PhaseStartDate	7/29/2022	11/7/2023
tblConstructionPhase	PhaseStartDate	9/10/2021	3/24/2022
tblConstructionPhase	PhaseStartDate	9/2/2021	3/9/2022
tblConstructionPhase	PhaseStartDate	7/15/2022	10/12/2023
tblConstructionPhase	PhaseStartDate	8/28/2021	3/1/2022
tblLandUse	LotAcreage	1.79	2.39
tblTripsAndVMT	VendorTripLength	7.30	25.00
tblVehicleTrips	ST_TR	11.23	0.00
tblVehicleTrips	SU_TR	1.21	0.00
tblVehicleTrips	WD_TR	20.25	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0448	0.4385	0.3273	5.70E-04	7.47E-03	0.023	0.0304	1.44E-03	0.0214	0.0229	0	49.6509	49.6509	0.012	2.90E-04	50.0354
2022	0.2172	1.8389	1.6604	3.86E-03	0.1003	0.0796	0.1798	0.0351	0.076	0.1111	0	336.2081	336.2081	0.0484	0.0136	341.4842
2023	0.6023	1.6432	1.6791	3.84E-03	0.0578	0.0681	0.1259	0.0161	0.0652	0.0812	0	334.1298	334.1298	0.0468	0.0131	339.1985
Maximum	0.6023	1.8389	1.6791	3.86E-03	0.1003	0.0796	0.1798	0.0351	0.076	0.1111	0	336.2081	336.2081	0.0484	0.0136	341.4842

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
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Year	tons/yr										MT/yr					
2021	7.17E-03	0.0319	0.3323	5.70E-04	7.47E-03	9.00E-04	8.37E-03	1.44E-03	8.90E-04	2.33E-03	0	49.6508	49.6508	0.012	2.90E-04	50.0353
2022	0.0528	0.6243	1.7339	3.86E-03	0.1003	6.62E-03	0.1069	0.0351	6.49E-03	0.0416	0	336.2078	336.2078	0.0484	0.0136	341.4839
2023	0.4543	0.5734	1.764	3.84E-03	0.0578	5.16E-03	0.063	0.0161	5.10E-03	0.0211	0	334.1295	334.1295	0.0468	0.0131	339.1982
Maximum	0.4543	0.6243	1.764	3.86E-03	0.1003	6.62E-03	0.1069	0.0351	6.49E-03	0.0416	0	336.2078	336.2078	0.0484	0.0136	341.4839

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	40.50	68.64	-4.46	0.00	0.00	92.57	46.99	0.00	92.33	69.78	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	8-1-2021	10-31-2021	0.4784	0.0385
3	2-1-2022	4-30-2022	0.4033	0.1007
4	5-1-2022	7-31-2022	0.6163	0.2135
5	8-1-2022	10-31-2022	0.6178	0.2150
6	11-1-2022	1-31-2023	0.6017	0.2113
7	2-1-2023	4-30-2023	0.5448	0.1908
8	5-1-2023	7-31-2023	0.5609	0.1950
9	8-1-2023	9-30-2023	0.3719	0.1293
		Highest	0.6178	0.2150

2.2 Overall Operational

Operational emissions not estimated in this run

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition of Racquetball Courts	Demolition	8/1/2021	9/30/2021	5	44	
2	Site Preparation	Site Preparation	3/1/2022	3/8/2022	5	6	
3	Grading	Grading	3/9/2022	3/23/2022	5	11	

4	Building Construction	Building Construction	3/24/2022	10/11/2023	5	405
5	Paving	Paving	10/12/2023	11/6/2023	5	18
6	Architectural Coating	Architectural Coating	11/7/2023	11/30/2023	5	18

Acres of Grading (Site Preparation Phase): 9

Acres of Grading (Grading Phase): 11

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 117,000; Non-Residential Outdoor: 39,000; Striped Parking Area: 0 (Architectural

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Demolition of Racquetball Courts	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Demolition of Racquetball Courts	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Scrapers	1	8.00	367	0.48
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition of Racquetball Courts	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition of Racquetball Courts	5	13.00	0.00	45.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	33.00	13.00	0.00	10.80	25.00	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	7.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

3.2 Demolition of Racquetball Courts - 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					
Fugitive Dust					4.82E-03	0	4.82E-03	7.30E-04	0	7.30E-04	0	0	0	0	0	0
Off-Road	0.0439	0.4333	0.3188	5.30E-04		0.0229	0.0229		0.0214	0.0214	0	46.3569	46.3569	0.0119	0	46.6533
Total	0.0439	0.4333	0.3188	5.30E-04	4.82E-03	0.0229	0.0277	7.30E-04	0.0214	0.0221	0	46.3569	46.3569	0.0119	0	46.6533

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.60E-04	4.49E-03	9.50E-04	1.00E-05	3.80E-04	6.00E-05	4.40E-04	1.00E-04	6.00E-05	1.60E-04	0	1.4528	1.4528	5.00E-05	2.30E-04	1.5227
Vendor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Worker	8.20E-04	6.40E-04	7.49E-03	2.00E-05	2.27E-03	1.00E-05	2.28E-03	6.00E-04	1.00E-05	6.10E-04	0	1.8412	1.8412	6.00E-05	6.00E-05	1.8594
Total	9.80E-04	5.13E-03	8.44E-03	3.00E-05	2.65E-03	7.00E-05	2.72E-03	7.00E-04	7.00E-05	7.70E-04	0	3.294	3.294	1.10E-04	2.90E-04	3.3821

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					4.82E-03	0	4.82E-03	7.30E-04	0	7.30E-04	0	0	0	0	0	0
Off-Road	6.18E-03	0.0268	0.3238	5.30E-04		8.20E-04	8.20E-04		8.20E-04	8.20E-04	0	46.3569	46.3569	0.0119	0	46.6532
Total	6.18E-03	0.0268	0.3238	5.30E-04	4.82E-03	8.20E-04	5.64E-03	7.30E-04	8.20E-04	1.55E-03	0	46.3569	46.3569	0.0119	0	46.6532

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.60E-04	4.49E-03	9.50E-04	1.00E-05	3.80E-04	6.00E-05	4.40E-04	1.00E-04	6.00E-05	1.60E-04	0	1.4528	1.4528	5.00E-05	2.30E-04	1.5227
Vendor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Worker	8.20E-04	6.40E-04	7.49E-03	2.00E-05	2.27E-03	1.00E-05	2.28E-03	6.00E-04	1.00E-05	6.10E-04	0	1.8412	1.8412	6.00E-05	6.00E-05	1.8594
Total	9.80E-04	5.13E-03	8.44E-03	3.00E-05	2.65E-03	7.00E-05	2.72E-03	7.00E-04	7.00E-05	7.70E-04	0	3.294	3.294	1.10E-04	2.90E-04	3.3821

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					4.77E-03	0	4.77E-03	5.20E-04	0	5.20E-04	0	0	0	0	0	0
Off-Road	4.14E-03	0.047	0.0302	7.00E-05		1.79E-03	1.79E-03		1.64E-03	1.64E-03	0	6.4641	6.4641	2.09E-03	0	6.5164
Total	4.14E-03	0.047	0.0302	7.00E-05	4.77E-03	1.79E-03	6.56E-03	5.20E-04	1.64E-03	2.16E-03	0	6.4641	6.4641	2.09E-03	0	6.5164

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Worker	6.00E-05	5.00E-05	5.80E-04	0	1.90E-04	0	1.90E-04	5.00E-05	0	5.00E-05	0	0.1505	0.1505	0	0	0.1519
Total	6.00E-05	5.00E-05	5.80E-04	0	1.90E-04	0	1.90E-04	5.00E-05	0	5.00E-05	0	0.1505	0.1505	0	0	0.1519

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					4.77E-03	0	4.77E-03	5.20E-04	0	5.20E-04	0	0	0	0	0	0
Off-Road	9.00E-04	3.91E-03	0.0356	7.00E-05		1.20E-04	1.20E-04		1.20E-04	1.20E-04	0	6.4641	6.4641	2.09E-03	0	6.5164
Total	9.00E-04	3.91E-03	0.0356	7.00E-05	4.77E-03	1.20E-04	4.89E-03	5.20E-04	1.20E-04	6.40E-04	0	6.4641	6.4641	2.09E-03	0	6.5164

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Worker	6.00E-05	5.00E-05	5.80E-04	0	1.90E-04	0	1.90E-04	5.00E-05	0	5.00E-05	0	0.1505	0.1505	0	0	0.1519
Total	6.00E-05	5.00E-05	5.80E-04	0	1.90E-04	0	1.90E-04	5.00E-05	0	5.00E-05	0	0.1505	0.1505	0	0	0.1519

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.039	0	0.039	0.0188	0	0.0188	0	0	0	0	0	0
Off-Road	8.47E-03	0.0934	0.0507	1.10E-04		4.08E-03	4.08E-03		3.76E-03	3.76E-03	0	9.9565	9.9565	3.22E-03	0	10.037
Total	8.47E-03	0.0934	0.0507	1.10E-04	0.039	4.08E-03	0.043	0.0188	3.76E-03	0.0226	0	9.9565	9.9565	3.22E-03	0	10.037

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Worker	1.50E-04	1.10E-04	1.33E-03	0	4.40E-04	0	4.40E-04	1.20E-04	0	1.20E-04	0	0.3449	0.3449	1.00E-05	1.00E-05	0.3482
Total	1.50E-04	1.10E-04	1.33E-03	0	4.40E-04	0	4.40E-04	1.20E-04	0	1.20E-04	0	0.3449	0.3449	1.00E-05	1.00E-05	0.3482

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.039	0	0.039	0.0188	0	0.0188	0	0	0	0	0	0
Off-Road	1.39E-03	6.01E-03	0.06	1.10E-04		1.80E-04	1.80E-04		1.80E-04	1.80E-04	0	9.9565	9.9565	3.22E-03	0	10.037
Total	1.39E-03	6.01E-03	0.06	1.10E-04	0.039	1.80E-04	0.0391	0.0188	1.80E-04	0.019	0	9.9565	9.9565	3.22E-03	0	10.037

Mitigated Construction Off-Site

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

Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Worker	1.50E-04	1.10E-04	1.33E-03	0	4.40E-04	0	4.40E-04	1.20E-04	0	1.20E-04	0	0.3449	0.3449	1.00E-05	1.00E-05	0.3482
Total	1.50E-04	1.10E-04	1.33E-03	0	4.40E-04	0	4.40E-04	1.20E-04	0	1.20E-04	0	0.3449	0.3449	1.00E-05	1.00E-05	0.3482

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1874	1.475	1.4497	2.53E-03		0.0709	0.0709		0.068	0.068	0	209.7569	209.7569	0.0405	0	210.7686
Total	0.1874	1.475	1.4497	2.53E-03		0.0709	0.0709		0.068	0.068	0	209.7569	209.7569	0.0405	0	210.7686

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	8.04E-03	0.2168	0.0475	9.10E-04	0.0295	2.62E-03	0.0321	8.52E-03	2.50E-03	0.011	0	88.6328	88.6328	1.97E-03	0.013	92.5637
Worker	8.93E-03	6.54E-03	0.0804	2.30E-04	0.0264	1.40E-04	0.0266	7.03E-03	1.30E-04	7.16E-03	0	20.9023	20.9023	6.40E-04	6.00E-04	21.0985
Total	0.017	0.2233	0.1279	1.14E-03	0.0559	2.76E-03	0.0587	0.0156	2.63E-03	0.0182	0	109.5352	109.5352	2.61E-03	0.0136	113.6621

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0333	0.3909	1.5085	2.53E-03		3.55E-03	3.55E-03		3.55E-03	3.55E-03	0	209.7567	209.7567	0.0405	0	210.7684

Total	0.0333	0.3909	1.5085	2.53E-03		3.55E-03	3.55E-03		3.55E-03	3.55E-03	0	209.7567	209.7567	0.0405	0	210.7684
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Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	8.04E-03	0.2168	0.0475	9.10E-04	0.0295	2.62E-03	0.0321	8.52E-03	2.50E-03	0.011	0	88.6328	88.6328	1.97E-03	0.013	92.5637
Worker	8.93E-03	6.54E-03	0.0804	2.30E-04	0.0264	1.40E-04	0.0266	7.03E-03	1.30E-04	7.16E-03	0	20.9023	20.9023	6.40E-04	6.00E-04	21.0985
Total	0.017	0.2233	0.1279	1.14E-03	0.0559	2.76E-03	0.0587	0.0156	2.63E-03	0.0182	0	109.5352	109.5352	2.61E-03	0.0136	113.6621

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1739	1.3828	1.4428	2.54E-03		0.0623	0.0623		0.0597	0.0597	0	210.8176	210.8176	0.0399	0	211.8143
Total	0.1739	1.3828	1.4428	2.54E-03		0.0623	0.0623		0.0597	0.0597	0	210.8176	210.8176	0.0399	0	211.8143

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	3.11E-03	0.165	0.0354	8.80E-04	0.0297	1.16E-03	0.0308	8.57E-03	1.11E-03	9.67E-03	0	85.3649	85.3649	1.75E-03	0.0125	89.1296
Worker	8.37E-03	5.83E-03	0.075	2.20E-04	0.0266	1.30E-04	0.0267	7.07E-03	1.20E-04	7.19E-03	0	20.4774	20.4774	5.80E-04	5.60E-04	20.6599
Total	0.0115	0.1708	0.1104	1.10E-03	0.0562	1.29E-03	0.0575	0.0156	1.23E-03	0.0169	0	105.8423	105.8423	2.33E-03	0.0131	109.7894

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0335	0.3929	1.516	2.54E-03		3.57E-03	3.57E-03		3.57E-03	3.57E-03	0	210.8173	210.8173	0.0399	0	211.8141
Total	0.0335	0.3929	1.516	2.54E-03		3.57E-03	3.57E-03		3.57E-03	3.57E-03	0	210.8173	210.8173	0.0399	0	211.8141

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	3.11E-03	0.165	0.0354	8.80E-04	0.0297	1.16E-03	0.0308	8.57E-03	1.11E-03	9.67E-03	0	85.3649	85.3649	1.75E-03	0.0125	89.1296
Worker	8.37E-03	5.83E-03	0.075	2.20E-04	0.0266	1.30E-04	0.0267	7.07E-03	1.20E-04	7.19E-03	0	20.4774	20.4774	5.80E-04	5.60E-04	20.6599
Total	0.0115	0.1708	0.1104	1.10E-03	0.0562	1.29E-03	0.0575	0.0156	1.23E-03	0.0169	0	105.8423	105.8423	2.33E-03	0.0131	109.7894

3.6 Paving - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.92E-03	0.0775	0.1052	1.60E-04		3.90E-03	3.90E-03		3.60E-03	3.60E-03	0	13.9615	13.9615	4.42E-03	0	14.0721
Paving	0					0	0		0	0	0	0	0	0	0	0
Total	7.92E-03	0.0775	0.1052	1.60E-04		3.90E-03	3.90E-03		3.60E-03	3.60E-03	0	13.9615	13.9615	4.42E-03	0	14.0721

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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Category	tons/yr										MT/yr					
Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Worker	3.40E-04	2.40E-04	3.02E-03	1.00E-05	1.07E-03	1.00E-05	1.08E-03	2.80E-04	0	2.90E-04	0	0.8253	0.8253	2.00E-05	2.00E-05	0.8327
Total	3.40E-04	2.40E-04	3.02E-03	1.00E-05	1.07E-03	1.00E-05	1.08E-03	2.80E-04	0	2.90E-04	0	0.8253	0.8253	2.00E-05	2.00E-05	0.8327

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.89E-03	8.20E-03	0.1168	1.60E-04		2.50E-04	2.50E-04		2.50E-04	2.50E-04	0	13.9615	13.9615	4.42E-03	0	14.0721
Paving	0					0	0		0	0	0	0	0	0	0	0
Total	1.89E-03	8.20E-03	0.1168	1.60E-04		2.50E-04	2.50E-04		2.50E-04	2.50E-04	0	13.9615	13.9615	4.42E-03	0	14.0721

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Worker	3.40E-04	2.40E-04	3.02E-03	1.00E-05	1.07E-03	1.00E-05	1.08E-03	2.80E-04	0	2.90E-04	0	0.8253	0.8253	2.00E-05	2.00E-05	0.8327
Total	3.40E-04	2.40E-04	3.02E-03	1.00E-05	1.07E-03	1.00E-05	1.08E-03	2.80E-04	0	2.90E-04	0	0.8253	0.8253	2.00E-05	2.00E-05	0.8327

3.7 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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Vendor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Worker	1.60E-04	1.10E-04	1.41E-03	0	5.00E-04	0	5.00E-04	1.30E-04	0	1.40E-04	0	0.3852	0.3852	1.00E-05	1.00E-05	0.3886
Total	1.60E-04	1.10E-04	1.41E-03	0	5.00E-04	0	5.00E-04	1.30E-04	0	1.40E-04	0	0.3852	0.3852	1.00E-05	1.00E-05	0.3886

4.0 Operational Detail - Mobile

Operational emissions not estimated in this run

EVC FMP - Construction Phase 3 - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**EVC FMP - Construction Phase 3
Santa Clara County, Annual****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Junior College (2yr)	15.51	1000sqft	0.30	15,506.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	58
Climate Zone	4			Operational Year	2030
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Site area estimated from Google Earth

Construction Phase - Demolition duration from EVC program table. Defaults for new construction adjusted to match provided duration

Grading - Site area based on Google Earth

Demolition -

Trips and VMT - Vendor trip length assumed to be 25 miles each way

Vehicle Trips - Operational emissions not estimated in this run

Construction Off-road Equipment Mitigation - Tier 4 Final construction equipment used as BACT for mitigation

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	7.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	5.00	25.00
tblConstructionPhase	NumDays	100.00	501.00
tblConstructionPhase	NumDays	10.00	566.00
tblConstructionPhase	NumDays	2.00	10.00
tblConstructionPhase	NumDays	5.00	25.00
tblConstructionPhase	NumDays	1.00	5.00
tblConstructionPhase	PhaseEndDate	2/20/2023	10/31/2024
tblConstructionPhase	PhaseEndDate	2/6/2023	8/22/2024
tblConstructionPhase	PhaseEndDate	9/14/2022	10/31/2024
tblConstructionPhase	PhaseEndDate	9/19/2022	9/21/2022
tblConstructionPhase	PhaseEndDate	2/13/2023	9/26/2024
tblConstructionPhase	PhaseEndDate	9/15/2022	9/7/2022
tblConstructionPhase	PhaseStartDate	2/14/2023	9/27/2024
tblConstructionPhase	PhaseStartDate	9/20/2022	9/22/2022
tblConstructionPhase	PhaseStartDate	9/16/2022	9/8/2022
tblConstructionPhase	PhaseStartDate	2/7/2023	8/23/2024

tblConstructionPhase	PhaseStartDate	9/15/2022	9/1/2022
tblGrading	AcresOfGrading	7.50	0.30
tblGrading	AcresOfGrading	2.50	0.30
tblLandUse	LotAcreage	0.36	0.30
tblTripsAndVMT	VendorTripLength	7.30	25.00
tblTripsAndVMT	VendorTripLength	7.30	25.00
tblTripsAndVMT	VendorTripLength	7.30	25.00
tblTripsAndVMT	VendorTripLength	7.30	25.00
tblTripsAndVMT	VendorTripLength	7.30	25.00
tblTripsAndVMT	VendorTripLength	7.30	25.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.0651	0.629	0.6438	1.15E-03	0.0317	0.0316	0.0633	0.0148	0.0296	0.0444	0	101.7538	101.7538	0.023	1.23E-03	102.6956
2023	0.1727	1.6392	1.9438	3.45E-03	0.0279	0.0787	0.1067	7.45E-03	0.0738	0.0813	0	304.8617	304.8617	0.0677	4.13E-03	307.7839
2024	0.2133	1.2207	1.5645	2.75E-03	0.0223	0.0554	0.0777	5.92E-03	0.052	0.058	0	241.7328	241.7328	0.0523	2.72E-03	243.8496
Maximum	0.2133	1.6392	1.9438	3.45E-03	0.0317	0.0787	0.1067	0.0148	0.0738	0.0813	0	304.8617	304.8617	0.0677	4.13E-03	307.7839

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.0146	0.0715	0.6906	1.15E-03	0.0317	1.84E-03	0.0336	0.0148	1.83E-03	0.0166	0	101.7537	101.7537	0.023	1.23E-03	102.6954
2023	0.0419	0.2069	2.0852	3.45E-03	0.0279	5.16E-03	0.0331	7.45E-03	5.13E-03	0.0126	0	304.8614	304.8614	0.0677	4.13E-03	307.7836
2024	0.1141	0.1573	1.6688	2.75E-03	0.0223	4.05E-03	0.0264	5.92E-03	4.03E-03	9.96E-03	0	241.7325	241.7325	0.0523	2.72E-03	243.8493

Maximum	0.1141	0.2069	2.0852	3.45E-03	0.0317	5.16E-03	0.0336	0.0148	5.13E-03	0.0166	0	304.8614	304.8614	0.0677	4.13E-03	307.7836
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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	62.2	87.51	-7.04	0	0	93.33	62.43	0	92.93	78.65	0	0	0	0	0	0

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	9-1-2022	11-30-2022	0.5245	0.0638
2	12-1-2022	2-28-2023	0.4650	0.0635
3	3-1-2023	5-31-2023	0.4578	0.0627
4	6-1-2023	8-31-2023	0.4575	0.0624
5	9-1-2023	11-30-2023	0.4531	0.0623
6	12-1-2023	2-29-2024	0.4358	0.0625
7	3-1-2024	5-31-2024	0.4309	0.0625
8	6-1-2024	8-31-2024	0.4271	0.0607
9	9-1-2024	9-30-2024	0.1317	0.0237
		Highest	0.5245	0.0638

2.2 Overall Operational

Operational emissions not estimated in this run

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition of Sequoia Lecture	Demolition	9/1/2022	10/31/2024	5	566	
2	Site Preparation	Site Preparation	9/1/2022	9/7/2022	5	5	
3	Grading	Grading	9/8/2022	9/21/2022	5	10	
4	Building Construction	Building Construction	9/22/2022	8/22/2024	5	501	
5	Paving	Paving	8/23/2024	9/26/2024	5	25	
6	Architectural Coating	Architectural Coating	9/27/2024	10/31/2024	5	25	

Acres of Grading (Site Preparation Phase): 0.3

Acres of Grading (Grading Phase): 0.3

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 23,259; Non-Residential Outdoor: 7,753; Striped Parking Area: 0 (Architectural

OffRoad Equipment

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

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition of Sequoia Lecture	4	10.00	0.00	30.00	10.80	25.00	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	10.80	25.00	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	10.80	25.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	7.00	3.00	0.00	10.80	25.00	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.80	25.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	10.80	25.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

3.2 Demolition of Sequoia Lecture - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.10E-04	0	5.10E-04	8.00E-05	0	8.00E-05	0	0	0	0	0	0
Off-Road	0.0309	0.279	0.3249	5.20E-04		0.0147	0.0147		0.014	0.014	0	45.2991	45.2991	8.36E-03	0	45.5082
Total	0.0309	0.279	0.3249	5.20E-04	5.10E-04	0.0147	0.0152	8.00E-05	0.014	0.0141	0	45.2991	45.2991	8.36E-03	0	45.5082

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.00E-05	4.00E-04	8.00E-05	0	4.00E-05	0	4.00E-05	1.00E-05	0	1.00E-05	0	0.1451	0.1451	0	2.00E-05	0.1521
Vendor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Worker	1.17E-03	8.50E-04	0.0105	3.00E-05	3.45E-03	2.00E-05	3.47E-03	9.20E-04	2.00E-05	9.30E-04	0	2.728	2.728	8.00E-05	8.00E-05	2.7536
Total	1.18E-03	1.25E-03	0.0106	3.00E-05	3.49E-03	2.00E-05	3.51E-03	9.30E-04	2.00E-05	9.40E-04	0	2.8732	2.8732	8.00E-05	1.00E-04	2.9057

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					5.10E-04	0	5.10E-04	8.00E-05	0	8.00E-05	0	0	0	0	0	0
Off-Road	5.77E-03	0.025	0.3415	5.20E-04		7.70E-04	7.70E-04		7.70E-04	7.70E-04	0	45.2991	45.2991	8.36E-03	0	45.5082

Total	5.77E-03	0.025	0.3415	5.20E-04	5.10E-04	7.70E-04	1.28E-03	8.00E-05	7.70E-04	8.50E-04	0	45.2991	45.2991	8.36E-03	0	45.5082
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Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.00E-05	4.00E-04	8.00E-05	0	4.00E-05	0	4.00E-05	1.00E-05	0	1.00E-05	0	0.1451	0.1451	0	2.00E-05	0.1521
Vendor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Worker	1.17E-03	8.50E-04	0.0105	3.00E-05	3.45E-03	2.00E-05	3.47E-03	9.20E-04	2.00E-05	9.30E-04	0	2.728	2.728	8.00E-05	8.00E-05	2.7536
Total	1.18E-03	1.25E-03	0.0106	3.00E-05	3.49E-03	2.00E-05	3.51E-03	9.30E-04	2.00E-05	9.40E-04	0	2.8732	2.8732	8.00E-05	1.00E-04	2.9057

3.2 Demolition of Sequoia Lecture - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.51E-03	0	1.51E-03	2.30E-04	0	2.30E-04	0	0	0	0	0	0
Off-Road	0.084	0.7512	0.961	1.56E-03		0.0367	0.0367		0.0351	0.0351	0	135.4361	135.4361	0.0246	0	136.0521
Total	0.084	0.7512	0.961	1.56E-03	1.51E-03	0.0367	0.0382	2.30E-04	0.0351	0.0353	0	135.4361	135.4361	0.0246	0	136.0521

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.00E-05	9.40E-04	2.20E-04	0	1.20E-04	1.00E-05	1.20E-04	3.00E-05	1.00E-05	4.00E-05	0	0.4126	0.4126	1.00E-05	7.00E-05	0.4325
Vendor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Worker	3.25E-03	2.26E-03	0.0291	9.00E-05	0.0103	5.00E-05	0.0104	2.74E-03	5.00E-05	2.79E-03	0	7.9477	7.9477	2.30E-04	2.20E-04	8.0185

Total	3.26E-03	3.20E-03	0.0293	9.00E-05	0.0104	6.00E-05	0.0105	2.77E-03	6.00E-05	2.83E-03	0	8.3603	8.3603	2.40E-04	2.90E-04	8.4509
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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.51E-03	0	1.51E-03	2.30E-04	0	2.30E-04	0	0	0	0	0	0
Off-Road	0.0172	0.0747	1.0206	1.56E-03		2.30E-03	2.30E-03		2.30E-03	2.30E-03	0	135.4359	135.4359	0.0246	0	136.0519
Total	0.0172	0.0747	1.0206	1.56E-03	1.51E-03	2.30E-03	3.81E-03	2.30E-04	2.30E-03	2.53E-03	0	135.4359	135.4359	0.0246	0	136.0519

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.00E-05	9.40E-04	2.20E-04	0	1.20E-04	1.00E-05	1.20E-04	3.00E-05	1.00E-05	4.00E-05	0	0.4126	0.4126	1.00E-05	7.00E-05	0.4325
Vendor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Worker	3.25E-03	2.26E-03	0.0291	9.00E-05	0.0103	5.00E-05	0.0104	2.74E-03	5.00E-05	2.79E-03	0	7.9477	7.9477	2.30E-04	2.20E-04	8.0185
Total	3.26E-03	3.20E-03	0.0293	9.00E-05	0.0104	6.00E-05	0.0105	2.77E-03	6.00E-05	2.83E-03	0	8.3603	8.3603	2.40E-04	2.90E-04	8.4509

3.2 Demolition of Sequoia Lecture - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.28E-03	0	1.28E-03	1.90E-04	0	1.90E-04	0	0	0	0	0	0
Off-Road	0.0674	0.5998	0.8097	1.31E-03		0.0274	0.0274		0.0262	0.0262	0	114.1069	114.1069	0.0207	0	114.6234
Total	0.0674	0.5998	0.8097	1.31E-03	1.28E-03	0.0274	0.0287	1.90E-04	0.0262	0.0264	0	114.1069	114.1069	0.0207	0	114.6234

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.00E-05	7.90E-04	1.80E-04	0	1.00E-04	1.00E-05	1.00E-04	3.00E-05	1.00E-05	3.00E-05	0	0.3421	0.3421	1.00E-05	5.00E-05	0.3585
Vendor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Worker	2.57E-03	1.71E-03	0.0229	7.00E-05	8.68E-03	4.00E-05	8.73E-03	2.31E-03	4.00E-05	2.35E-03	0	6.5319	6.5319	1.70E-04	1.70E-04	6.5875
Total	2.58E-03	2.50E-03	0.0231	7.00E-05	8.78E-03	5.00E-05	8.83E-03	2.34E-03	5.00E-05	2.38E-03	0	6.874	6.874	1.80E-04	2.20E-04	6.946

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.28E-03	0	1.28E-03	1.90E-04	0	1.90E-04	0	0	0	0	0	0
Off-Road	0.0145	0.0629	0.8597	1.31E-03		1.94E-03	1.94E-03		1.94E-03	1.94E-03	0	114.1067	114.1067	0.0207	0	114.6232
Total	0.0145	0.0629	0.8597	1.31E-03	1.28E-03	1.94E-03	3.22E-03	1.90E-04	1.94E-03	2.13E-03	0	114.1067	114.1067	0.0207	0	114.6232

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.00E-05	7.90E-04	1.80E-04	0	1.00E-04	1.00E-05	1.00E-04	3.00E-05	1.00E-05	3.00E-05	0	0.3421	0.3421	1.00E-05	5.00E-05	0.3585
Vendor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Worker	2.57E-03	1.71E-03	0.0229	7.00E-05	8.68E-03	4.00E-05	8.73E-03	2.31E-03	4.00E-05	2.35E-03	0	6.5319	6.5319	1.70E-04	1.70E-04	6.5875
Total	2.58E-03	2.50E-03	0.0231	7.00E-05	8.78E-03	5.00E-05	8.83E-03	2.34E-03	5.00E-05	2.38E-03	0	6.874	6.874	1.80E-04	2.20E-04	6.946

3.3 Site Preparation - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.60E-04	0	1.60E-04	2.00E-05	0	2.00E-05	0	0	0	0	0	0
Off-Road	1.45E-03	0.0173	9.90E-03	2.00E-05		6.40E-04	6.40E-04		5.90E-04	5.90E-04	0	2.1376	2.1376	6.90E-04	0	2.1549
Total	1.45E-03	0.0173	9.90E-03	2.00E-05	1.60E-04	6.40E-04	8.00E-04	2.00E-05	5.90E-04	6.10E-04	0	2.1376	2.1376	6.90E-04	0	2.1549

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Worker	3.00E-05	2.00E-05	3.00E-04	0	1.00E-04	0	1.00E-04	3.00E-05	0	3.00E-05	0	0.0784	0.0784	0	0	0.0791
Total	3.00E-05	2.00E-05	3.00E-04	0	1.00E-04	0	1.00E-04	3.00E-05	0	3.00E-05	0	0.0784	0.0784	0	0	0.0791

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.60E-04	0	1.60E-04	2.00E-05	0	2.00E-05	0	0	0	0	0	0
Off-Road	3.00E-04	1.29E-03	0.0133	2.00E-05		4.00E-05	4.00E-05		4.00E-05	4.00E-05	0	2.1376	2.1376	6.90E-04	0	2.1549
Total	3.00E-04	1.29E-03	0.0133	2.00E-05	1.60E-04	4.00E-05	2.00E-04	2.00E-05	4.00E-05	6.00E-05	0	2.1376	2.1376	6.90E-04	0	2.1549

Mitigated Construction Off-Site

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

Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Worker	3.00E-05	2.00E-05	3.00E-04	0	1.00E-04	0	1.00E-04	3.00E-05	0	3.00E-05	0	0.0784	0.0784	0	0	0.0791
Total	3.00E-05	2.00E-05	3.00E-04	0	1.00E-04	0	1.00E-04	3.00E-05	0	3.00E-05	0	0.0784	0.0784	0	0	0.0791

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0227	0	0.0227	0.0124	0	0.0124	0	0	0	0	0	0
Off-Road	5.42E-03	0.06	0.0297	7.00E-05		2.59E-03	2.59E-03		2.38E-03	2.38E-03	0	6.1907	6.1907	2.00E-03	0	6.2408
Total	5.42E-03	0.06	0.0297	7.00E-05	0.0227	2.59E-03	0.0253	0.0124	2.38E-03	0.0148	0	6.1907	6.1907	2.00E-03	0	6.2408

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Worker	1.10E-04	8.00E-05	9.70E-04	0	3.20E-04	0	3.20E-04	8.00E-05	0	9.00E-05	0	0.2509	0.2509	1.00E-05	1.00E-05	0.2532
Total	1.10E-04	8.00E-05	9.70E-04	0	3.20E-04	0	3.20E-04	8.00E-05	0	9.00E-05	0	0.2509	0.2509	1.00E-05	1.00E-05	0.2532

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.0227	0	0.0227	0.0124	0	0.0124	0	0	0	0	0	0

Off-Road	8.60E-04	3.74E-03	0.0358	7.00E-05		1.10E-04	1.10E-04		1.10E-04	1.10E-04	0	6.1907	6.1907	2.00E-03	0	6.2408
Total	8.60E-04	3.74E-03	0.0358	7.00E-05	0.0227	1.10E-04	0.0229	0.0124	1.10E-04	0.0125	0	6.1907	6.1907	2.00E-03	0	6.2408

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Worker	1.10E-04	8.00E-05	9.70E-04	0	3.20E-04	0	3.20E-04	8.00E-05	0	9.00E-05	0	0.2509	0.2509	1.00E-05	1.00E-05	0.2532
Total	1.10E-04	8.00E-05	9.70E-04	0	3.20E-04	0	3.20E-04	8.00E-05	0	9.00E-05	0	0.2509	0.2509	1.00E-05	1.00E-05	0.2532

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0247	0.2529	0.2575	4.10E-04		0.0134	0.0134		0.0123	0.0123	0	36.0532	36.0532	0.0117	0	36.3447
Total	0.0247	0.2529	0.2575	4.10E-04		0.0134	0.0134		0.0123	0.0123	0	36.0532	36.0532	0.0117	0	36.3447

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	6.60E-04	0.0178	3.91E-03	7.00E-05	2.43E-03	2.20E-04	2.64E-03	7.00E-04	2.10E-04	9.10E-04	0	7.2904	7.2904	1.60E-04	1.07E-03	7.6138
Worker	6.70E-04	4.90E-04	6.08E-03	2.00E-05	2.00E-03	1.00E-05	2.01E-03	5.30E-04	1.00E-05	5.40E-04	0	1.5804	1.5804	5.00E-05	5.00E-05	1.5952

Total	1.33E-03	0.0183	9.99E-03	9.00E-05	4.43E-03	2.30E-04	4.65E-03	1.23E-03	2.20E-04	1.45E-03	0	8.8708	8.8708	2.10E-04	1.12E-03	9.209
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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	5.03E-03	0.0218	0.2781	4.10E-04		6.70E-04	6.70E-04		6.70E-04	6.70E-04	0	36.0531	36.0531	0.0117	0	36.3446
Total	5.03E-03	0.0218	0.2781	4.10E-04		6.70E-04	6.70E-04		6.70E-04	6.70E-04	0	36.0531	36.0531	0.0117	0	36.3446

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	6.60E-04	0.0178	3.91E-03	7.00E-05	2.43E-03	2.20E-04	2.64E-03	7.00E-04	2.10E-04	9.10E-04	0	7.2904	7.2904	1.60E-04	1.07E-03	7.6138
Worker	6.70E-04	4.90E-04	6.08E-03	2.00E-05	2.00E-03	1.00E-05	2.01E-03	5.30E-04	1.00E-05	5.40E-04	0	1.5804	1.5804	5.00E-05	5.00E-05	1.5952
Total	1.33E-03	0.0183	9.99E-03	9.00E-05	4.43E-03	2.30E-04	4.65E-03	1.23E-03	2.20E-04	1.45E-03	0	8.8708	8.8708	2.10E-04	1.12E-03	9.209

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0822	0.8344	0.9226	1.48E-03		0.0416	0.0416		0.0383	0.0383	0	130.271	130.271	0.0421	0	131.3243
Total	0.0822	0.8344	0.9226	1.48E-03		0.0416	0.0416		0.0383	0.0383	0	130.271	130.271	0.0421	0	131.3243

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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Category	tons/yr										MT/yr					
Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	9.20E-04	0.0488	0.0105	2.60E-04	8.77E-03	3.40E-04	9.11E-03	2.53E-03	3.30E-04	2.86E-03	0	25.231	25.231	5.20E-04	3.69E-03	26.3437
Worker	2.27E-03	1.58E-03	0.0204	6.00E-05	7.22E-03	4.00E-05	7.25E-03	1.92E-03	3.00E-05	1.95E-03	0	5.5634	5.5634	1.60E-04	1.50E-04	5.6129
Total	3.19E-03	0.0503	0.0308	3.20E-04	0.016	3.80E-04	0.0164	4.45E-03	3.60E-04	4.81E-03	0	30.7944	30.7944	6.80E-04	3.84E-03	31.9566

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0182	0.0787	1.0044	1.48E-03		2.42E-03	2.42E-03		2.42E-03	2.42E-03	0	130.2708	130.2708	0.0421	0	131.3241
Total	0.0182	0.0787	1.0044	1.48E-03		2.42E-03	2.42E-03		2.42E-03	2.42E-03	0	130.2708	130.2708	0.0421	0	131.3241

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	9.20E-04	0.0488	0.0105	2.60E-04	8.77E-03	3.40E-04	9.11E-03	2.53E-03	3.30E-04	2.86E-03	0	25.231	25.231	5.20E-04	3.69E-03	26.3437
Worker	2.27E-03	1.58E-03	0.0204	6.00E-05	7.22E-03	4.00E-05	7.25E-03	1.92E-03	3.00E-05	1.95E-03	0	5.5634	5.5634	1.60E-04	1.50E-04	5.6129
Total	3.19E-03	0.0503	0.0308	3.20E-04	0.016	3.80E-04	0.0164	4.45E-03	3.60E-04	4.81E-03	0	30.7944	30.7944	6.80E-04	3.84E-03	31.9566

3.5 Building Construction - 2024

Unmitigated Construction On-Site

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

Off-Road	0.0503	0.5048	0.5972	9.60E-04		0.0239	0.0239		0.022	0.022	0	84.7048	84.7048	0.0274	0	85.3897
Total	0.0503	0.5048	0.5972	9.60E-04		0.0239	0.0239		0.022	0.022	0	84.7048	84.7048	0.0274	0	85.3897

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	5.80E-04	0.0317	6.63E-03	1.70E-04	5.70E-03	2.30E-04	5.92E-03	1.65E-03	2.20E-04	1.86E-03	0	16.1596	16.1596	3.30E-04	2.36E-03	16.8709
Worker	1.39E-03	9.20E-04	0.0124	4.00E-05	4.69E-03	2.00E-05	4.71E-03	1.25E-03	2.00E-05	1.27E-03	0	3.5284	3.5284	9.00E-05	9.00E-05	3.5584
Total	1.97E-03	0.0327	0.019	2.10E-04	0.0104	2.50E-04	0.0106	2.90E-03	2.40E-04	3.13E-03	0	19.6881	19.6881	4.20E-04	2.45E-03	20.4294

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0118	0.0511	0.6529	9.60E-04		1.57E-03	1.57E-03		1.57E-03	1.57E-03	0	84.7047	84.7047	0.0274	0	85.3896
Total	0.0118	0.0511	0.6529	9.60E-04		1.57E-03	1.57E-03		1.57E-03	1.57E-03	0	84.7047	84.7047	0.0274	0	85.3896

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	5.80E-04	0.0317	6.63E-03	1.70E-04	5.70E-03	2.30E-04	5.92E-03	1.65E-03	2.20E-04	1.86E-03	0	16.1596	16.1596	3.30E-04	2.36E-03	16.8709
Worker	1.39E-03	9.20E-04	0.0124	4.00E-05	4.69E-03	2.00E-05	4.71E-03	1.25E-03	2.00E-05	1.27E-03	0	3.5284	3.5284	9.00E-05	9.00E-05	3.5584
Total	1.97E-03	0.0327	0.019	2.10E-04	0.0104	2.50E-04	0.0106	2.90E-03	2.40E-04	3.13E-03	0	19.6881	19.6881	4.20E-04	2.45E-03	20.4294

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.38E-03	0.0654	0.0879	1.40E-04		3.04E-03	3.04E-03		2.84E-03	2.84E-03	0	11.7508	11.7508	3.42E-03	0	11.8363
Paving	0					0	0		0	0	0	0	0	0	0	0
Total	7.38E-03	0.0654	0.0879	1.40E-04		3.04E-03	3.04E-03		2.84E-03	2.84E-03	0	11.7508	11.7508	3.42E-03	0	11.8363

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Worker	5.30E-04	3.50E-04	4.71E-03	1.00E-05	1.78E-03	1.00E-05	1.79E-03	4.70E-04	1.00E-05	4.80E-04	0	1.3422	1.3422	4.00E-05	4.00E-05	1.3536
Total	5.30E-04	3.50E-04	4.71E-03	1.00E-05	1.78E-03	1.00E-05	1.79E-03	4.70E-04	1.00E-05	4.80E-04	0	1.3422	1.3422	4.00E-05	4.00E-05	1.3536

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.40E-03	6.06E-03	0.0863	1.40E-04		1.90E-04	1.90E-04		1.90E-04	1.90E-04	0	11.7507	11.7507	3.42E-03	0	11.8363
Paving	0					0	0		0	0	0	0	0	0	0	0
Total	1.40E-03	6.06E-03	0.0863	1.40E-04		1.90E-04	1.90E-04		1.90E-04	1.90E-04	0	11.7507	11.7507	3.42E-03	0	11.8363

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Worker	5.30E-04	3.50E-04	4.71E-03	1.00E-05	1.78E-03	1.00E-05	1.79E-03	4.70E-04	1.00E-05	4.80E-04	0	1.3422	1.3422	4.00E-05	4.00E-05	1.3536
Total	5.30E-04	3.50E-04	4.71E-03	1.00E-05	1.78E-03	1.00E-05	1.79E-03	4.70E-04	1.00E-05	4.80E-04	0	1.3422	1.3422	4.00E-05	4.00E-05	1.3536

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0809					0	0		0	0	0	0	0	0	0	0
Off-Road	2.26E-03	0.0152	0.0226	4.00E-05		7.60E-04	7.60E-04		7.60E-04	7.60E-04	0	3.1916	3.1916	1.80E-04	0	3.1961
Total	0.0831	0.0152	0.0226	4.00E-05		7.60E-04	7.60E-04		7.60E-04	7.60E-04	0	3.1916	3.1916	1.80E-04	0	3.1961

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Worker	3.00E-05	2.00E-05	2.60E-04	0	1.00E-04	0	1.00E-04	3.00E-05	0	3.00E-05	0	0.0746	0.0746	0	0	0.0752
Total	3.00E-05	2.00E-05	2.60E-04	0	1.00E-04	0	1.00E-04	3.00E-05	0	3.00E-05	0	0.0746	0.0746	0	0	0.0752

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0809					0	0		0	0	0	0	0	0	0	0
Off-Road	3.70E-04	1.61E-03	0.0229	4.00E-05		5.00E-05	5.00E-05		5.00E-05	5.00E-05	0	3.1916	3.1916	1.80E-04	0	3.1961
Total	0.0812	1.61E-03	0.0229	4.00E-05		5.00E-05	5.00E-05		5.00E-05	5.00E-05	0	3.1916	3.1916	1.80E-04	0	3.1961

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Worker	3.00E-05	2.00E-05	2.60E-04	0	1.00E-04	0	1.00E-04	3.00E-05	0	3.00E-05	0	0.0746	0.0746	0	0	0.0752
Total	3.00E-05	2.00E-05	2.60E-04	0	1.00E-04	0	1.00E-04	3.00E-05	0	3.00E-05	0	0.0746	0.0746	0	0	0.0752

4.0 Operational Detail - Mobile

Operational emissions not estimated in this run

EVC FMP Construction - Phase 4 - Santa Clara County, Annual

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

EVC FMP Construction - Phase 4
Santa Clara County, Annual

1.0 Project Characteristics**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Junior College (2yr)	41.50	1000sqft	0.41	41,500.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	58
Climate Zone	4			Operational Year	2030
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MW hr)	203.98	CH4 Intensity (lb/MW hr)	0.033	N2O Intensity (lb/MW hr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Site area as measured using Google Earth

Construction Phase - Demolition assumed to take 1 year. Default CalEEMod schedule adjust based on total duration provided.

Grading - .

Demolition -

Trips and VMT - Vendor trip length assumed to be 25 miles

Vehicle Trips - Operational emissions not estimated in this run

Construction Off-road Equipment Mitigation - Tier \$ Final equipment assumed as BACT for construction equipment

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	7.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	5.00	14.00
tblConstructionPhase	NumDays	100.00	288.00
tblConstructionPhase	NumDays	10.00	261.00
tblConstructionPhase	NumDays	2.00	6.00
tblConstructionPhase	NumDays	5.00	14.00
tblConstructionPhase	NumDays	1.00	3.00
tblConstructionPhase	PhaseEndDate	3/22/2023	12/29/2023
tblConstructionPhase	PhaseEndDate	3/8/2023	11/21/2023
tblConstructionPhase	PhaseEndDate	10/14/2022	12/31/2025
tblConstructionPhase	PhaseEndDate	10/19/2022	10/13/2022
tblConstructionPhase	PhaseEndDate	3/15/2023	12/11/2023
tblConstructionPhase	PhaseEndDate	10/17/2022	10/5/2022
tblConstructionPhase	PhaseStartDate	3/16/2023	12/12/2023
tblConstructionPhase	PhaseStartDate	10/20/2022	10/14/2022
tblConstructionPhase	PhaseStartDate	10/1/2022	1/1/2025

tblConstructionPhase	PhaseStartDate	10/18/2022	10/6/2022
tblConstructionPhase	PhaseStartDate	3/9/2023	11/22/2023
tblConstructionPhase	PhaseStartDate	10/15/2022	10/1/2022
tblLandUse	LotAcreage	0.95	0.41
tblTripsAndVMT	VendorTripLength	7.30	25.00
tblVehicleTrips	ST_TR	11.23	0.00
tblVehicleTrips	SU_TR	1.21	0.00
tblVehicleTrips	WD_TR	20.25	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.0259	0.2765	0.2434	5.50E-04	0.0252	0.0128	0.0379	0.0101	0.0118	0.0219	0	49.4518	49.4518	0.0111	2.04E-03	50.3356
2023	0.3026	0.8974	0.9543	2.10E-03	0.0351	0.0403	0.0754	9.74E-03	0.0372	0.0469	0	190.0954	190.0954	0.0411	8.04E-03	193.518
2025	0.0782	0.6934	0.9928	1.76E-03	0.055	0.0277	0.0827	9.92E-03	0.0265	0.0364	0	154.7123	154.7123	0.025	1.95E-03	155.9166
Maximum	0.3026	0.8974	0.9928	2.10E-03	0.055	0.0403	0.0827	0.0101	0.0372	0.0469	0	190.0954	190.0954	0.0411	8.04E-03	193.518

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	7.17E-03	0.0533	0.2651	5.50E-04	0.0252	1.03E-03	0.0262	0.0101	1.01E-03	0.0111	0	49.4518	49.4518	0.0111	2.04E-03	50.3356
2023	0.2408	0.1797	1.0266	2.10E-03	0.0351	3.09E-03	0.0382	9.74E-03	3.05E-03	0.0128	0	190.0953	190.0953	0.0411	8.04E-03	193.5179
2025	0.0206	0.1027	1.0563	1.76E-03	0.055	2.57E-03	0.0576	9.92E-03	2.55E-03	0.0125	0	154.7121	154.7121	0.025	1.95E-03	155.9165
Maximum	0.2408	0.1797	1.0563	2.10E-03	0.055	3.09E-03	0.0576	0.0101	3.05E-03	0.0128	0	190.0953	190.0953	0.0411	8.04E-03	193.5179

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	33.96	82.02	-7.19	0.00	0.00	91.71	37.79	0.00	91.23	65.39	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	10-1-2022	12-31-2022	0.3054	0.0617
2	1-1-2023	3-31-2023	0.2583	0.0556
3	4-1-2023	6-30-2023	0.2594	0.0545
4	7-1-2023	9-30-2023	0.2623	0.0551
5	10-1-2023	12-31-2023	0.4020	0.2368
10	1-1-2025	3-31-2025	0.1903	0.0306
11	4-1-2025	6-30-2025	0.1919	0.0305
12	7-1-2025	9-30-2025	0.1940	0.0308
		Highest	0.4020	0.2368

2.2 Overall Operational

Operational emissions not estimated in this run

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition of Acacia	Demolition	1/1/2025	12/31/2025	5	261	
2	Site Preparation	Site Preparation	10/1/2022	10/5/2022	5	3	
3	Grading	Grading	10/6/2022	10/13/2022	5	6	
4	Building Construction	Building Construction	10/14/2022	11/21/2023	5	288	
5	Paving	Paving	11/22/2023	12/11/2023	5	14	
6	Architectural Coating	Architectural Coating	12/12/2023	12/29/2023	5	14	

Acres of Grading (Site Preparation Phase): 1.5

Acres of Grading (Grading Phase): 4.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 62,250; Non-Residential Outdoor: 20,750; Striped Parking Area: 0 (Architectural

OffRoad Equipment

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

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition of Acacia	4	10.00	0.00	383.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	17.00	7.00	0.00	10.80	25.00	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	3.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

3.2 Demolition of Acacia - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0414	0	0.0414	6.27E-03	0	6.27E-03	0	0	0	0	0	0
Off-Road	0.075	0.6657	0.961	1.57E-03		0.0274	0.0274		0.0262	0.0262	0	136.0415	136.0415	0.0244	0	136.6513
Total	0.075	0.6657	0.961	1.57E-03	0.0414	0.0274	0.0688	6.27E-03	0.0262	0.0325	0	136.0415	136.0415	0.0244	0	136.6513

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.00E-04	0.0259	6.11E-03	1.10E-04	3.25E-03	2.10E-04	3.46E-03	8.90E-04	2.00E-04	1.10E-03	0	11.0689	11.0689	3.80E-04	1.76E-03	11.6016
Vendor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Worker	2.88E-03	1.83E-03	0.0257	8.00E-05	0.0104	5.00E-05	0.0104	2.75E-03	4.00E-05	2.80E-03	0	7.6018	7.6018	1.90E-04	1.90E-04	7.6637
Total	3.28E-03	0.0277	0.0318	1.90E-04	0.0136	2.60E-04	0.0139	3.64E-03	2.40E-04	3.90E-03	0	18.6707	18.6707	5.70E-04	1.95E-03	19.2653

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.0414	0	0.0414	6.27E-03	0	6.27E-03	0	0	0	0	0	0
Off-Road	0.0173	0.075	1.0246	1.57E-03		2.31E-03	2.31E-03		2.31E-03	2.31E-03	0	136.0414	136.0414	0.0244	0	136.6512
Total	0.0173	0.075	1.0246	1.57E-03	0.0414	2.31E-03	0.0437	6.27E-03	2.31E-03	8.58E-03	0	136.0414	136.0414	0.0244	0	136.6512

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.00E-04	0.0259	6.11E-03	1.10E-04	3.25E-03	2.10E-04	3.46E-03	8.90E-04	2.00E-04	1.10E-03	0	11.0689	11.0689	3.80E-04	1.76E-03	11.6016
Vendor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Worker	2.88E-03	1.83E-03	0.0257	8.00E-05	0.0104	5.00E-05	0.0104	2.75E-03	4.00E-05	2.80E-03	0	7.6018	7.6018	1.90E-04	1.90E-04	7.6637
Total	3.28E-03	0.0277	0.0318	1.90E-04	0.0136	2.60E-04	0.0139	3.64E-03	2.40E-04	3.90E-03	0	18.6707	18.6707	5.70E-04	1.95E-03	19.2653

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					8.00E-04	0	8.00E-04	9.00E-05	0	9.00E-05	0	0	0	0	0	0
Off-Road	8.70E-04	0.0104	5.94E-03	1.00E-05		3.90E-04	3.90E-04		3.60E-04	3.60E-04	0	1.2826	1.2826	4.10E-04	0	1.2929
Total	8.70E-04	0.0104	5.94E-03	1.00E-05	8.00E-04	3.90E-04	1.19E-03	9.00E-05	3.60E-04	4.50E-04	0	1.2826	1.2826	4.10E-04	0	1.2929

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Worker	2.00E-05	1.00E-05	1.80E-04	0	6.00E-05	0	6.00E-05	2.00E-05	0	2.00E-05	0	0.047	0.047	0	0	0.0475
Total	2.00E-05	1.00E-05	1.80E-04	0	6.00E-05	0	6.00E-05	2.00E-05	0	2.00E-05	0	0.047	0.047	0	0	0.0475

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					8.00E-04	0	8.00E-04	9.00E-05	0	9.00E-05	0	0	0	0	0	0
Off-Road	1.80E-04	7.70E-04	7.98E-03	1.00E-05		2.00E-05	2.00E-05		2.00E-05	2.00E-05	0	1.2826	1.2826	4.10E-04	0	1.2929
Total	1.80E-04	7.70E-04	7.98E-03	1.00E-05	8.00E-04	2.00E-05	8.20E-04	9.00E-05	2.00E-05	1.10E-04	0	1.2826	1.2826	4.10E-04	0	1.2929

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Worker	2.00E-05	1.00E-05	1.80E-04	0	6.00E-05	0	6.00E-05	2.00E-05	0	2.00E-05	0	0.047	0.047	0	0	0.0475
Total	2.00E-05	1.00E-05	1.80E-04	0	6.00E-05	0	6.00E-05	2.00E-05	0	2.00E-05	0	0.047	0.047	0	0	0.0475

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0159	0	0.0159	7.71E-03	0	7.71E-03	0	0	0	0	0	0
Off-Road	3.25E-03	0.036	0.0178	4.00E-05		1.55E-03	1.55E-03		1.43E-03	1.43E-03	0	3.7144	3.7144	1.20E-03	0	3.7445
Total	3.25E-03	0.036	0.0178	4.00E-05	0.0159	1.55E-03	0.0175	7.71E-03	1.43E-03	9.14E-03	0	3.7144	3.7144	1.20E-03	0	3.7445

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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Category	tons/yr										MT/yr					
Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Worker	6.00E-05	5.00E-05	5.80E-04	0	1.90E-04	0	1.90E-04	5.00E-05	0	5.00E-05	0	0.1505	0.1505	0	0	0.1519
Total	6.00E-05	5.00E-05	5.80E-04	0	1.90E-04	0	1.90E-04	5.00E-05	0	5.00E-05	0	0.1505	0.1505	0	0	0.1519

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.0159	0	0.0159	7.71E-03	0	7.71E-03	0	0	0	0	0	0
Off-Road	5.20E-04	2.24E-03	0.0215	4.00E-05		7.00E-05	7.00E-05		7.00E-05	7.00E-05	0	3.7144	3.7144	1.20E-03	0	3.7445
Total	5.20E-04	2.24E-03	0.0215	4.00E-05	0.0159	7.00E-05	0.016	7.71E-03	7.00E-05	7.78E-03	0	3.7144	3.7144	1.20E-03	0	3.7445

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Worker	6.00E-05	5.00E-05	5.80E-04	0	1.90E-04	0	1.90E-04	5.00E-05	0	5.00E-05	0	0.1505	0.1505	0	0	0.1519
Total	6.00E-05	5.00E-05	5.80E-04	0	1.90E-04	0	1.90E-04	5.00E-05	0	5.00E-05	0	0.1505	0.1505	0	0	0.1519

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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Category	tons/yr										MT/yr					
Off-Road	0.0192	0.1967	0.2003	3.20E-04		0.0104	0.0104		9.58E-03	9.58E-03	0	28.0414	28.0414	9.07E-03	0	28.2681
Total	0.0192	0.1967	0.2003	3.20E-04		0.0104	0.0104		9.58E-03	9.58E-03	0	28.0414	28.0414	9.07E-03	0	28.2681

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	1.20E-03	0.0324	7.09E-03	1.40E-04	4.41E-03	3.90E-04	4.80E-03	1.27E-03	3.70E-04	1.65E-03	0	13.2308	13.2308	2.90E-04	1.94E-03	13.8176
Worker	1.27E-03	9.30E-04	0.0115	3.00E-05	3.78E-03	2.00E-05	3.79E-03	1.00E-03	2.00E-05	1.02E-03	0	2.9852	2.9852	9.00E-05	9.00E-05	3.0132
Total	2.47E-03	0.0333	0.0186	1.70E-04	8.19E-03	4.10E-04	8.59E-03	2.27E-03	3.90E-04	2.67E-03	0	16.216	16.216	3.80E-04	2.03E-03	16.8307

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	3.91E-03	0.017	0.2163	3.20E-04		5.20E-04	5.20E-04		5.20E-04	5.20E-04	0	28.0413	28.0413	9.07E-03	0	28.2681
Total	3.91E-03	0.017	0.2163	3.20E-04		5.20E-04	5.20E-04		5.20E-04	5.20E-04	0	28.0413	28.0413	9.07E-03	0	28.2681

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	1.20E-03	0.0324	7.09E-03	1.40E-04	4.41E-03	3.90E-04	4.80E-03	1.27E-03	3.70E-04	1.65E-03	0	13.2308	13.2308	2.90E-04	1.94E-03	13.8176
Worker	1.27E-03	9.30E-04	0.0115	3.00E-05	3.78E-03	2.00E-05	3.79E-03	1.00E-03	2.00E-05	1.02E-03	0	2.9852	2.9852	9.00E-05	9.00E-05	3.0132

Total	2.47E-03	0.0333	0.0186	1.70E-04	8.19E-03	4.10E-04	8.59E-03	2.27E-03	3.90E-04	2.67E-03	0	16.216	16.216	3.80E-04	2.03E-03	16.8307
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3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0733	0.7446	0.8233	1.32E-03		0.0372	0.0372		0.0342	0.0342	0	116.2418	116.2418	0.0376	0	117.1817
Total	0.0733	0.7446	0.8233	1.32E-03		0.0372	0.0372		0.0342	0.0342	0	116.2418	116.2418	0.0376	0	117.1817

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	1.91E-03	0.1015	0.0218	5.40E-04	0.0183	7.10E-04	0.019	5.27E-03	6.80E-04	5.95E-03	0	52.5322	52.5322	1.08E-03	7.68E-03	54.849
Worker	4.93E-03	3.43E-03	0.0441	1.30E-04	0.0156	8.00E-05	0.0157	4.16E-03	7.00E-05	4.23E-03	0	12.056	12.056	3.40E-04	3.30E-04	12.1634
Total	6.84E-03	0.105	0.0659	6.70E-04	0.0339	7.90E-04	0.0347	9.43E-03	7.50E-04	0.0102	0	64.5882	64.5882	1.42E-03	8.01E-03	67.0123

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0162	0.0702	0.8962	1.32E-03		2.16E-03	2.16E-03		2.16E-03	2.16E-03	0	116.2416	116.2416	0.0376	0	117.1815
Total	0.0162	0.0702	0.8962	1.32E-03		2.16E-03	2.16E-03		2.16E-03	2.16E-03	0	116.2416	116.2416	0.0376	0	117.1815

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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Category	tons/yr										MT/yr					
Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	1.91E-03	0.1015	0.0218	5.40E-04	0.0183	7.10E-04	0.019	5.27E-03	6.80E-04	5.95E-03	0	52.5322	52.5322	1.08E-03	7.68E-03	54.849
Worker	4.93E-03	3.43E-03	0.0441	1.30E-04	0.0156	8.00E-05	0.0157	4.16E-03	7.00E-05	4.23E-03	0	12.056	12.056	3.40E-04	3.30E-04	12.1634
Total	6.84E-03	0.105	0.0659	6.70E-04	0.0339	7.90E-04	0.0347	9.43E-03	7.50E-04	0.0102	0	64.5882	64.5882	1.42E-03	8.01E-03	67.0123

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.28E-03	0.0385	0.0492	8.00E-05		1.85E-03	1.85E-03		1.73E-03	1.73E-03	0	6.5795	6.5795	1.92E-03	0	6.6274
Paving	0					0	0		0	0	0	0	0	0	0	0
Total	4.28E-03	0.0385	0.0492	8.00E-05		1.85E-03	1.85E-03		1.73E-03	1.73E-03	0	6.5795	6.5795	1.92E-03	0	6.6274

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Worker	3.10E-04	2.20E-04	2.82E-03	1.00E-05	1.00E-03	0	1.00E-03	2.70E-04	0	2.70E-04	0	0.7703	0.7703	2.00E-05	2.00E-05	0.7772
Total	3.10E-04	2.20E-04	2.82E-03	1.00E-05	1.00E-03	0	1.00E-03	2.70E-04	0	2.70E-04	0	0.7703	0.7703	2.00E-05	2.00E-05	0.7772

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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Category	tons/yr										MT/yr					
Off-Road	7.80E-04	3.40E-03	0.0483	8.00E-05		1.00E-04	1.00E-04		1.00E-04	1.00E-04	0	6.5795	6.5795	1.92E-03	0	6.6274
Paving	0					0	0		0	0	0	0	0	0	0	0
Total	7.80E-04	3.40E-03	0.0483	8.00E-05		1.00E-04	1.00E-04		1.00E-04	1.00E-04	0	6.5795	6.5795	1.92E-03	0	6.6274

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Worker	3.10E-04	2.20E-04	2.82E-03	1.00E-05	1.00E-03	0	1.00E-03	2.70E-04	0	2.70E-04	0	0.7703	0.7703	2.00E-05	2.00E-05	0.7772
Total	3.10E-04	2.20E-04	2.82E-03	1.00E-05	1.00E-03	0	1.00E-03	2.70E-04	0	2.70E-04	0	0.7703	0.7703	2.00E-05	2.00E-05	0.7772

3.7 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.2164					0	0		0	0	0	0	0	0	0	0
Off-Road	1.34E-03	9.12E-03	0.0127	2.00E-05		5.00E-04	5.00E-04		5.00E-04	5.00E-04	0	1.7873	1.7873	1.10E-04	0	1.79
Total	0.2177	9.12E-03	0.0127	2.00E-05		5.00E-04	5.00E-04		5.00E-04	5.00E-04	0	1.7873	1.7873	1.10E-04	0	1.79

Unmitigated Construction Off-Site

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

Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Worker	5.00E-05	4.00E-05	4.70E-04	0	1.70E-04	0	1.70E-04	4.00E-05	0	5.00E-05	0	0.1284	0.1284	0	0	0.1295
Total	5.00E-05	4.00E-05	4.70E-04	0	1.70E-04	0	1.70E-04	4.00E-05	0	5.00E-05	0	0.1284	0.1284	0	0	0.1295

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.2164					0	0		0	0	0	0	0	0	0	0
Off-Road	2.10E-04	9.00E-04	0.0128	2.00E-05		3.00E-05	3.00E-05		3.00E-05	3.00E-05	0	1.7873	1.7873	1.10E-04	0	1.79
Total	0.2166	9.00E-04	0.0128	2.00E-05		3.00E-05	3.00E-05		3.00E-05	3.00E-05	0	1.7873	1.7873	1.10E-04	0	1.79

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Worker	5.00E-05	4.00E-05	4.70E-04	0	1.70E-04	0	1.70E-04	4.00E-05	0	5.00E-05	0	0.1284	0.1284	0	0	0.1295
Total	5.00E-05	4.00E-05	4.70E-04	0	1.70E-04	0	1.70E-04	4.00E-05	0	5.00E-05	0	0.1284	0.1284	0	0	0.1295

4.0 Operational Detail - Mobile

Operational emissions not estimated in this run

EVC FMP Construction - Phase 5 - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**EVC FMP Construction - Phase 5
Santa Clara County, Annual****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Junior College (2yr)	51.09	1000sqft	0.67	51,087.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	58
Climate Zone	4			Operational Year	2030
Utility Company	Peninsula Clean Energy				
CO2 Intensity (lb/MWhr)	99.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Site area estimated based on Google Earth

Construction Phase - Default phases adjusted to match provided overall construction duration

Off-road Equipment - Phase not used

Grading - Site area estimated based on Google Earth

Trips and VMT - Vendor trip length assumed to be 25 miles each way

Vehicle Trips - Operational emissions not estimated in this run

Construction Off-road Equipment Mitigation - Tier 4 Final equipment used as BACT for mitigation

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	5.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	5.00	16.00
tblConstructionPhase	NumDays	100.00	326.00
tblConstructionPhase	NumDays	10.00	0.00
tblConstructionPhase	NumDays	2.00	7.00
tblConstructionPhase	NumDays	5.00	16.00
tblConstructionPhase	NumDays	1.00	3.00
tblConstructionPhase	PhaseEndDate	3/22/2022	2/28/2023
tblConstructionPhase	PhaseEndDate	3/8/2022	1/13/2023
tblConstructionPhase	PhaseEndDate	10/14/2021	9/30/2021
tblConstructionPhase	PhaseEndDate	10/19/2021	10/14/2021
tblConstructionPhase	PhaseEndDate	3/15/2022	2/6/2023
tblConstructionPhase	PhaseEndDate	10/15/2021	10/5/2021
tblConstructionPhase	PhaseStartDate	3/16/2022	2/7/2023
tblConstructionPhase	PhaseStartDate	10/20/2021	10/15/2021
tblConstructionPhase	PhaseStartDate	10/16/2021	10/6/2021
tblConstructionPhase	PhaseStartDate	3/9/2022	1/16/2023
tblConstructionPhase	PhaseStartDate	10/15/2021	10/1/2021

tblGrading	AcresOfGrading	5.25	0.67
tblGrading	AcresOfGrading	1.50	0.67
tblLandUse	LotAcreage	1.17	0.67
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	1.00	0.00
tblOffRoadEquipment	UsageHours	6.00	0.00
tblTripsAndVMT	VendorTripLength	7.30	25.00
tblTripsAndVMT	VendorTripLength	7.30	25.00
tblTripsAndVMT	VendorTripLength	7.30	25.00
tblTripsAndVMT	VendorTripLength	7.30	25.00
tblTripsAndVMT	VendorTripLength	7.30	25.00
tblTripsAndVMT	VendorTripLength	7.30	25.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0313	0.3327	0.2586	5.90E-04	0.0265	0.0161	0.0426	0.0115	0.0148	0.0264	0	53.1674	53.1674	0.0114	2.41E-03	54.1705
2022	0.1029	1.0904	1.0334	2.39E-03	0.045	0.0505	0.0956	0.0125	0.0466	0.0591	0	217.5169	217.5169	0.0442	0.0108	221.8438
2023	0.2768	0.092	0.1135	2.20E-04	3.13E-03	4.33E-03	7.46E-03	8.50E-04	4.06E-03	4.91E-03	0	18.8781	18.8781	4.04E-03	4.30E-04	19.1059
Maximum	0.2768	1.0904	1.0334	2.39E-03	0.045	0.0505	0.0956	0.0125	0.0466	0.0591	0	217.5169	217.5169	0.0442	0.0108	221.8438

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
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Year	tons/yr										MT/yr					
2021	8.82E-03	0.0675	0.2764	5.90E-04	0.0265	1.50E-03	0.028	0.0115	1.46E-03	0.013	0	53.1673	53.1673	0.0114	2.41E-03	54.1704
2022	0.0318	0.2557	1.1079	2.39E-03	0.045	4.61E-03	0.0496	0.0125	4.51E-03	0.017	0	217.5168	217.5168	0.0442	0.0108	221.8436
2023	0.269	0.0134	0.1159	2.20E-04	3.13E-03	2.90E-04	3.42E-03	8.50E-04	2.90E-04	1.14E-03	0	18.8781	18.8781	4.04E-03	4.30E-04	19.1059
Maximum	0.269	0.2557	1.1079	2.39E-03	0.045	4.61E-03	0.0496	0.0125	4.51E-03	0.017	0	217.5168	217.5168	0.0442	0.0108	221.8436

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	24.65	77.78	-6.74	0	0	90.98	44.34	0	90.44	65.52	0	0	0	0	0	0

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	10-1-2021	12-31-2021	0.3614	0.0769
2	1-1-2022	3-31-2022	0.2960	0.0721
3	4-1-2022	6-30-2022	0.2967	0.0703
4	7-1-2022	9-30-2022	0.3000	0.0710
5	10-1-2022	12-31-2022	0.3026	0.0737
6	1-1-2023	3-31-2023	0.3602	0.2771
		Highest	0.3614	0.2771

2.2 Overall Operational

Operational emissions not estimated in this run

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	10/1/2021	9/30/2021	5	0	
2	Site Preparation	Site Preparation	10/1/2021	10/5/2021	5	3	
3	Grading	Grading	10/6/2021	10/14/2021	5	7	
4	Building Construction	Building Construction	10/15/2021	1/13/2023	5	326	
5	Paving	Paving	1/16/2023	2/6/2023	5	16	

6	Architectural Coating	Architectural Coating	2/7/2023	2/28/2023	5	16
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Acres of Grading (Site Preparation Phase): 0.67

Acres of Grading (Grading Phase): 0.67

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 76,631; Non-Residential Outdoor: 25,544; Striped Parking Area: 0 (Architectural

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	0	0.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Grading	Graders	1	6.00	187	0.41
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	0	0.00	247	0.40
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	0	0.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	0.00	0.00	0.00	10.80	25.00	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	10.80	25.00	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	10.80	25.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	21.00	8.00	0.00	10.80	25.00	20.00	LD_Mix	HDT_Mix	HHDT

Paving	7	18.00	0.00	0.00	10.80	25.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	4.00	0.00	0.00	10.80	25.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

3.2 Demolition - 2021

Phase not used

3.3 Site Preparation - 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					
Fugitive Dust					3.60E-04	0	3.60E-04	4.00E-05	0	4.00E-05	0	0	0	0	0	0
Off-Road	9.60E-04	0.0117	6.04E-03	1.00E-05		4.50E-04	4.50E-04		4.10E-04	4.10E-04	0	1.2827	1.2827	4.10E-04	0	1.293
Total	9.60E-04	0.0117	6.04E-03	1.00E-05	3.60E-04	4.50E-04	8.10E-04	4.00E-05	4.10E-04	4.50E-04	0	1.2827	1.2827	4.10E-04	0	1.293

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Worker	2.00E-05	2.00E-05	2.00E-04	0	6.00E-05	0	6.00E-05	2.00E-05	0	2.00E-05	0	0.0483	0.0483	0	0	0.0488
Total	2.00E-05	2.00E-05	2.00E-04	0	6.00E-05	0	6.00E-05	2.00E-05	0	2.00E-05	0	0.0483	0.0483	0	0	0.0488

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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Category	tons/yr										MT/yr					
Fugitive Dust					3.60E-04	0	3.60E-04	4.00E-05	0	4.00E-05	0	0	0	0	0	0
Off-Road	1.80E-04	7.70E-04	7.98E-03	1.00E-05		2.00E-05	2.00E-05		2.00E-05	2.00E-05	0	1.2827	1.2827	4.10E-04	0	1.293
Total	1.80E-04	7.70E-04	7.98E-03	1.00E-05	3.60E-04	2.00E-05	3.80E-04	4.00E-05	2.00E-05	6.00E-05	0	1.2827	1.2827	4.10E-04	0	1.293

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Worker	2.00E-05	2.00E-05	2.00E-04	0	6.00E-05	0	6.00E-05	2.00E-05	0	2.00E-05	0	0.0483	0.0483	0	0	0.0488
Total	2.00E-05	2.00E-05	2.00E-04	0	6.00E-05	0	6.00E-05	2.00E-05	0	2.00E-05	0	0.0483	0.0483	0	0	0.0488

3.4 Grading - 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					
Fugitive Dust					0.0162	0	0.0162	8.73E-03	0	8.73E-03	0	0	0	0	0	0
Off-Road	4.51E-03	0.0502	0.0222	5.00E-05		2.23E-03	2.23E-03		2.05E-03	2.05E-03	0	4.3343	4.3343	1.40E-03	0	4.3693
Total	4.51E-03	0.0502	0.0222	5.00E-05	0.0162	2.23E-03	0.0184	8.73E-03	2.05E-03	0.0108	0	4.3343	4.3343	1.40E-03	0	4.3693

Unmitigated Construction Off-Site

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

Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Worker	8.00E-05	6.00E-05	7.30E-04	0	2.20E-04	0	2.20E-04	6.00E-05	0	6.00E-05	0	0.1803	0.1803	1.00E-05	1.00E-05	0.182
Total	8.00E-05	6.00E-05	7.30E-04	0	2.20E-04	0	2.20E-04	6.00E-05	0	6.00E-05	0	0.1803	0.1803	1.00E-05	1.00E-05	0.182

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.0162	0	0.0162	8.73E-03	0	8.73E-03	0	0	0	0	0	0
Off-Road	6.00E-04	2.62E-03	0.025	5.00E-05		8.00E-05	8.00E-05		8.00E-05	8.00E-05	0	4.3343	4.3343	1.40E-03	0	4.3693
Total	6.00E-04	2.62E-03	0.025	5.00E-05	0.0162	8.00E-05	0.0162	8.73E-03	8.00E-05	8.81E-03	0	4.3343	4.3343	1.40E-03	0	4.3693

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Worker	8.00E-05	6.00E-05	7.30E-04	0	2.20E-04	0	2.20E-04	6.00E-05	0	6.00E-05	0	0.1803	0.1803	1.00E-05	1.00E-05	0.182
Total	8.00E-05	6.00E-05	7.30E-04	0	2.20E-04	0	2.20E-04	6.00E-05	0	6.00E-05	0	0.1803	0.1803	1.00E-05	1.00E-05	0.182

3.5 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	0.0217	0.2236	0.2034	3.20E-04		0.0125	0.0125		0.0115	0.0115	0	28.023	28.023	9.06E-03	0	28.2496
Total	0.0217	0.2236	0.2034	3.20E-04		0.0125	0.0125		0.0115	0.0115	0	28.023	28.023	9.06E-03	0	28.2496

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	2.33E-03	0.0458	0.0107	1.60E-04	5.03E-03	8.40E-04	5.88E-03	1.45E-03	8.10E-04	2.26E-03	0	15.5136	15.5136	3.80E-04	2.29E-03	16.2049
Worker	1.69E-03	1.31E-03	0.0154	4.00E-05	4.66E-03	3.00E-05	4.69E-03	1.24E-03	2.00E-05	1.26E-03	0	3.7853	3.7853	1.30E-04	1.20E-04	3.8229
Total	4.02E-03	0.0471	0.0261	2.00E-04	9.69E-03	8.70E-04	0.0106	2.69E-03	8.30E-04	3.52E-03	0	19.2989	19.2989	5.10E-04	2.41E-03	20.0278

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	3.91E-03	0.017	0.2163	3.20E-04		5.20E-04	5.20E-04		5.20E-04	5.20E-04	0	28.0229	28.0229	9.06E-03	0	28.2495
Total	3.91E-03	0.017	0.2163	3.20E-04		5.20E-04	5.20E-04		5.20E-04	5.20E-04	0	28.0229	28.0229	9.06E-03	0	28.2495

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	2.33E-03	0.0458	0.0107	1.60E-04	5.03E-03	8.40E-04	5.88E-03	1.45E-03	8.10E-04	2.26E-03	0	15.5136	15.5136	3.80E-04	2.29E-03	16.2049
Worker	1.69E-03	1.31E-03	0.0154	4.00E-05	4.66E-03	3.00E-05	4.69E-03	1.24E-03	2.00E-05	1.26E-03	0	3.7853	3.7853	1.30E-04	1.20E-04	3.8229
Total	4.02E-03	0.0471	0.0261	2.00E-04	9.69E-03	8.70E-04	0.0106	2.69E-03	8.30E-04	3.52E-03	0	19.2989	19.2989	5.10E-04	2.41E-03	20.0278

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0892	0.9134	0.9299	1.48E-03		0.0484	0.0484		0.0445	0.0445	0	130.192	130.192	0.0421	0	131.2447
Total	0.0892	0.9134	0.9299	1.48E-03		0.0484	0.0484		0.0445	0.0445	0	130.192	130.192	0.0421	0	131.2447

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	6.37E-03	0.1717	0.0376	7.20E-04	0.0234	2.07E-03	0.0255	6.75E-03	1.98E-03	8.73E-03	0	70.2042	70.2042	1.56E-03	0.0103	73.3177
Worker	7.31E-03	5.36E-03	0.0659	1.90E-04	0.0217	1.10E-04	0.0218	5.76E-03	1.00E-04	5.86E-03	0	17.1207	17.1207	5.30E-04	4.90E-04	17.2814
Total	0.0137	0.177	0.1035	9.10E-04	0.045	2.18E-03	0.0472	0.0125	2.08E-03	0.0146	0	87.3249	87.3249	2.09E-03	0.0108	90.5991

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0182	0.0787	1.0044	1.48E-03		2.42E-03	2.42E-03		2.42E-03	2.42E-03	0	130.1918	130.1918	0.0421	0	131.2445
Total	0.0182	0.0787	1.0044	1.48E-03		2.42E-03	2.42E-03		2.42E-03	2.42E-03	0	130.1918	130.1918	0.0421	0	131.2445

Mitigated Construction Off-Site

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

Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	6.37E-03	0.1717	0.0376	7.20E-04	0.0234	2.07E-03	0.0255	6.75E-03	1.98E-03	8.73E-03	0	70.2042	70.2042	1.56E-03	0.0103	73.3177
Worker	7.31E-03	5.36E-03	0.0659	1.90E-04	0.0217	1.10E-04	0.0218	5.76E-03	1.00E-04	5.86E-03	0	17.1207	17.1207	5.30E-04	4.90E-04	17.2814
Total	0.0137	0.177	0.1035	9.10E-04	0.045	2.18E-03	0.0472	0.0125	2.08E-03	0.0146	0	87.3249	87.3249	2.09E-03	0.0108	90.5991

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.16E-03	0.0321	0.0355	6.00E-05		1.60E-03	1.60E-03		1.47E-03	1.47E-03	0	5.0104	5.0104	1.62E-03	0	5.0509
Total	3.16E-03	0.0321	0.0355	6.00E-05		1.60E-03	1.60E-03		1.47E-03	1.47E-03	0	5.0104	5.0104	1.62E-03	0	5.0509

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	9.00E-05	5.00E-03	1.07E-03	3.00E-05	9.00E-04	4.00E-05	9.30E-04	2.60E-04	3.00E-05	2.90E-04	0	2.5878	2.5878	5.00E-05	3.80E-04	2.7019
Worker	2.60E-04	1.80E-04	2.35E-03	1.00E-05	8.30E-04	0	8.40E-04	2.20E-04	0	2.30E-04	0	0.6419	0.6419	2.00E-05	2.00E-05	0.6476
Total	3.50E-04	5.18E-03	3.42E-03	4.00E-05	1.73E-03	4.00E-05	1.77E-03	4.80E-04	3.00E-05	5.20E-04	0	3.2297	3.2297	7.00E-05	4.00E-04	3.3496

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.00E-04	3.03E-03	0.0386	6.00E-05		9.00E-05	9.00E-05		9.00E-05	9.00E-05	0	5.0104	5.0104	1.62E-03	0	5.0509

Total	7.00E-04	3.03E-03	0.0386	6.00E-05		9.00E-05	9.00E-05		9.00E-05	9.00E-05	0	5.0104	5.0104	1.62E-03	0	5.0509
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Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	9.00E-05	5.00E-03	1.07E-03	3.00E-05	9.00E-04	4.00E-05	9.30E-04	2.60E-04	3.00E-05	2.90E-04	0	2.5878	2.5878	5.00E-05	3.80E-04	2.7019
Worker	2.60E-04	1.80E-04	2.35E-03	1.00E-05	8.30E-04	0	8.40E-04	2.20E-04	0	2.30E-04	0	0.6419	0.6419	2.00E-05	2.00E-05	0.6476
Total	3.50E-04	5.18E-03	3.42E-03	4.00E-05	1.73E-03	4.00E-05	1.77E-03	4.80E-04	3.00E-05	5.20E-04	0	3.2297	3.2297	7.00E-05	4.00E-04	3.3496

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.89E-03	0.044	0.0562	9.00E-05		2.11E-03	2.11E-03		1.97E-03	1.97E-03	0	7.5194	7.5194	2.19E-03	0	7.5741
Paving	0					0	0		0	0	0	0	0	0	0	0
Total	4.89E-03	0.044	0.0562	9.00E-05		2.11E-03	2.11E-03		1.97E-03	1.97E-03	0	7.5194	7.5194	2.19E-03	0	7.5741

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Worker	3.60E-04	2.50E-04	3.22E-03	1.00E-05	1.14E-03	1.00E-05	1.15E-03	3.00E-04	1.00E-05	3.10E-04	0	0.8804	0.8804	3.00E-05	2.00E-05	0.8882

Total	3.60E-04	2.50E-04	3.22E-03	1.00E-05	1.14E-03	1.00E-05	1.15E-03	3.00E-04	1.00E-05	3.10E-04	0	0.8804	0.8804	3.00E-05	2.00E-05	0.8882
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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	9.00E-04	3.88E-03	0.0552	9.00E-05		1.20E-04	1.20E-04		1.20E-04	1.20E-04	0	7.5194	7.5194	2.19E-03	0	7.5741
Paving	0					0	0		0	0	0	0	0	0	0	0
Total	9.00E-04	3.88E-03	0.0552	9.00E-05		1.20E-04	1.20E-04		1.20E-04	1.20E-04	0	7.5194	7.5194	2.19E-03	0	7.5741

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Worker	3.60E-04	2.50E-04	3.22E-03	1.00E-05	1.14E-03	1.00E-05	1.15E-03	3.00E-04	1.00E-05	3.10E-04	0	0.8804	0.8804	3.00E-05	2.00E-05	0.8882
Total	3.60E-04	2.50E-04	3.22E-03	1.00E-05	1.14E-03	1.00E-05	1.15E-03	3.00E-04	1.00E-05	3.10E-04	0	0.8804	0.8804	3.00E-05	2.00E-05	0.8882

3.7 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.2664					0	0		0	0	0	0	0	0	0	0
Off-Road	1.53E-03	0.0104	0.0145	2.00E-05		5.70E-04	5.70E-04		5.70E-04	5.70E-04	0	2.0426	2.0426	1.20E-04	0	2.0457
Total	0.2679	0.0104	0.0145	2.00E-05		5.70E-04	5.70E-04		5.70E-04	5.70E-04	0	2.0426	2.0426	1.20E-04	0	2.0457

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Worker	8.00E-05	6.00E-05	7.20E-04	0	2.50E-04	0	2.60E-04	7.00E-05	0	7.00E-05	0	0.1956	0.1956	1.00E-05	1.00E-05	0.1974
Total	8.00E-05	6.00E-05	7.20E-04	0	2.50E-04	0	2.60E-04	7.00E-05	0	7.00E-05	0	0.1956	0.1956	1.00E-05	1.00E-05	0.1974

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.2664					0	0		0	0	0	0	0	0	0	0
Off-Road	2.40E-04	1.03E-03	0.0147	2.00E-05		3.00E-05	3.00E-05		3.00E-05	3.00E-05	0	2.0426	2.0426	1.20E-04	0	2.0457
Total	0.2666	1.03E-03	0.0147	2.00E-05		3.00E-05	3.00E-05		3.00E-05	3.00E-05	0	2.0426	2.0426	1.20E-04	0	2.0457

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Worker	8.00E-05	6.00E-05	7.20E-04	0	2.50E-04	0	2.60E-04	7.00E-05	0	7.00E-05	0	0.1956	0.1956	1.00E-05	1.00E-05	0.1974
Total	8.00E-05	6.00E-05	7.20E-04	0	2.50E-04	0	2.60E-04	7.00E-05	0	7.00E-05	0	0.1956	0.1956	1.00E-05	1.00E-05	0.1974

4.0 Operational Detail - Mobile

Operational emissions not estimated in this run

AERMOD Outputs

AERMOD (191	91): C:\Lake ERMOD Vie FMP Constr uction\E					VC FMP C	onstruct	ion.isc	6/8/2002	1
AERMET (141	34):								11:51:01	2
MODELING OPT	IONS USED: gDFAULT C ELEV FLGP OL RURA L									
PLOT	FILE OF ANI VALUES AVI ED ACROSS 5 YEARS					FOR SOU	RCE GROU	P: SRCGP1		
FOR	A TOTAL OF 7 RECEPTORS.									
FORM	AT: (3(1X,F1),3(1X,F8.2) X,A6,2X,A8, 2X,I8.8,					2X,A8)				
X	Y	AVERAGE C ZELEV	ZHILL	ZFLAG	AVE	GRP	NUM YRS	NET ID		
609001.12	4128401	0.01513	114.25	167.57	1.5	ANNUAL	SRCGP1	5		
609021.12	4128401	0.0159	113.98	167.57	1.5	ANNUAL	SRCGP1	5		
609041.12	4128401	0.01672	113.54	166.46	1.5	ANNUAL	SRCGP1	5		
609061.12	4128401	0.01758	113.44	115.27	1.5	ANNUAL	SRCGP1	5		
609081.12	4128401	0.0185	113.55	114.74	1.5	ANNUAL	SRCGP1	5		
609101.12	4128401	0.01942	113.49	113.49	1.5	ANNUAL	SRCGP1	5		
609201.12	4128401	0.02352	112.32	112.32	1.5	ANNUAL	SRCGP1	5		
609221.12	4128401	0.02413	112.68	114.93	1.5	ANNUAL	SRCGP1	5		
609241.12	4128401	0.02465	113.49	115.13	1.5	ANNUAL	SRCGP1	5		
609261.12	4128401	0.02507	115.09	115.09	1.5	ANNUAL	SRCGP1	5		
609281.12	4128401	0.02516	115.15	115.15	1.5	ANNUAL	SRCGP1	5		
609301.12	4128401	0.02508	115.45	115.45	1.5	ANNUAL	SRCGP1	5		
609321.12	4128401	0.0248	115.55	115.55	1.5	ANNUAL	SRCGP1	5		
609341.12	4128401	0.02439	116.08	116.08	1.5	ANNUAL	SRCGP1	5		
609381.12	4128401	0.0232	115.93	115.93	1.5	ANNUAL	SRCGP1	5		
609401.12	4128401	0.02268	116.62	116.62	1.5	ANNUAL	SRCGP1	5		
609421.12	4128401	0.02236	118.08	118.08	1.5	ANNUAL	SRCGP1	5		
609441.12	4128401	0.02223	118.01	118.01	1.5	ANNUAL	SRCGP1	5		
609481.12	4128401	0.02354	118.42	118.42	1.5	ANNUAL	SRCGP1	5		
609501.12	4128401	0.02541	119.46	120.19	1.5	ANNUAL	SRCGP1	5		
609521.12	4128401	0.02822	120.06	120.06	1.5	ANNUAL	SRCGP1	5		
609561.12	4128401	0.0368	120.38	120.38	1.5	ANNUAL	SRCGP1	5		
609581.12	4128401	0.04243	120.63	122.41	1.5	ANNUAL	SRCGP1	5		
609601.12	4128401	0.04853	122.35	122.35	1.5	ANNUAL	SRCGP1	5		
609641.12	4128401	0.06072	122.04	122.04	1.5	ANNUAL	SRCGP1	5		
609661.12	4128401	0.06589	122.69	124.84	1.5	ANNUAL	SRCGP1	5		
609681.12	4128401	0.06996	124.47	124.47	1.5	ANNUAL	SRCGP1	5		
609701.12	4128401	0.07438	124.49	124.49	1.5	ANNUAL	SRCGP1	5		
609721.12	4128401	0.07884	124.53	124.53	1.5	ANNUAL	SRCGP1	5		
609741.12	4128401	0.08365	124.97	125.72	1.5	ANNUAL	SRCGP1	5		
609761.12	4128401	0.08917	126.03	126.03	1.5	ANNUAL	SRCGP1	5		
609781.12	4128401	0.09083	126.32	126.32	1.5	ANNUAL	SRCGP1	5		
609801.12	4128401	0.09953	127.25	127.25	1.5	ANNUAL	SRCGP1	5		
609821.12	4128401	0.11111	127.27	127.27	1.5	ANNUAL	SRCGP1	5		
609841.12	4128401	0.12371	127.24	127.24	1.5	ANNUAL	SRCGP1	5		
609861.12	4128401	0.13632	127.55	127.55	1.5	ANNUAL	SRCGP1	5		
609881.12	4128401	0.1485	128.2	129.56	1.5	ANNUAL	SRCGP1	5		
609901.12	4128401	0.1589	129.89	129.89	1.5	ANNUAL	SRCGP1	5		
609941.12	4128401	0.18387	130.36	131.26	1.5	ANNUAL	SRCGP1	5		
609961.12	4128401	0.19574	131.28	131.28	1.5	ANNUAL	SRCGP1	5		
609981.12	4128401	0.20796	132.36	282.39	1.5	ANNUAL	SRCGP1	5		
610001.12	4128401	0.22191	133.16	282.39	1.5	ANNUAL	SRCGP1	5		
610021.12	4128401	0.23672	134.08	282.39	1.5	ANNUAL	SRCGP1	5		
610041.12	4128401	0.25368	134.61	282.39	1.5	ANNUAL	SRCGP1	5		
610061.12	4128401	0.2725	134.79	282.39	1.5	ANNUAL	SRCGP1	5		
610081.12	4128401	0.28359	137.74	282.39	1.5	ANNUAL	SRCGP1	5		
610101.12	4128401	0.30337	137.74	282.39	1.5	ANNUAL	SRCGP1	5		
610141.12	4128401	0.3418	137.77	282.39	1.5	ANNUAL	SRCGP1	5		

610161.12	4128401	0.35827	138.28	282.39	1.5 ANNUAL	SRCGP1	5
610181.12	4128401	0.36965	139.93	282.39	1.5 ANNUAL	SRCGP1	5
610201.12	4128401	0.38471	140.26	282.39	1.5 ANNUAL	SRCGP1	5
610221.12	4128401	0.39619	141.29	282.39	1.5 ANNUAL	SRCGP1	5
610241.12	4128401	0.41047	141.34	282.39	1.5 ANNUAL	SRCGP1	5
610261.12	4128401	0.42187	141.91	282.39	1.5 ANNUAL	SRCGP1	5
610281.12	4128401	0.43156	142.68	282.39	1.5 ANNUAL	SRCGP1	5
610301.12	4128401	0.43608	144.47	282.39	1.5 ANNUAL	SRCGP1	5
608981.12	4128421	0.01448	114.26	165.34	1.5 ANNUAL	SRCGP1	5
609041.12	4128421	0.01674	112.65	112.65	1.5 ANNUAL	SRCGP1	5
609061.12	4128421	0.01761	112.28	112.28	1.5 ANNUAL	SRCGP1	5
609081.12	4128421	0.01853	112.09	114.74	1.5 ANNUAL	SRCGP1	5
609141.12	4128421	0.02142	111.47	111.47	1.5 ANNUAL	SRCGP1	5
609161.12	4128421	0.02243	112.03	112.03	1.5 ANNUAL	SRCGP1	5
609221.12	4128421	0.02499	112.58	112.58	1.5 ANNUAL	SRCGP1	5
609241.12	4128421	0.02561	112.78	115.15	1.5 ANNUAL	SRCGP1	5
609261.12	4128421	0.02623	114.33	114.33	1.5 ANNUAL	SRCGP1	5
609281.12	4128421	0.02646	114.15	114.15	1.5 ANNUAL	SRCGP1	5
609301.12	4128421	0.02653	114.35	115.64	1.5 ANNUAL	SRCGP1	5
609321.12	4128421	0.02651	115.58	116.13	1.5 ANNUAL	SRCGP1	5
609341.12	4128421	0.02622	116.09	116.09	1.5 ANNUAL	SRCGP1	5
609381.12	4128421	0.02511	115.94	115.94	1.5 ANNUAL	SRCGP1	5
609401.12	4128421	0.02456	116.53	118.11	1.5 ANNUAL	SRCGP1	5
609421.12	4128421	0.02418	118.04	118.04	1.5 ANNUAL	SRCGP1	5
609441.12	4128421	0.02391	117.8	117.8	1.5 ANNUAL	SRCGP1	5
609481.12	4128421	0.02491	118.31	118.31	1.5 ANNUAL	SRCGP1	5
609501.12	4128421	0.02666	119.54	119.54	1.5 ANNUAL	SRCGP1	5
609521.12	4128421	0.02933	119.84	119.84	1.5 ANNUAL	SRCGP1	5
609561.12	4128421	0.03803	120.27	120.27	1.5 ANNUAL	SRCGP1	5
609581.12	4128421	0.04398	120.76	121.98	1.5 ANNUAL	SRCGP1	5
609601.12	4128421	0.05048	122.18	122.18	1.5 ANNUAL	SRCGP1	5
609641.12	4128421	0.06372	122.08	122.08	1.5 ANNUAL	SRCGP1	5
609661.12	4128421	0.06972	122.21	124.83	1.5 ANNUAL	SRCGP1	5
609681.12	4128421	0.07423	124.38	124.38	1.5 ANNUAL	SRCGP1	5
609701.12	4128421	0.07953	124.02	124.02	1.5 ANNUAL	SRCGP1	5
609721.12	4128421	0.08476	124	124	1.5 ANNUAL	SRCGP1	5
609741.12	4128421	0.09035	124.46	124.46	1.5 ANNUAL	SRCGP1	5
609761.12	4128421	0.09711	124.91	124.91	1.5 ANNUAL	SRCGP1	5
609781.12	4128421	0.09881	126.33	126.33	1.5 ANNUAL	SRCGP1	5
609801.12	4128421	0.10959	126.55	126.55	1.5 ANNUAL	SRCGP1	5
609821.12	4128421	0.1221	126.86	126.86	1.5 ANNUAL	SRCGP1	5
609841.12	4128421	0.13553	127.31	127.31	1.5 ANNUAL	SRCGP1	5
609861.12	4128421	0.14938	127.73	127.73	1.5 ANNUAL	SRCGP1	5
609881.12	4128421	0.16239	128.71	128.71	1.5 ANNUAL	SRCGP1	5
609901.12	4128421	0.17481	129.83	129.83	1.5 ANNUAL	SRCGP1	5
610021.12	4128421	0.26517	133.82	282.39	1.5 ANNUAL	SRCGP1	5
610041.12	4128421	0.28378	134.6	282.39	1.5 ANNUAL	SRCGP1	5
610061.12	4128421	0.30569	134.55	282.39	1.5 ANNUAL	SRCGP1	5
610081.12	4128421	0.31704	137.77	282.39	1.5 ANNUAL	SRCGP1	5
610101.12	4128421	0.33966	137.5	282.39	1.5 ANNUAL	SRCGP1	5
610141.12	4128421	0.38094	137.59	282.39	1.5 ANNUAL	SRCGP1	5
610161.12	4128421	0.39565	138.81	282.39	1.5 ANNUAL	SRCGP1	5
610181.12	4128421	0.41288	139.08	282.39	1.5 ANNUAL	SRCGP1	5
610201.12	4128421	0.42458	140.43	282.39	1.5 ANNUAL	SRCGP1	5
610221.12	4128421	0.43731	141.24	282.39	1.5 ANNUAL	SRCGP1	5
610241.12	4128421	0.45171	141.41	282.39	1.5 ANNUAL	SRCGP1	5

610261.12	4128421	0.46377	141.89	282.39	1.5 ANNUAL	SRCGP1	5
610281.12	4128421	0.47277	142.81	282.39	1.5 ANNUAL	SRCGP1	5
610301.12	4128421	0.48262	143.29	282.39	1.5 ANNUAL	SRCGP1	5
608981.12	4128441	0.01459	113.64	164.99	1.5 ANNUAL	SRCGP1	5
609001.12	4128441	0.01529	113.68	113.68	1.5 ANNUAL	SRCGP1	5
609021.12	4128441	0.01604	113.21	113.21	1.5 ANNUAL	SRCGP1	5
609141.12	4128441	0.02169	111.3	111.95	1.5 ANNUAL	SRCGP1	5
609161.12	4128441	0.02283	112.17	112.17	1.5 ANNUAL	SRCGP1	5
609181.12	4128441	0.0239	112.49	112.49	1.5 ANNUAL	SRCGP1	5
609201.12	4128441	0.02488	112.42	112.42	1.5 ANNUAL	SRCGP1	5
609221.12	4128441	0.02582	112.68	112.68	1.5 ANNUAL	SRCGP1	5
609241.12	4128441	0.02669	113.48	113.48	1.5 ANNUAL	SRCGP1	5
609261.12	4128441	0.02736	113.81	113.81	1.5 ANNUAL	SRCGP1	5
609281.12	4128441	0.02778	113.64	113.64	1.5 ANNUAL	SRCGP1	5
609301.12	4128441	0.02806	113.91	113.91	1.5 ANNUAL	SRCGP1	5
609321.12	4128441	0.0282	114.95	115.69	1.5 ANNUAL	SRCGP1	5
609341.12	4128441	0.02813	116.05	116.05	1.5 ANNUAL	SRCGP1	5
609381.12	4128441	0.02721	116.24	116.35	1.5 ANNUAL	SRCGP1	5
609401.12	4128441	0.02662	116.39	117.88	1.5 ANNUAL	SRCGP1	5
609421.12	4128441	0.0262	117.91	117.91	1.5 ANNUAL	SRCGP1	5
609441.12	4128441	0.02581	117.55	117.55	1.5 ANNUAL	SRCGP1	5
609461.12	4128441	0.02583	117.67	117.67	1.5 ANNUAL	SRCGP1	5
609481.12	4128441	0.02652	118.35	118.35	1.5 ANNUAL	SRCGP1	5
609501.12	4128441	0.02811	119.53	119.53	1.5 ANNUAL	SRCGP1	5
609521.12	4128441	0.0306	119.43	119.43	1.5 ANNUAL	SRCGP1	5
609561.12	4128441	0.0394	120.18	120.18	1.5 ANNUAL	SRCGP1	5
609581.12	4128441	0.04573	121.16	121.9	1.5 ANNUAL	SRCGP1	5
609601.12	4128441	0.05262	121.9	121.9	1.5 ANNUAL	SRCGP1	5
609641.12	4128441	0.06698	122.07	122.07	1.5 ANNUAL	SRCGP1	5
609661.12	4128441	0.07366	122.27	124.83	1.5 ANNUAL	SRCGP1	5
609681.12	4128441	0.07903	124.07	124.07	1.5 ANNUAL	SRCGP1	5
609721.12	4128441	0.09127	123.65	123.65	1.5 ANNUAL	SRCGP1	5
609741.12	4128441	0.09755	124.47	124.47	1.5 ANNUAL	SRCGP1	5
609761.12	4128441	0.10536	124.92	124.92	1.5 ANNUAL	SRCGP1	5
609781.12	4128441	0.11437	126.1	126.1	1.5 ANNUAL	SRCGP1	5
609801.12	4128441	0.12613	126.11	126.11	1.5 ANNUAL	SRCGP1	5
609821.12	4128441	0.13486	126.32	126.32	1.5 ANNUAL	SRCGP1	5
609841.12	4128441	0.14993	126.73	126.73	1.5 ANNUAL	SRCGP1	5
609861.12	4128441	0.1657	126.99	129.4	1.5 ANNUAL	SRCGP1	5
609881.12	4128441	0.17863	128.98	128.98	1.5 ANNUAL	SRCGP1	5
609901.12	4128441	0.19347	129.63	129.63	1.5 ANNUAL	SRCGP1	5
609941.12	4128441	0.22302	131.32	131.32	1.5 ANNUAL	SRCGP1	5
609961.12	4128441	0.24036	131.65	282.17	1.5 ANNUAL	SRCGP1	5
609981.12	4128441	0.25632	132.95	282.39	1.5 ANNUAL	SRCGP1	5
610001.12	4128441	0.27592	133.49	282.39	1.5 ANNUAL	SRCGP1	5
610041.12	4128441	0.31876	134.59	282.39	1.5 ANNUAL	SRCGP1	5
610061.12	4128441	0.33935	135.64	282.39	1.5 ANNUAL	SRCGP1	5
610081.12	4128441	0.35668	137.49	282.39	1.5 ANNUAL	SRCGP1	5
610121.12	4128441	0.40576	136.88	282.39	1.5 ANNUAL	SRCGP1	5
610141.12	4128441	0.42556	137.39	282.39	1.5 ANNUAL	SRCGP1	5
610161.12	4128441	0.43845	139.18	282.39	1.5 ANNUAL	SRCGP1	5
610181.12	4128441	0.45589	139.6	282.39	1.5 ANNUAL	SRCGP1	5
610201.12	4128441	0.47236	139.96	282.39	1.5 ANNUAL	SRCGP1	5
610221.12	4128441	0.48287	141.32	282.39	1.5 ANNUAL	SRCGP1	5
610261.12	4128441	0.5065	142.66	282.39	1.5 ANNUAL	SRCGP1	5
610281.12	4128441	0.51435	143.72	282.39	1.5 ANNUAL	SRCGP1	5

610301.12	4128441	0.52342	144.24	282.39	1.5 ANNUAL	SRCGP1	5
609021.12	4128461	0.01614	112.07	113.16	1.5 ANNUAL	SRCGP1	5
609041.12	4128461	0.01695	112.03	112.03	1.5 ANNUAL	SRCGP1	5
609061.12	4128461	0.01782	111.77	111.77	1.5 ANNUAL	SRCGP1	5
609121.12	4128461	0.02075	110.32	110.32	1.5 ANNUAL	SRCGP1	5
609141.12	4128461	0.02189	110.62	110.62	1.5 ANNUAL	SRCGP1	5
609161.12	4128461	0.02304	110.79	112.38	1.5 ANNUAL	SRCGP1	5
609181.12	4128461	0.02431	112.02	112.47	1.5 ANNUAL	SRCGP1	5
609201.12	4128461	0.02546	112.29	112.52	1.5 ANNUAL	SRCGP1	5
609221.12	4128461	0.02656	112.62	112.62	1.5 ANNUAL	SRCGP1	5
609241.12	4128461	0.02763	113.53	113.53	1.5 ANNUAL	SRCGP1	5
609261.12	4128461	0.02846	113.47	113.47	1.5 ANNUAL	SRCGP1	5
609301.12	4128461	0.02959	113.66	113.66	1.5 ANNUAL	SRCGP1	5
609321.12	4128461	0.0299	114.31	116.05	1.5 ANNUAL	SRCGP1	5
609341.12	4128461	0.03009	115.95	115.95	1.5 ANNUAL	SRCGP1	5
609381.12	4128461	0.02939	115.89	115.89	1.5 ANNUAL	SRCGP1	5
609401.12	4128461	0.02886	116.15	117.84	1.5 ANNUAL	SRCGP1	5
609421.12	4128461	0.02846	117.87	117.87	1.5 ANNUAL	SRCGP1	5
609441.12	4128461	0.02797	117.43	117.43	1.5 ANNUAL	SRCGP1	5
609521.12	4128461	0.03205	118.91	118.91	1.5 ANNUAL	SRCGP1	5
609541.12	4128461	0.03577	119.44	119.44	1.5 ANNUAL	SRCGP1	5
609561.12	4128461	0.04093	120.08	120.08	1.5 ANNUAL	SRCGP1	5
609581.12	4128461	0.04757	121.58	121.58	1.5 ANNUAL	SRCGP1	5
609601.12	4128461	0.0549	121.76	121.76	1.5 ANNUAL	SRCGP1	5
609641.12	4128461	0.07065	121.79	121.79	1.5 ANNUAL	SRCGP1	5
609841.12	4128461	0.16586	126.61	126.61	1.5 ANNUAL	SRCGP1	5
609861.12	4128461	0.18356	126.9	128.6	1.5 ANNUAL	SRCGP1	5
609881.12	4128461	0.19809	128.88	128.88	1.5 ANNUAL	SRCGP1	5
609901.12	4128461	0.21637	128.94	128.94	1.5 ANNUAL	SRCGP1	5
609941.12	4128461	0.25191	130.29	130.29	1.5 ANNUAL	SRCGP1	5
609961.12	4128461	0.26912	131.67	282.17	1.5 ANNUAL	SRCGP1	5
609981.12	4128461	0.28825	132.85	282.39	1.5 ANNUAL	SRCGP1	5
610001.12	4128461	0.30902	133.95	282.39	1.5 ANNUAL	SRCGP1	5
610021.12	4128461	0.33281	134.54	282.39	1.5 ANNUAL	SRCGP1	5
610041.12	4128461	0.35933	134.63	282.39	1.5 ANNUAL	SRCGP1	5
610061.12	4128461	0.38035	136.14	282.39	1.5 ANNUAL	SRCGP1	5
610081.12	4128461	0.40286	137.12	282.39	1.5 ANNUAL	SRCGP1	5
610121.12	4128461	0.45416	136.95	282.39	1.5 ANNUAL	SRCGP1	5
610141.12	4128461	0.47698	137.08	282.39	1.5 ANNUAL	SRCGP1	5
610161.12	4128461	0.48602	139.71	282.39	1.5 ANNUAL	SRCGP1	5
610181.12	4128461	0.50129	140.7	282.39	1.5 ANNUAL	SRCGP1	5
610201.12	4128461	0.51802	141.11	282.39	1.5 ANNUAL	SRCGP1	5
610221.12	4128461	0.5345	141.3	282.39	1.5 ANNUAL	SRCGP1	5
610241.12	4128461	0.54657	142.04	282.39	1.5 ANNUAL	SRCGP1	5
610261.12	4128461	0.55689	142.8	282.39	1.5 ANNUAL	SRCGP1	5
610281.12	4128461	0.56177	144.21	282.39	1.5 ANNUAL	SRCGP1	5
610301.12	4128461	0.57211	144.31	282.39	1.5 ANNUAL	SRCGP1	5
609161.12	4128481	0.02333	110.52	110.52	1.5 ANNUAL	SRCGP1	5
609181.12	4128481	0.02459	110.83	110.83	1.5 ANNUAL	SRCGP1	5
609201.12	4128481	0.02585	111.05	111.05	1.5 ANNUAL	SRCGP1	5
609221.12	4128481	0.02705	111.1	113.63	1.5 ANNUAL	SRCGP1	5
609241.12	4128481	0.02849	113.38	113.57	1.5 ANNUAL	SRCGP1	5
609261.12	4128481	0.02954	113.47	113.47	1.5 ANNUAL	SRCGP1	5
609301.12	4128481	0.03112	113.61	113.61	1.5 ANNUAL	SRCGP1	5
609321.12	4128481	0.03167	114.24	116.02	1.5 ANNUAL	SRCGP1	5
609341.12	4128481	0.03211	115.93	115.93	1.5 ANNUAL	SRCGP1	5

609381.12	4128481	0.03174	115.8	115.8	1.5 ANNUAL	SRCGP1	5
609401.12	4128481	0.03131	116.16	117.58	1.5 ANNUAL	SRCGP1	5
609421.12	4128481	0.03093	117.64	117.64	1.5 ANNUAL	SRCGP1	5
609441.12	4128481	0.0304	117.37	117.37	1.5 ANNUAL	SRCGP1	5
609461.12	4128481	0.03021	117.76	118.12	1.5 ANNUAL	SRCGP1	5
609481.12	4128481	0.03056	118.46	118.46	1.5 ANNUAL	SRCGP1	5
609501.12	4128481	0.0317	119	119	1.5 ANNUAL	SRCGP1	5
609521.12	4128481	0.03392	119.27	119.27	1.5 ANNUAL	SRCGP1	5
609541.12	4128481	0.03757	119.81	119.81	1.5 ANNUAL	SRCGP1	5
609561.12	4128481	0.04267	120	120	1.5 ANNUAL	SRCGP1	5
609581.12	4128481	0.04957	121.71	121.71	1.5 ANNUAL	SRCGP1	5
609601.12	4128481	0.05734	121.45	121.45	1.5 ANNUAL	SRCGP1	5
609641.12	4128481	0.07446	121.89	121.89	1.5 ANNUAL	SRCGP1	5
609661.12	4128481	0.08249	122.74	123.25	1.5 ANNUAL	SRCGP1	5
609681.12	4128481	0.09035	123.18	123.18	1.5 ANNUAL	SRCGP1	5
609701.12	4128481	0.09799	123.67	123.67	1.5 ANNUAL	SRCGP1	5
609721.12	4128481	0.1058	124.27	124.27	1.5 ANNUAL	SRCGP1	5
609741.12	4128481	0.11455	124.87	124.87	1.5 ANNUAL	SRCGP1	5
609761.12	4128481	0.12498	125.4	125.4	1.5 ANNUAL	SRCGP1	5
609781.12	4128481	0.13727	126.24	126.24	1.5 ANNUAL	SRCGP1	5
609801.12	4128481	0.14618	126.37	126.37	1.5 ANNUAL	SRCGP1	5
609841.12	4128481	0.18445	126.43	126.43	1.5 ANNUAL	SRCGP1	5
609861.12	4128481	0.20357	127.19	129.03	1.5 ANNUAL	SRCGP1	5
609881.12	4128481	0.22073	128.82	128.82	1.5 ANNUAL	SRCGP1	5
609921.12	4128481	0.2625	129.35	129.78	1.5 ANNUAL	SRCGP1	5
609941.12	4128481	0.28282	130.33	130.33	1.5 ANNUAL	SRCGP1	5
609961.12	4128481	0.30416	131.41	282.39	1.5 ANNUAL	SRCGP1	5
609981.12	4128481	0.32804	132.24	282.39	1.5 ANNUAL	SRCGP1	5
610001.12	4128481	0.35155	133.52	282.39	1.5 ANNUAL	SRCGP1	5
610021.12	4128481	0.38126	133.54	282.39	1.5 ANNUAL	SRCGP1	5
610041.12	4128481	0.41112	133.67	282.39	1.5 ANNUAL	SRCGP1	5
610061.12	4128481	0.42809	136.56	282.39	1.5 ANNUAL	SRCGP1	5
610081.12	4128481	0.45583	136.86	282.39	1.5 ANNUAL	SRCGP1	5
610121.12	4128481	0.51054	136.83	282.39	1.5 ANNUAL	SRCGP1	5
610141.12	4128481	0.53248	137.39	282.39	1.5 ANNUAL	SRCGP1	5
610161.12	4128481	0.54373	139.53	282.39	1.5 ANNUAL	SRCGP1	5
610181.12	4128481	0.55977	140.45	282.39	1.5 ANNUAL	SRCGP1	5
610201.12	4128481	0.57591	141.04	282.39	1.5 ANNUAL	SRCGP1	5
610221.12	4128481	0.59079	141.54	282.39	1.5 ANNUAL	SRCGP1	5
610241.12	4128481	0.60201	142.33	282.39	1.5 ANNUAL	SRCGP1	5
610281.12	4128481	0.61897	143.74	282.39	1.5 ANNUAL	SRCGP1	5
610301.12	4128481	0.62424	144.38	282.39	1.5 ANNUAL	SRCGP1	5
609201.12	4128501	0.02626	110.46	110.46	1.5 ANNUAL	SRCGP1	5
609221.12	4128501	0.02766	110.97	110.97	1.5 ANNUAL	SRCGP1	5
609241.12	4128501	0.02915	112.33	113.45	1.5 ANNUAL	SRCGP1	5
609261.12	4128501	0.03056	113.5	113.5	1.5 ANNUAL	SRCGP1	5
609301.12	4128501	0.03262	113.58	113.58	1.5 ANNUAL	SRCGP1	5
609321.12	4128501	0.03337	113.87	116.02	1.5 ANNUAL	SRCGP1	5
609341.12	4128501	0.03414	115.84	115.84	1.5 ANNUAL	SRCGP1	5
609381.12	4128501	0.03421	115.7	115.7	1.5 ANNUAL	SRCGP1	5
609401.12	4128501	0.0339	115.91	117.52	1.5 ANNUAL	SRCGP1	5
609421.12	4128501	0.03366	117.67	117.67	1.5 ANNUAL	SRCGP1	5
609441.12	4128501	0.03312	117.37	117.37	1.5 ANNUAL	SRCGP1	5
609461.12	4128501	0.03284	117.73	117.73	1.5 ANNUAL	SRCGP1	5
609481.12	4128501	0.03307	118.67	118.67	1.5 ANNUAL	SRCGP1	5
609501.12	4128501	0.03404	119.3	119.3	1.5 ANNUAL	SRCGP1	5

609521.12	4128501	0.0361	119.65	119.65	1.5 ANNUAL	SRCGP1	5
609541.12	4128501	0.03957	119.85	119.85	1.5 ANNUAL	SRCGP1	5
609561.12	4128501	0.04473	120.18	121.43	1.5 ANNUAL	SRCGP1	5
609581.12	4128501	0.0518	121.57	121.57	1.5 ANNUAL	SRCGP1	5
609621.12	4128501	0.06918	121.59	121.59	1.5 ANNUAL	SRCGP1	5
609641.12	4128501	0.07834	122.52	122.52	1.5 ANNUAL	SRCGP1	5
609661.12	4128501	0.08721	123.52	123.52	1.5 ANNUAL	SRCGP1	5
609681.12	4128501	0.09631	123.69	123.69	1.5 ANNUAL	SRCGP1	5
609701.12	4128501	0.10505	124.28	124.91	1.5 ANNUAL	SRCGP1	5
609721.12	4128501	0.11449	124.53	124.53	1.5 ANNUAL	SRCGP1	5
609741.12	4128501	0.12474	125.13	125.13	1.5 ANNUAL	SRCGP1	5
609761.12	4128501	0.13713	125.44	125.44	1.5 ANNUAL	SRCGP1	5
609781.12	4128501	0.14333	126.53	126.53	1.5 ANNUAL	SRCGP1	5
609801.12	4128501	0.16189	126.52	126.52	1.5 ANNUAL	SRCGP1	5
609841.12	4128501	0.20546	126.59	126.59	1.5 ANNUAL	SRCGP1	5
609861.12	4128501	0.22703	127.42	128.86	1.5 ANNUAL	SRCGP1	5
609881.12	4128501	0.24641	129.09	129.09	1.5 ANNUAL	SRCGP1	5
610021.12	4128501	0.43385	133.55	282.39	1.5 ANNUAL	SRCGP1	5
610041.12	4128501	0.46664	133.82	282.39	1.5 ANNUAL	SRCGP1	5
610061.12	4128501	0.48526	136.63	282.39	1.5 ANNUAL	SRCGP1	5
610081.12	4128501	0.51717	136.62	282.39	1.5 ANNUAL	SRCGP1	5
610121.12	4128501	0.57538	136.7	282.39	1.5 ANNUAL	SRCGP1	5
610141.12	4128501	0.59296	138.14	282.39	1.5 ANNUAL	SRCGP1	5
610161.12	4128501	0.60927	139.39	282.39	1.5 ANNUAL	SRCGP1	5
610181.12	4128501	0.62232	140.78	282.39	1.5 ANNUAL	SRCGP1	5
610201.12	4128501	0.63996	141.13	282.39	1.5 ANNUAL	SRCGP1	5
610221.12	4128501	0.65419	141.65	282.39	1.5 ANNUAL	SRCGP1	5
610241.12	4128501	0.66152	142.81	282.39	1.5 ANNUAL	SRCGP1	5
610261.12	4128501	0.66808	143.68	282.39	1.5 ANNUAL	SRCGP1	5
610281.12	4128501	0.67642	143.88	282.39	1.5 ANNUAL	SRCGP1	5
610301.12	4128501	0.67674	144.8	282.39	1.5 ANNUAL	SRCGP1	5
609221.12	4128521	0.02826	111.04	111.04	1.5 ANNUAL	SRCGP1	5
609241.12	4128521	0.02974	111.24	113.45	1.5 ANNUAL	SRCGP1	5
609261.12	4128521	0.03146	113.21	113.21	1.5 ANNUAL	SRCGP1	5
609301.12	4128521	0.03399	113.17	113.17	1.5 ANNUAL	SRCGP1	5
609321.12	4128521	0.03506	113.63	115.89	1.5 ANNUAL	SRCGP1	5
609341.12	4128521	0.03616	115.66	115.66	1.5 ANNUAL	SRCGP1	5
609381.12	4128521	0.03673	115.32	115.32	1.5 ANNUAL	SRCGP1	5
609401.12	4128521	0.0367	115.91	115.91	1.5 ANNUAL	SRCGP1	5
609421.12	4128521	0.03658	117.37	117.37	1.5 ANNUAL	SRCGP1	5
609441.12	4128521	0.03611	117.28	117.28	1.5 ANNUAL	SRCGP1	5
609461.12	4128521	0.03573	117.22	117.22	1.5 ANNUAL	SRCGP1	5
609481.12	4128521	0.03582	117.88	117.88	1.5 ANNUAL	SRCGP1	5
609501.12	4128521	0.0366	118.51	118.51	1.5 ANNUAL	SRCGP1	5
609521.12	4128521	0.0385	119.25	119.25	1.5 ANNUAL	SRCGP1	5
609541.12	4128521	0.04188	119.79	119.79	1.5 ANNUAL	SRCGP1	5
609561.12	4128521	0.04713	120.49	121.58	1.5 ANNUAL	SRCGP1	5
609581.12	4128521	0.05432	121.3	121.3	1.5 ANNUAL	SRCGP1	5
609621.12	4128521	0.07266	122.15	122.15	1.5 ANNUAL	SRCGP1	5
609641.12	4128521	0.08271	122.9	122.9	1.5 ANNUAL	SRCGP1	5
609661.12	4128521	0.09305	123.28	123.28	1.5 ANNUAL	SRCGP1	5
609681.12	4128521	0.10329	123.7	123.7	1.5 ANNUAL	SRCGP1	5
609701.12	4128521	0.11351	124.25	124.25	1.5 ANNUAL	SRCGP1	5
609721.12	4128521	0.1245	124.61	124.61	1.5 ANNUAL	SRCGP1	5
609741.12	4128521	0.13675	125.05	125.05	1.5 ANNUAL	SRCGP1	5
609761.12	4128521	0.15141	125.25	125.25	1.5 ANNUAL	SRCGP1	5

609781.12	4128521	0.15947	126.39	126.39	1.5 ANNUAL	SRCGP1	5
609801.12	4128521	0.18854	126.29	126.29	1.5 ANNUAL	SRCGP1	5
609841.12	4128521	0.2303	126.67	126.67	1.5 ANNUAL	SRCGP1	5
609861.12	4128521	0.25477	127.6	128.26	1.5 ANNUAL	SRCGP1	5
609881.12	4128521	0.28002	128.38	128.38	1.5 ANNUAL	SRCGP1	5
609921.12	4128521	0.33106	130.45	130.45	1.5 ANNUAL	SRCGP1	5
609941.12	4128521	0.36244	130.67	134.33	1.5 ANNUAL	SRCGP1	5
609961.12	4128521	0.39425	131.3	282.39	1.5 ANNUAL	SRCGP1	5
609981.12	4128521	0.42657	132.2	282.39	1.5 ANNUAL	SRCGP1	5
610021.12	4128521	0.49511	133.71	282.39	1.5 ANNUAL	SRCGP1	5
610041.12	4128521	0.52967	134.32	282.39	1.5 ANNUAL	SRCGP1	5
610061.12	4128521	0.55313	136.5	282.39	1.5 ANNUAL	SRCGP1	5
610081.12	4128521	0.58851	136.38	282.39	1.5 ANNUAL	SRCGP1	5
610121.12	4128521	0.64734	136.96	282.39	1.5 ANNUAL	SRCGP1	5
610141.12	4128521	0.66515	138.37	282.39	1.5 ANNUAL	SRCGP1	5
610161.12	4128521	0.67965	139.83	282.39	1.5 ANNUAL	SRCGP1	5
610181.12	4128521	0.69489	140.8	282.39	1.5 ANNUAL	SRCGP1	5
610201.12	4128521	0.71355	140.94	282.39	1.5 ANNUAL	SRCGP1	5
610221.12	4128521	0.72404	141.76	282.39	1.5 ANNUAL	SRCGP1	5
610241.12	4128521	0.73086	142.63	282.39	1.5 ANNUAL	SRCGP1	5
610261.12	4128521	0.73006	144.04	282.39	1.5 ANNUAL	SRCGP1	5
610281.12	4128521	0.73717	143.98	282.39	1.5 ANNUAL	SRCGP1	5
610301.12	4128521	0.73231	145.03	282.39	1.5 ANNUAL	SRCGP1	5
609221.12	4128541	0.02882	110.93	110.93	1.5 ANNUAL	SRCGP1	5
609241.12	4128541	0.03044	111.17	113.43	1.5 ANNUAL	SRCGP1	5
609261.12	4128541	0.03233	113.01	113.01	1.5 ANNUAL	SRCGP1	5
609301.12	4128541	0.03534	112.98	112.98	1.5 ANNUAL	SRCGP1	5
609321.12	4128541	0.03672	113.47	115.89	1.5 ANNUAL	SRCGP1	5
609341.12	4128541	0.03817	115.57	115.57	1.5 ANNUAL	SRCGP1	5
609361.12	4128541	0.03889	115.18	115.18	1.5 ANNUAL	SRCGP1	5
609381.12	4128541	0.03931	114.95	114.95	1.5 ANNUAL	SRCGP1	5
609401.12	4128541	0.03962	115.77	115.77	1.5 ANNUAL	SRCGP1	5
609421.12	4128541	0.0397	117.02	117.02	1.5 ANNUAL	SRCGP1	5
609441.12	4128541	0.03937	117.01	117.01	1.5 ANNUAL	SRCGP1	5
609581.12	4128541	0.05696	120.61	120.61	1.5 ANNUAL	SRCGP1	5
609621.12	4128541	0.07693	121.7	121.7	1.5 ANNUAL	SRCGP1	5
609641.12	4128541	0.08806	122.44	122.44	1.5 ANNUAL	SRCGP1	5
609821.12	4128541	0.23889	126.29	126.29	1.5 ANNUAL	SRCGP1	5
609841.12	4128541	0.26005	126.64	126.64	1.5 ANNUAL	SRCGP1	5
609861.12	4128541	0.2881	127.67	127.67	1.5 ANNUAL	SRCGP1	5
609881.12	4128541	0.31974	127.9	127.9	1.5 ANNUAL	SRCGP1	5
609921.12	4128541	0.38384	129.31	134.42	1.5 ANNUAL	SRCGP1	5
609941.12	4128541	0.41492	130.8	134.42	1.5 ANNUAL	SRCGP1	5
609961.12	4128541	0.44452	132.86	134.3	1.5 ANNUAL	SRCGP1	5
609981.12	4128541	0.48773	132.72	282.39	1.5 ANNUAL	SRCGP1	5
610021.12	4128541	0.56633	134.06	282.39	1.5 ANNUAL	SRCGP1	5
610041.12	4128541	0.60239	134.97	282.39	1.5 ANNUAL	SRCGP1	5
610061.12	4128541	0.63278	136.34	282.39	1.5 ANNUAL	SRCGP1	5
610101.12	4128541	0.7077	135.98	282.39	1.5 ANNUAL	SRCGP1	5
610121.12	4128541	0.73618	136.43	282.39	1.5 ANNUAL	SRCGP1	5
610141.12	4128541	0.74582	138.79	282.39	1.5 ANNUAL	SRCGP1	5
610161.12	4128541	0.76627	139.39	282.39	1.5 ANNUAL	SRCGP1	5
610181.12	4128541	0.78309	140.01	282.39	1.5 ANNUAL	SRCGP1	5
610221.12	4128541	0.79734	142.17	282.39	1.5 ANNUAL	SRCGP1	5
610241.12	4128541	0.80474	142.52	282.39	1.5 ANNUAL	SRCGP1	5
610261.12	4128541	0.79914	143.91	282.39	1.5 ANNUAL	SRCGP1	5

610281.12	4128541	0.80009	144.08	282.39	1.5 ANNUAL	SRCGP1	5
610301.12	4128541	0.79187	144.9	282.39	1.5 ANNUAL	SRCGP1	5
609221.12	4128561	0.02939	110.7	110.7	1.5 ANNUAL	SRCGP1	5
609241.12	4128561	0.03114	111.14	113.1	1.5 ANNUAL	SRCGP1	5
609261.12	4128561	0.03319	113	113	1.5 ANNUAL	SRCGP1	5
609301.12	4128561	0.0366	112.67	112.67	1.5 ANNUAL	SRCGP1	5
609321.12	4128561	0.03831	113.33	113.33	1.5 ANNUAL	SRCGP1	5
609341.12	4128561	0.04007	115.09	115.09	1.5 ANNUAL	SRCGP1	5
609361.12	4128561	0.04111	114.55	114.55	1.5 ANNUAL	SRCGP1	5
609861.12	4128561	0.32825	127.72	127.72	1.5 ANNUAL	SRCGP1	5
609921.12	4128561	0.4459	128.69	134.47	1.5 ANNUAL	SRCGP1	5
609941.12	4128561	0.46696	132.84	134.33	1.5 ANNUAL	SRCGP1	5
609961.12	4128561	0.50441	134.38	134.38	1.5 ANNUAL	SRCGP1	5
609981.12	4128561	0.55443	134.18	282.17	1.5 ANNUAL	SRCGP1	5
610021.12	4128561	0.64936	134.57	282.39	1.5 ANNUAL	SRCGP1	5
610041.12	4128561	0.68773	135.59	282.39	1.5 ANNUAL	SRCGP1	5
610061.12	4128561	0.72494	136.34	282.39	1.5 ANNUAL	SRCGP1	5
610101.12	4128561	0.80542	135.93	282.39	1.5 ANNUAL	SRCGP1	5
610121.12	4128561	0.83456	136.38	282.39	1.5 ANNUAL	SRCGP1	5
610141.12	4128561	0.835	139.42	282.39	1.5 ANNUAL	SRCGP1	5
610161.12	4128561	0.85454	139.95	282.39	1.5 ANNUAL	SRCGP1	5
610181.12	4128561	0.87259	140.17	282.39	1.5 ANNUAL	SRCGP1	5
610221.12	4128561	0.8843	141.64	282.39	1.5 ANNUAL	SRCGP1	5
610241.12	4128561	0.88151	142.53	282.39	1.5 ANNUAL	SRCGP1	5
610261.12	4128561	0.8726	143.6	282.39	1.5 ANNUAL	SRCGP1	5
610281.12	4128561	0.86072	144.56	282.39	1.5 ANNUAL	SRCGP1	5
610301.12	4128561	0.85568	144.35	282.39	1.5 ANNUAL	SRCGP1	5
609221.12	4128581	0.03002	110.39	110.39	1.5 ANNUAL	SRCGP1	5
609241.12	4128581	0.03187	111.05	112.93	1.5 ANNUAL	SRCGP1	5
609261.12	4128581	0.03392	112.18	112.18	1.5 ANNUAL	SRCGP1	5
609921.12	4128581	0.51829	128.69	134.47	1.5 ANNUAL	SRCGP1	5
609941.12	4128581	0.56219	130.26	282.17	1.5 ANNUAL	SRCGP1	5
609961.12	4128581	0.60961	131.52	282.39	1.5 ANNUAL	SRCGP1	5
609981.12	4128581	0.64423	134.34	282.17	1.5 ANNUAL	SRCGP1	5
610001.12	4128581	0.69937	134.44	282.39	1.5 ANNUAL	SRCGP1	5
610021.12	4128581	0.74881	134.95	282.39	1.5 ANNUAL	SRCGP1	5
610041.12	4128581	0.79088	135.88	282.39	1.5 ANNUAL	SRCGP1	5
610061.12	4128581	0.83655	135.99	282.39	1.5 ANNUAL	SRCGP1	5
610101.12	4128581	0.91846	135.88	282.39	1.5 ANNUAL	SRCGP1	5
610121.12	4128581	0.9431	136.7	282.39	1.5 ANNUAL	SRCGP1	5
610141.12	4128581	0.94309	139.26	282.39	1.5 ANNUAL	SRCGP1	5
610161.12	4128581	0.95754	139.96	282.39	1.5 ANNUAL	SRCGP1	5
610181.12	4128581	0.96161	141.08	282.39	1.5 ANNUAL	SRCGP1	5
610221.12	4128581	0.97042	141.69	282.39	1.5 ANNUAL	SRCGP1	5
610241.12	4128581	0.96073	142.56	282.39	1.5 ANNUAL	SRCGP1	5
610261.12	4128581	0.94717	143.36	282.39	1.5 ANNUAL	SRCGP1	5
610281.12	4128581	0.93692	143.41	282.39	1.5 ANNUAL	SRCGP1	5
610301.12	4128581	0.91721	144.05	282.39	1.5 ANNUAL	SRCGP1	5
609941.12	4128601	0.66484	129.71	282.39	1.5 ANNUAL	SRCGP1	5
609961.12	4128601	0.72209	130.8	282.39	1.5 ANNUAL	SRCGP1	5
609981.12	4128601	0.77572	132.16	282.39	1.5 ANNUAL	SRCGP1	5
610001.12	4128601	0.83602	132.54	282.39	1.5 ANNUAL	SRCGP1	5
610021.12	4128601	0.87991	134.12	282.39	1.5 ANNUAL	SRCGP1	5
610041.12	4128601	0.91811	135.67	282.39	1.5 ANNUAL	SRCGP1	5
610061.12	4128601	0.96913	135.56	282.39	1.5 ANNUAL	SRCGP1	5
610101.12	4128601	1.04887	135.79	282.39	1.5 ANNUAL	SRCGP1	5

610121.12	4128601	1.06504	137.03	282.39	1.5 ANNUAL	SRCGP1	5
610141.12	4128601	1.06738	138.79	282.39	1.5 ANNUAL	SRCGP1	5
610161.12	4128601	1.07082	139.89	282.39	1.5 ANNUAL	SRCGP1	5
610181.12	4128601	1.07138	140.67	282.39	1.5 ANNUAL	SRCGP1	5
610221.12	4128601	1.05905	141.76	282.39	1.5 ANNUAL	SRCGP1	5
610241.12	4128601	1.04708	142.07	282.39	1.5 ANNUAL	SRCGP1	5
610261.12	4128601	1.0235	143	282.39	1.5 ANNUAL	SRCGP1	5
610301.12	4128601	0.97372	144.15	282.39	1.5 ANNUAL	SRCGP1	5
609981.12	4128621	0.92298	131.41	282.39	1.5 ANNUAL	SRCGP1	5
610001.12	4128621	0.9872	132.07	282.39	1.5 ANNUAL	SRCGP1	5
610021.12	4128621	1.04418	132.83	282.39	1.5 ANNUAL	SRCGP1	5
610041.12	4128621	1.09994	133.14	282.39	1.5 ANNUAL	SRCGP1	5
610081.12	4128621	1.17251	134.91	282.39	1.5 ANNUAL	SRCGP1	5
610101.12	4128621	1.19932	135.54	282.39	1.5 ANNUAL	SRCGP1	5
610121.12	4128621	1.19349	137.81	282.39	1.5 ANNUAL	SRCGP1	5
610241.12	4128621	1.13254	141.71	282.39	1.5 ANNUAL	SRCGP1	5
610261.12	4128621	1.10347	142.27	282.39	1.5 ANNUAL	SRCGP1	5
610281.12	4128621	1.06964	142.98	282.39	1.5 ANNUAL	SRCGP1	5
610301.12	4128621	1.03539	143.54	282.39	1.5 ANNUAL	SRCGP1	5
609541.12	4128641	0.06723	119.55	119.55	1.5 ANNUAL	SRCGP1	5
610041.12	4128641	1.28547	132.88	282.39	1.5 ANNUAL	SRCGP1	5
610081.12	4128641	1.34992	134.6	282.39	1.5 ANNUAL	SRCGP1	5
610101.12	4128641	1.36741	135.31	282.39	1.5 ANNUAL	SRCGP1	5
610121.12	4128641	1.34699	137.65	282.39	1.5 ANNUAL	SRCGP1	5
610141.12	4128641	1.35258	137.78	282.39	1.5 ANNUAL	SRCGP1	5
610161.12	4128641	1.32667	139.3	282.39	1.5 ANNUAL	SRCGP1	5
610181.12	4128641	1.30805	139.85	282.39	1.5 ANNUAL	SRCGP1	5
610201.12	4128641	1.28023	140.55	282.39	1.5 ANNUAL	SRCGP1	5
610221.12	4128641	1.24957	141.05	282.39	1.5 ANNUAL	SRCGP1	5
610261.12	4128641	1.17411	142.2	282.39	1.5 ANNUAL	SRCGP1	5
610281.12	4128641	1.13376	142.69	282.39	1.5 ANNUAL	SRCGP1	5
610301.12	4128641	1.0907	143.33	282.39	1.5 ANNUAL	SRCGP1	5
609521.12	4128661	0.07158	119.11	119.11	1.5 ANNUAL	SRCGP1	5
609541.12	4128661	0.07428	119.55	119.55	1.5 ANNUAL	SRCGP1	5
610081.12	4128661	1.5495	134.27	282.39	1.5 ANNUAL	SRCGP1	5
610101.12	4128661	1.56008	134.63	282.39	1.5 ANNUAL	SRCGP1	5
610121.12	4128661	1.5116	137.49	282.39	1.5 ANNUAL	SRCGP1	5
610141.12	4128661	1.49767	137.91	282.39	1.5 ANNUAL	SRCGP1	5
610161.12	4128661	1.45546	139.41	282.39	1.5 ANNUAL	SRCGP1	5
610181.12	4128661	1.43005	139.47	282.39	1.5 ANNUAL	SRCGP1	5
610201.12	4128661	1.3924	139.86	282.39	1.5 ANNUAL	SRCGP1	5
610221.12	4128661	1.34129	140.84	282.39	1.5 ANNUAL	SRCGP1	5
610281.12	4128661	1.18891	142.93	282.39	1.5 ANNUAL	SRCGP1	5
610301.12	4128661	1.14881	142.62	282.39	1.5 ANNUAL	SRCGP1	5
609521.12	4128681	0.07944	119.23	119.23	1.5 ANNUAL	SRCGP1	5
609541.12	4128681	0.08225	119.18	119.18	1.5 ANNUAL	SRCGP1	5
609781.12	4128681	0.4711	126.76	126.76	1.5 ANNUAL	SRCGP1	5
609801.12	4128681	0.55952	127.11	181.5	1.5 ANNUAL	SRCGP1	5
610161.12	4128681	1.59429	138.99	282.39	1.5 ANNUAL	SRCGP1	5
610181.12	4128681	1.55528	138.86	282.39	1.5 ANNUAL	SRCGP1	5
610201.12	4128681	1.50105	139.28	282.39	1.5 ANNUAL	SRCGP1	5
610221.12	4128681	1.44199	139.81	282.39	1.5 ANNUAL	SRCGP1	5
610241.12	4128681	1.37579	140.76	282.39	1.5 ANNUAL	SRCGP1	5
610261.12	4128681	1.32025	140.95	282.39	1.5 ANNUAL	SRCGP1	5
610281.12	4128681	1.26528	141.12	282.39	1.5 ANNUAL	SRCGP1	5
610301.12	4128681	1.20432	141.93	282.39	1.5 ANNUAL	SRCGP1	5

609521.12	4128701	0.08823	119.22	119.22	1.5 ANNUAL	SRCGP1	5
609541.12	4128701	0.09162	119.23	120.32	1.5 ANNUAL	SRCGP1	5
609801.12	4128701	0.68318	126.84	182.23	1.5 ANNUAL	SRCGP1	5
610221.12	4128701	1.5182	140.15	282.39	1.5 ANNUAL	SRCGP1	5
610241.12	4128701	1.45036	140.42	282.39	1.5 ANNUAL	SRCGP1	5
610261.12	4128701	1.381	140.91	282.39	1.5 ANNUAL	SRCGP1	5
610281.12	4128701	1.32457	140.54	282.39	1.5 ANNUAL	SRCGP1	5
608982.41	4129330	0.18	106.67	106.67	1.5 ANNUAL	SRCGP1	5
609002.41	4129330	0.18872	106.47	106.47	1.5 ANNUAL	SRCGP1	5
609042.41	4129330	0.2091	107.88	107.88	1.5 ANNUAL	SRCGP1	5
609062.41	4129330	0.21985	107.99	107.99	1.5 ANNUAL	SRCGP1	5
609082.41	4129330	0.23182	108.76	108.76	1.5 ANNUAL	SRCGP1	5
608982.41	4129350	0.17792	106.52	106.52	1.5 ANNUAL	SRCGP1	5
609042.41	4129350	0.20581	108.14	108.14	1.5 ANNUAL	SRCGP1	5
609062.41	4129350	0.2158	108.04	108.04	1.5 ANNUAL	SRCGP1	5
609082.41	4129350	0.22717	108.92	108.92	1.5 ANNUAL	SRCGP1	5
609122.41	4129350	0.25096	109.41	109.41	1.5 ANNUAL	SRCGP1	5
609142.41	4129350	0.26398	109.75	112.02	1.5 ANNUAL	SRCGP1	5
608982.41	4129370	0.17524	106.25	106.25	1.5 ANNUAL	SRCGP1	5
609022.41	4129370	0.19118	105.62	107.91	1.5 ANNUAL	SRCGP1	5
609042.41	4129370	0.20045	106.21	108.62	1.5 ANNUAL	SRCGP1	5
609062.41	4129370	0.21136	108.26	108.26	1.5 ANNUAL	SRCGP1	5
609082.41	4129370	0.22152	108.44	108.44	1.5 ANNUAL	SRCGP1	5
609122.41	4129370	0.2442	109.58	109.58	1.5 ANNUAL	SRCGP1	5
609142.41	4129370	0.25639	110.11	112.05	1.5 ANNUAL	SRCGP1	5
609162.41	4129370	0.27042	111.94	111.94	1.5 ANNUAL	SRCGP1	5
609182.41	4129370	0.28305	111.89	111.89	1.5 ANNUAL	SRCGP1	5
608982.41	4129390	0.17222	106.15	106.15	1.5 ANNUAL	SRCGP1	5
609022.41	4129390	0.18744	105.75	105.75	1.5 ANNUAL	SRCGP1	5
609042.41	4129390	0.19604	106.12	108.6	1.5 ANNUAL	SRCGP1	5
609062.41	4129390	0.20651	108.41	108.41	1.5 ANNUAL	SRCGP1	5
609082.41	4129390	0.21628	108.93	108.93	1.5 ANNUAL	SRCGP1	5
609102.41	4129390	0.22632	109.18	109.18	1.5 ANNUAL	SRCGP1	5
609122.41	4129390	0.23697	109.62	109.62	1.5 ANNUAL	SRCGP1	5
609142.41	4129390	0.24862	110.72	111.81	1.5 ANNUAL	SRCGP1	5
609162.41	4129390	0.26082	111.98	111.98	1.5 ANNUAL	SRCGP1	5
608982.41	4129410	0.16886	105.99	105.99	1.5 ANNUAL	SRCGP1	5
609022.41	4129410	0.18354	106.07	106.07	1.5 ANNUAL	SRCGP1	5
609042.41	4129410	0.19191	106.81	106.81	1.5 ANNUAL	SRCGP1	5
609062.41	4129410	0.20073	107.57	108.43	1.5 ANNUAL	SRCGP1	5
609082.41	4129410	0.21009	108.48	108.48	1.5 ANNUAL	SRCGP1	5
609102.41	4129410	0.21965	109.13	109.13	1.5 ANNUAL	SRCGP1	5
609122.41	4129410	0.22961	109.87	109.87	1.5 ANNUAL	SRCGP1	5
609142.41	4129410	0.24038	111.23	111.23	1.5 ANNUAL	SRCGP1	5
609162.41	4129410	0.25095	112.16	112.16	1.5 ANNUAL	SRCGP1	5
609182.41	4129410	0.26075	112.27	112.27	1.5 ANNUAL	SRCGP1	5
609202.41	4129410	0.27037	112.46	112.46	1.5 ANNUAL	SRCGP1	5
609222.41	4129410	0.28006	113.1	113.1	1.5 ANNUAL	SRCGP1	5
609242.41	4129410	0.28908	113.67	113.67	1.5 ANNUAL	SRCGP1	5
609022.41	4129430	0.179	105.64	105.64	1.5 ANNUAL	SRCGP1	5
609042.41	4129430	0.18714	106.82	106.82	1.5 ANNUAL	SRCGP1	5
609062.41	4129430	0.19534	107.52	107.52	1.5 ANNUAL	SRCGP1	5
609082.41	4129430	0.20391	108.31	108.31	1.5 ANNUAL	SRCGP1	5
609102.41	4129430	0.2126	108.9	108.9	1.5 ANNUAL	SRCGP1	5
609122.41	4129430	0.22178	109.89	109.89	1.5 ANNUAL	SRCGP1	5
609142.41	4129430	0.23074	110.51	110.51	1.5 ANNUAL	SRCGP1	5

609162.41	4129430	0.23971	111.2	111.2	1.5 ANNUAL	SRCGP1	5
609182.41	4129430	0.24867	112.12	112.12	1.5 ANNUAL	SRCGP1	5
609202.41	4129430	0.25664	112.39	112.39	1.5 ANNUAL	SRCGP1	5
609222.41	4129430	0.2645	113.13	113.13	1.5 ANNUAL	SRCGP1	5
609242.41	4129430	0.27116	113.41	113.41	1.5 ANNUAL	SRCGP1	5
609262.41	4129430	0.27762	114.39	114.39	1.5 ANNUAL	SRCGP1	5
609282.41	4129430	0.28321	115.59	115.59	1.5 ANNUAL	SRCGP1	5
609302.41	4129430	0.28701	116.2	116.2	1.5 ANNUAL	SRCGP1	5
609322.41	4129430	0.28939	116.66	116.66	1.5 ANNUAL	SRCGP1	5
609342.41	4129430	0.29037	117.06	118.17	1.5 ANNUAL	SRCGP1	5
609362.41	4129430	0.29043	118.13	118.13	1.5 ANNUAL	SRCGP1	5
609402.41	4129430	0.28595	120.02	120.02	1.5 ANNUAL	SRCGP1	5
609422.41	4129430	0.28147	120.32	122.41	1.5 ANNUAL	SRCGP1	5
609642.41	4129430	0.19599	129.78	172.13	1.5 ANNUAL	SRCGP1	5
609662.41	4129430	0.19088	129.86	172.13	1.5 ANNUAL	SRCGP1	5
609682.41	4129430	0.18423	130.6	172.13	1.5 ANNUAL	SRCGP1	5
609702.41	4129430	0.17687	131.27	172.13	1.5 ANNUAL	SRCGP1	5
610222.41	4129430	0.09028	149.58	349.54	1.5 ANNUAL	SRCGP1	5
610242.41	4129430	0.09007	150.64	349.54	1.5 ANNUAL	SRCGP1	5
610262.41	4129430	0.08995	151.43	349.54	1.5 ANNUAL	SRCGP1	5
610282.41	4129430	0.08975	152.17	349.54	1.5 ANNUAL	SRCGP1	5
610302.41	4129430	0.08967	152.64	349.54	1.5 ANNUAL	SRCGP1	5
609102.41	4129450	0.20525	108.58	108.58	1.5 ANNUAL	SRCGP1	5
609122.41	4129450	0.21339	109.57	109.57	1.5 ANNUAL	SRCGP1	5
609142.41	4129450	0.22142	110.52	110.52	1.5 ANNUAL	SRCGP1	5
609162.41	4129450	0.22908	111.28	111.28	1.5 ANNUAL	SRCGP1	5
609182.41	4129450	0.23647	112.15	112.15	1.5 ANNUAL	SRCGP1	5
609202.41	4129450	0.24271	112.31	112.31	1.5 ANNUAL	SRCGP1	5
609222.41	4129450	0.24816	112.36	112.36	1.5 ANNUAL	SRCGP1	5
609242.41	4129450	0.253	112.62	115.91	1.5 ANNUAL	SRCGP1	5
609262.41	4129450	0.25847	114.58	115.91	1.5 ANNUAL	SRCGP1	5
609282.41	4129450	0.26226	115.9	115.9	1.5 ANNUAL	SRCGP1	5
609302.41	4129450	0.26423	116.37	116.37	1.5 ANNUAL	SRCGP1	5
609322.41	4129450	0.26509	116.9	117.55	1.5 ANNUAL	SRCGP1	5
609342.41	4129450	0.26482	117.49	118.66	1.5 ANNUAL	SRCGP1	5
609362.41	4129450	0.26358	118.5	118.5	1.5 ANNUAL	SRCGP1	5
609402.41	4129450	0.25717	119.53	122.13	1.5 ANNUAL	SRCGP1	5
609422.41	4129450	0.25267	120.91	122.48	1.5 ANNUAL	SRCGP1	5
609442.41	4129450	0.24613	122.62	122.62	1.5 ANNUAL	SRCGP1	5
609462.41	4129450	0.23895	123.41	123.41	1.5 ANNUAL	SRCGP1	5
609482.41	4129450	0.23172	123.9	123.9	1.5 ANNUAL	SRCGP1	5
609502.41	4129450	0.2245	124.3	124.3	1.5 ANNUAL	SRCGP1	5
609582.41	4129450	0.1988	126.13	171.85	1.5 ANNUAL	SRCGP1	5
609602.41	4129450	0.18811	127.07	172.08	1.5 ANNUAL	SRCGP1	5
609622.41	4129450	0.1837	127.59	172.13	1.5 ANNUAL	SRCGP1	5
609642.41	4129450	0.17899	128.27	172.13	1.5 ANNUAL	SRCGP1	5
609682.41	4129450	0.16703	130.77	172.13	1.5 ANNUAL	SRCGP1	5
609702.41	4129450	0.16071	131.41	172.13	1.5 ANNUAL	SRCGP1	5
610022.41	4129450	0.06902	142.28	349.54	1.5 ANNUAL	SRCGP1	5
610042.41	4129450	0.07063	143.15	349.54	1.5 ANNUAL	SRCGP1	5
610062.41	4129450	0.0726	143.71	349.54	1.5 ANNUAL	SRCGP1	5
610082.41	4129450	0.074	145.09	349.54	1.5 ANNUAL	SRCGP1	5
610202.41	4129450	0.0808	149.34	349.54	1.5 ANNUAL	SRCGP1	5
610222.41	4129450	0.08118	150.05	349.54	1.5 ANNUAL	SRCGP1	5
610242.41	4129450	0.08128	150.92	349.54	1.5 ANNUAL	SRCGP1	5
610262.41	4129450	0.08127	151.75	349.54	1.5 ANNUAL	SRCGP1	5

610282.41	4129450	0.08135	152.32	349.54	1.5 ANNUAL	SRCGP1	5
610302.41	4129450	0.08162	152.5	349.54	1.5 ANNUAL	SRCGP1	5
609002.41	4129470	0.16354	104.91	104.91	1.5 ANNUAL	SRCGP1	5
609022.41	4129470	0.17007	105.54	105.54	1.5 ANNUAL	SRCGP1	5
609042.41	4129470	0.17731	107.02	107.02	1.5 ANNUAL	SRCGP1	5
609062.41	4129470	0.18399	107.32	107.32	1.5 ANNUAL	SRCGP1	5
609202.41	4129470	0.22848	111.91	111.91	1.5 ANNUAL	SRCGP1	5
609222.41	4129470	0.23266	112.24	112.24	1.5 ANNUAL	SRCGP1	5
609242.41	4129470	0.23607	112.61	115.91	1.5 ANNUAL	SRCGP1	5
609262.41	4129470	0.23966	114.28	115.91	1.5 ANNUAL	SRCGP1	5
609282.41	4129470	0.24193	115.58	115.58	1.5 ANNUAL	SRCGP1	5
609302.41	4129470	0.24257	115.98	115.98	1.5 ANNUAL	SRCGP1	5
609322.41	4129470	0.24236	116.61	117.2	1.5 ANNUAL	SRCGP1	5
609342.41	4129470	0.24126	117.46	117.46	1.5 ANNUAL	SRCGP1	5
609362.41	4129470	0.23914	118.3	118.3	1.5 ANNUAL	SRCGP1	5
609402.41	4129470	0.23192	119.4	119.4	1.5 ANNUAL	SRCGP1	5
609422.41	4129470	0.22728	120.59	121.21	1.5 ANNUAL	SRCGP1	5
609442.41	4129470	0.22192	121.56	123.36	1.5 ANNUAL	SRCGP1	5
609462.41	4129470	0.21498	122.78	123.65	1.5 ANNUAL	SRCGP1	5
609482.41	4129470	0.20768	124.09	124.09	1.5 ANNUAL	SRCGP1	5
609502.41	4129470	0.20118	124.65	124.65	1.5 ANNUAL	SRCGP1	5
609522.41	4129470	0.19504	125.13	125.13	1.5 ANNUAL	SRCGP1	5
609542.41	4129470	0.18925	125.69	125.69	1.5 ANNUAL	SRCGP1	5
609602.41	4129470	0.17083	126.79	171.85	1.5 ANNUAL	SRCGP1	5
609622.41	4129470	0.16707	127.28	172.13	1.5 ANNUAL	SRCGP1	5
609642.41	4129470	0.16277	128.18	172.13	1.5 ANNUAL	SRCGP1	5
609662.41	4129470	0.15843	128.71	172.13	1.5 ANNUAL	SRCGP1	5
609682.41	4129470	0.15329	129.56	172.13	1.5 ANNUAL	SRCGP1	5
609702.41	4129470	0.14784	130.16	172.13	1.5 ANNUAL	SRCGP1	5
609742.41	4129470	0.13416	132.93	172.13	1.5 ANNUAL	SRCGP1	5
609762.41	4129470	0.12733	133.51	349.54	1.5 ANNUAL	SRCGP1	5
609782.41	4129470	0.1202	133.81	349.54	1.5 ANNUAL	SRCGP1	5
609962.41	4129470	0.06153	140	349.54	1.5 ANNUAL	SRCGP1	5
609982.41	4129470	0.06041	141.03	349.54	1.5 ANNUAL	SRCGP1	5
610002.41	4129470	0.06051	141.82	349.54	1.5 ANNUAL	SRCGP1	5
610022.41	4129470	0.06147	142.46	349.54	1.5 ANNUAL	SRCGP1	5
610042.41	4129470	0.06294	143.03	349.54	1.5 ANNUAL	SRCGP1	5
610062.41	4129470	0.06463	143.69	349.54	1.5 ANNUAL	SRCGP1	5
610082.41	4129470	0.06598	145.07	349.54	1.5 ANNUAL	SRCGP1	5
610102.41	4129470	0.06746	146.08	349.54	1.5 ANNUAL	SRCGP1	5
610122.41	4129470	0.06901	146.7	349.54	1.5 ANNUAL	SRCGP1	5
610142.41	4129470	0.07055	147.01	349.54	1.5 ANNUAL	SRCGP1	5
610162.41	4129470	0.07119	148.45	349.54	1.5 ANNUAL	SRCGP1	5
610182.41	4129470	0.07183	149.52	349.54	1.5 ANNUAL	SRCGP1	5
610222.41	4129470	0.07352	150.09	349.54	1.5 ANNUAL	SRCGP1	5
610242.41	4129470	0.07417	150.31	349.54	1.5 ANNUAL	SRCGP1	5
610262.41	4129470	0.07335	152.53	349.54	1.5 ANNUAL	SRCGP1	5
610302.41	4129470	0.07449	152.34	349.54	1.5 ANNUAL	SRCGP1	5
609002.41	4129490	0.15947	105	105	1.5 ANNUAL	SRCGP1	5
609022.41	4129490	0.16553	105.66	105.66	1.5 ANNUAL	SRCGP1	5
609042.41	4129490	0.17223	107.23	107.23	1.5 ANNUAL	SRCGP1	5
609062.41	4129490	0.17844	107.86	107.86	1.5 ANNUAL	SRCGP1	5
609082.41	4129490	0.18457	108.45	108.45	1.5 ANNUAL	SRCGP1	5
609102.41	4129490	0.19068	109.22	109.22	1.5 ANNUAL	SRCGP1	5
609122.41	4129490	0.19674	110.26	110.26	1.5 ANNUAL	SRCGP1	5
609142.41	4129490	0.20206	110.73	110.73	1.5 ANNUAL	SRCGP1	5

609162.41	4129490	0.20675	110.96	110.96	1.5 ANNUAL	SRCGP1	5
609222.41	4129490	0.2175	112.07	112.07	1.5 ANNUAL	SRCGP1	5
609242.41	4129490	0.21982	112.67	114.04	1.5 ANNUAL	SRCGP1	5
609262.41	4129490	0.22199	114.2	114.2	1.5 ANNUAL	SRCGP1	5
609402.41	4129490	0.20977	119.8	119.8	1.5 ANNUAL	SRCGP1	5
609422.41	4129490	0.20514	120.83	120.83	1.5 ANNUAL	SRCGP1	5
609442.41	4129490	0.20004	121.66	121.66	1.5 ANNUAL	SRCGP1	5
609462.41	4129490	0.19447	121.99	121.99	1.5 ANNUAL	SRCGP1	5
609482.41	4129490	0.18854	122.55	122.55	1.5 ANNUAL	SRCGP1	5
609502.41	4129490	0.18293	122.96	125.36	1.5 ANNUAL	SRCGP1	5
609522.41	4129490	0.17688	124.28	125.36	1.5 ANNUAL	SRCGP1	5
609542.41	4129490	0.17158	125.26	125.26	1.5 ANNUAL	SRCGP1	5
609582.41	4129490	0.16322	125.94	171.65	1.5 ANNUAL	SRCGP1	5
609602.41	4129490	0.15601	126.32	171.85	1.5 ANNUAL	SRCGP1	5
609682.41	4129490	0.14046	129.28	172.13	1.5 ANNUAL	SRCGP1	5
609702.41	4129490	0.13571	129.85	349.54	1.5 ANNUAL	SRCGP1	5
609742.41	4129490	0.12429	132.1	349.54	1.5 ANNUAL	SRCGP1	5
609762.41	4129490	0.11817	133.04	349.54	1.5 ANNUAL	SRCGP1	5
609782.41	4129490	0.11183	133.66	349.54	1.5 ANNUAL	SRCGP1	5
609802.41	4129490	0.10481	134.49	349.54	1.5 ANNUAL	SRCGP1	5
609822.41	4129490	0.09735	135.26	349.54	1.5 ANNUAL	SRCGP1	5
609842.41	4129490	0.08982	135.77	349.54	1.5 ANNUAL	SRCGP1	5
609862.41	4129490	0.08234	136.27	349.54	1.5 ANNUAL	SRCGP1	5
609882.41	4129490	0.07453	137.75	349.54	1.5 ANNUAL	SRCGP1	5
609962.41	4129490	0.05694	139.47	349.54	1.5 ANNUAL	SRCGP1	5
609982.41	4129490	0.05522	140.69	349.54	1.5 ANNUAL	SRCGP1	5
610002.41	4129490	0.05499	141.17	349.54	1.5 ANNUAL	SRCGP1	5
610022.41	4129490	0.05548	141.86	349.54	1.5 ANNUAL	SRCGP1	5
610042.41	4129490	0.0565	142.65	349.54	1.5 ANNUAL	SRCGP1	5
610062.41	4129490	0.05793	143.31	349.54	1.5 ANNUAL	SRCGP1	5
610082.41	4129490	0.05953	143.96	349.54	1.5 ANNUAL	SRCGP1	5
610102.41	4129490	0.06054	145.82	349.54	1.5 ANNUAL	SRCGP1	5
610122.41	4129490	0.06209	146.41	349.54	1.5 ANNUAL	SRCGP1	5
610142.41	4129490	0.06336	147.26	349.54	1.5 ANNUAL	SRCGP1	5
610182.41	4129490	0.06514	149.25	349.54	1.5 ANNUAL	SRCGP1	5
610222.41	4129490	0.06699	149.74	349.54	1.5 ANNUAL	SRCGP1	5
610242.41	4129490	0.06749	150.31	349.54	1.5 ANNUAL	SRCGP1	5
610262.41	4129490	0.06705	152.25	349.54	1.5 ANNUAL	SRCGP1	5
610302.41	4129490	0.06815	152.2	349.54	1.5 ANNUAL	SRCGP1	5
609002.41	4129510	0.15498	104.49	104.49	1.5 ANNUAL	SRCGP1	5
609022.41	4129510	0.16045	105.07	105.07	1.5 ANNUAL	SRCGP1	5
609042.41	4129510	0.16623	106.18	106.18	1.5 ANNUAL	SRCGP1	5
609062.41	4129510	0.17174	106.92	106.92	1.5 ANNUAL	SRCGP1	5
609082.41	4129510	0.17738	108.11	108.11	1.5 ANNUAL	SRCGP1	5
609102.41	4129510	0.18254	108.86	108.86	1.5 ANNUAL	SRCGP1	5
609122.41	4129510	0.18739	109.66	110.12	1.5 ANNUAL	SRCGP1	5
609142.41	4129510	0.19209	110.84	110.84	1.5 ANNUAL	SRCGP1	5
609162.41	4129510	0.19559	110.96	110.96	1.5 ANNUAL	SRCGP1	5
609202.41	4129510	0.20051	110.73	110.73	1.5 ANNUAL	SRCGP1	5
609222.41	4129510	0.20285	111.83	111.83	1.5 ANNUAL	SRCGP1	5
609242.41	4129510	0.20463	113.18	113.18	1.5 ANNUAL	SRCGP1	5
609262.41	4129510	0.20529	113.91	113.91	1.5 ANNUAL	SRCGP1	5
609302.41	4129510	0.20419	115.02	115.02	1.5 ANNUAL	SRCGP1	5
609322.41	4129510	0.20267	115.81	117.58	1.5 ANNUAL	SRCGP1	5
609342.41	4129510	0.20076	117.47	117.47	1.5 ANNUAL	SRCGP1	5
609362.41	4129510	0.19789	118.61	118.61	1.5 ANNUAL	SRCGP1	5

609382.41	4129510	0.19432	119.47	119.47	1.5 ANNUAL	SRCGP1	5
609462.41	4129510	0.17615	121.48	121.48	1.5 ANNUAL	SRCGP1	5
609482.41	4129510	0.17096	122.23	122.23	1.5 ANNUAL	SRCGP1	5
609502.41	4129510	0.16591	122.8	122.8	1.5 ANNUAL	SRCGP1	5
609522.41	4129510	0.16106	123.57	124.84	1.5 ANNUAL	SRCGP1	5
609542.41	4129510	0.15619	124.95	124.95	1.5 ANNUAL	SRCGP1	5
609582.41	4129510	0.14906	125.59	170.29	1.5 ANNUAL	SRCGP1	5
609602.41	4129510	0.14578	126.09	171.73	1.5 ANNUAL	SRCGP1	5
609622.41	4129510	0.13899	127.89	171.73	1.5 ANNUAL	SRCGP1	5
609642.41	4129510	0.13576	128.75	171.85	1.5 ANNUAL	SRCGP1	5
609662.41	4129510	0.13243	129.23	172.08	1.5 ANNUAL	SRCGP1	5
609682.41	4129510	0.12859	129.85	349.54	1.5 ANNUAL	SRCGP1	5
609762.41	4129510	0.11017	132.18	349.54	1.5 ANNUAL	SRCGP1	5
609782.41	4129510	0.10448	133.19	349.54	1.5 ANNUAL	SRCGP1	5
609802.41	4129510	0.09842	134.04	349.54	1.5 ANNUAL	SRCGP1	5
609822.41	4129510	0.09172	135.09	349.54	1.5 ANNUAL	SRCGP1	5
609842.41	4129510	0.08498	135.69	349.54	1.5 ANNUAL	SRCGP1	5
609862.41	4129510	0.07817	136.21	349.54	1.5 ANNUAL	SRCGP1	5
609882.41	4129510	0.07087	137.73	349.54	1.5 ANNUAL	SRCGP1	5
609902.41	4129510	0.06477	138.35	349.54	1.5 ANNUAL	SRCGP1	5
609922.41	4129510	0.0597	138.75	349.54	1.5 ANNUAL	SRCGP1	5
609942.41	4129510	0.05549	139.49	349.54	1.5 ANNUAL	SRCGP1	5
609982.41	4129510	0.05108	140.07	349.54	1.5 ANNUAL	SRCGP1	5
610002.41	4129510	0.0503	140.72	349.54	1.5 ANNUAL	SRCGP1	5
610082.41	4129510	0.05344	143.83	349.54	1.5 ANNUAL	SRCGP1	5
610102.41	4129510	0.05478	144.86	349.54	1.5 ANNUAL	SRCGP1	5
610122.41	4129510	0.05616	145.72	349.54	1.5 ANNUAL	SRCGP1	5
610142.41	4129510	0.0576	146.21	349.54	1.5 ANNUAL	SRCGP1	5
610162.41	4129510	0.05837	147.83	349.54	1.5 ANNUAL	SRCGP1	5
610182.41	4129510	0.05924	148.84	349.54	1.5 ANNUAL	SRCGP1	5
610222.41	4129510	0.06106	149.61	349.54	1.5 ANNUAL	SRCGP1	5
610242.41	4129510	0.06136	150.71	349.54	1.5 ANNUAL	SRCGP1	5
610262.41	4129510	0.06148	151.88	349.54	1.5 ANNUAL	SRCGP1	5
610302.41	4129510	0.06253	152.04	349.54	1.5 ANNUAL	SRCGP1	5
609002.41	4129530	0.15048	104.22	104.22	1.5 ANNUAL	SRCGP1	5
609022.41	4129530	0.15545	104.93	104.93	1.5 ANNUAL	SRCGP1	5
609042.41	4129530	0.16043	105.82	105.82	1.5 ANNUAL	SRCGP1	5
609062.41	4129530	0.16522	106.63	106.63	1.5 ANNUAL	SRCGP1	5
609082.41	4129530	0.16983	107.51	107.51	1.5 ANNUAL	SRCGP1	5
609102.41	4129530	0.17409	108.3	108.3	1.5 ANNUAL	SRCGP1	5
609122.41	4129530	0.17758	108.46	110.74	1.5 ANNUAL	SRCGP1	5
609142.41	4129530	0.18129	109.69	110.33	1.5 ANNUAL	SRCGP1	5
609162.41	4129530	0.18438	110.72	110.72	1.5 ANNUAL	SRCGP1	5
609202.41	4129530	0.18765	110.76	110.76	1.5 ANNUAL	SRCGP1	5
609222.41	4129530	0.18883	111.45	111.45	1.5 ANNUAL	SRCGP1	5
609242.41	4129530	0.18998	113.19	113.51	1.5 ANNUAL	SRCGP1	5
609262.41	4129530	0.18979	113.71	113.71	1.5 ANNUAL	SRCGP1	5
609302.41	4129530	0.18754	114.75	117.33	1.5 ANNUAL	SRCGP1	5
609322.41	4129530	0.1859	116.3	117.71	1.5 ANNUAL	SRCGP1	5
609342.41	4129530	0.18355	117.78	117.78	1.5 ANNUAL	SRCGP1	5
609362.41	4129530	0.18046	118.77	118.77	1.5 ANNUAL	SRCGP1	5
609382.41	4129530	0.17689	119.79	119.79	1.5 ANNUAL	SRCGP1	5
609402.41	4129530	0.17293	120.76	120.76	1.5 ANNUAL	SRCGP1	5
609422.41	4129530	0.16867	121.13	121.13	1.5 ANNUAL	SRCGP1	5
609442.41	4129530	0.16432	121.75	121.75	1.5 ANNUAL	SRCGP1	5
609542.41	4129530	0.14304	124.25	124.25	1.5 ANNUAL	SRCGP1	5

609582.41	4129530	0.1367	125.19	125.19	1.5 ANNUAL	SRCGP1	5
609602.41	4129530	0.13374	125.9	171.65	1.5 ANNUAL	SRCGP1	5
609642.41	4129530	0.12527	128.06	349.54	1.5 ANNUAL	SRCGP1	5
609662.41	4129530	0.1218	129.38	349.54	1.5 ANNUAL	SRCGP1	5
609682.41	4129530	0.1183	130.15	349.54	1.5 ANNUAL	SRCGP1	5
609742.41	4129530	0.10651	131.92	349.54	1.5 ANNUAL	SRCGP1	5
609762.41	4129530	0.1022	132.45	349.54	1.5 ANNUAL	SRCGP1	5
609862.41	4129530	0.07449	135.93	349.54	1.5 ANNUAL	SRCGP1	5
609882.41	4129530	0.06811	136.87	349.54	1.5 ANNUAL	SRCGP1	5
609902.41	4129530	0.06222	137.6	349.54	1.5 ANNUAL	SRCGP1	5
609922.41	4129530	0.05716	138.03	349.54	1.5 ANNUAL	SRCGP1	5
609942.41	4129530	0.05229	139.75	349.54	1.5 ANNUAL	SRCGP1	5
609962.41	4129530	0.04938	139.79	349.54	1.5 ANNUAL	SRCGP1	5
610002.41	4129530	0.04651	140.01	349.54	1.5 ANNUAL	SRCGP1	5
610022.41	4129530	0.0459	141.31	349.54	1.5 ANNUAL	SRCGP1	5
610042.41	4129530	0.04609	142.41	349.54	1.5 ANNUAL	SRCGP1	5
610062.41	4129530	0.04673	143.64	349.54	1.5 ANNUAL	SRCGP1	5
610162.41	4129530	0.05278	148.02	349.54	1.5 ANNUAL	SRCGP1	5
610182.41	4129530	0.0539	148.56	349.54	1.5 ANNUAL	SRCGP1	5
610222.41	4129530	0.05584	149.28	349.54	1.5 ANNUAL	SRCGP1	5
610242.41	4129530	0.05594	151.06	349.54	1.5 ANNUAL	SRCGP1	5
610262.41	4129530	0.05645	151.6	349.54	1.5 ANNUAL	SRCGP1	5
610282.41	4129530	0.05732	151.1	349.54	1.5 ANNUAL	SRCGP1	5
610302.41	4129530	0.05756	151.76	349.54	1.5 ANNUAL	SRCGP1	5
609122.41	4129550	0.16855	108.51	108.51	1.5 ANNUAL	SRCGP1	5
609142.41	4129550	0.17134	109.69	110.52	1.5 ANNUAL	SRCGP1	5
609162.41	4129550	0.17334	110.33	110.33	1.5 ANNUAL	SRCGP1	5
609202.41	4129550	0.17537	110.82	110.82	1.5 ANNUAL	SRCGP1	5
609222.41	4129550	0.17571	111.25	112.74	1.5 ANNUAL	SRCGP1	5
609242.41	4129550	0.17618	113	113	1.5 ANNUAL	SRCGP1	5
609262.41	4129550	0.17525	113.07	113.07	1.5 ANNUAL	SRCGP1	5
609282.41	4129550	0.17404	113.68	113.68	1.5 ANNUAL	SRCGP1	5
609302.41	4129550	0.17243	114.62	114.62	1.5 ANNUAL	SRCGP1	5
609322.41	4129550	0.17035	115.75	118.81	1.5 ANNUAL	SRCGP1	5
609342.41	4129550	0.16805	118.05	118.17	1.5 ANNUAL	SRCGP1	5
609362.41	4129550	0.16484	118.71	118.71	1.5 ANNUAL	SRCGP1	5
609382.41	4129550	0.16124	118.99	118.99	1.5 ANNUAL	SRCGP1	5
609402.41	4129550	0.15747	119.51	121.33	1.5 ANNUAL	SRCGP1	5
609422.41	4129550	0.15368	121.43	121.43	1.5 ANNUAL	SRCGP1	5
609442.41	4129550	0.14957	121.99	121.99	1.5 ANNUAL	SRCGP1	5
609482.41	4129550	0.14202	122.01	122.01	1.5 ANNUAL	SRCGP1	5
609502.41	4129550	0.13827	122.42	122.42	1.5 ANNUAL	SRCGP1	5
609522.41	4129550	0.13441	123.49	123.9	1.5 ANNUAL	SRCGP1	5
609582.41	4129550	0.12579	124.83	124.83	1.5 ANNUAL	SRCGP1	5
609602.41	4129550	0.12306	125.86	349.54	1.5 ANNUAL	SRCGP1	5
609622.41	4129550	0.11852	126.54	349.54	1.5 ANNUAL	SRCGP1	5
609642.41	4129550	0.11581	127.61	349.54	1.5 ANNUAL	SRCGP1	5
609662.41	4129550	0.113	128.36	349.54	1.5 ANNUAL	SRCGP1	5
609682.41	4129550	0.10987	129.15	349.54	1.5 ANNUAL	SRCGP1	5
609722.41	4129550	0.10281	130.84	349.54	1.5 ANNUAL	SRCGP1	5
609742.41	4129550	0.09904	131.7	349.54	1.5 ANNUAL	SRCGP1	5
609762.41	4129550	0.0952	132.43	349.54	1.5 ANNUAL	SRCGP1	5
609782.41	4129550	0.09092	133.5	349.54	1.5 ANNUAL	SRCGP1	5
609802.41	4129550	0.08626	134.61	349.54	1.5 ANNUAL	SRCGP1	5
609822.41	4129550	0.08133	135.41	349.54	1.5 ANNUAL	SRCGP1	5
609862.41	4129550	0.07057	136.53	349.54	1.5 ANNUAL	SRCGP1	5

609882.41	4129550	0.06508	136.83	349.54	1.5 ANNUAL	SRCGP1	5
609922.41	4129550	0.05459	138.02	349.54	1.5 ANNUAL	SRCGP1	5
609942.41	4129550	0.05019	138.83	349.54	1.5 ANNUAL	SRCGP1	5
609962.41	4129550	0.0465	140.04	349.54	1.5 ANNUAL	SRCGP1	5
610002.41	4129550	0.04286	140.53	349.54	1.5 ANNUAL	SRCGP1	5
610022.41	4129550	0.04213	141.3	349.54	1.5 ANNUAL	SRCGP1	5
610042.41	4129550	0.04194	142.51	349.54	1.5 ANNUAL	SRCGP1	5
610062.41	4129550	0.04237	143.57	349.54	1.5 ANNUAL	SRCGP1	5
610082.41	4129550	0.04317	144.65	349.54	1.5 ANNUAL	SRCGP1	5
610102.41	4129550	0.0443	145.44	349.54	1.5 ANNUAL	SRCGP1	5
610122.41	4129550	0.04562	145.97	349.54	1.5 ANNUAL	SRCGP1	5
610162.41	4129550	0.0478	148.17	349.54	1.5 ANNUAL	SRCGP1	5
610182.41	4129550	0.04911	148.25	349.54	1.5 ANNUAL	SRCGP1	5
610202.41	4129550	0.05023	148.49	349.54	1.5 ANNUAL	SRCGP1	5
610222.41	4129550	0.05112	148.98	349.54	1.5 ANNUAL	SRCGP1	5
610242.41	4129550	0.05117	151.23	349.54	1.5 ANNUAL	SRCGP1	5
610282.41	4129550	0.05272	151.01	349.54	1.5 ANNUAL	SRCGP1	5
610302.41	4129550	0.05304	151.6	349.54	1.5 ANNUAL	SRCGP1	5
608982.41	4129570	0.13744	103.83	103.83	1.5 ANNUAL	SRCGP1	5
609002.41	4129570	0.1413	104.4	104.4	1.5 ANNUAL	SRCGP1	5
609022.41	4129570	0.14511	105.21	105.21	1.5 ANNUAL	SRCGP1	5
609042.41	4129570	0.1487	106.01	106.01	1.5 ANNUAL	SRCGP1	5
609062.41	4129570	0.15206	106.87	106.87	1.5 ANNUAL	SRCGP1	5
609082.41	4129570	0.15504	107.62	107.62	1.5 ANNUAL	SRCGP1	5
609102.41	4129570	0.15754	108.15	108.15	1.5 ANNUAL	SRCGP1	5
609122.41	4129570	0.15956	108.51	108.51	1.5 ANNUAL	SRCGP1	5
609142.41	4129570	0.1616	109.72	109.72	1.5 ANNUAL	SRCGP1	5
609162.41	4129570	0.16266	109.89	109.89	1.5 ANNUAL	SRCGP1	5
609202.41	4129570	0.16358	110.55	110.55	1.5 ANNUAL	SRCGP1	5
609222.41	4129570	0.16342	111.04	112.51	1.5 ANNUAL	SRCGP1	5
609242.41	4129570	0.16328	112.61	112.61	1.5 ANNUAL	SRCGP1	5
609282.41	4129570	0.16049	113.38	113.38	1.5 ANNUAL	SRCGP1	5
609302.41	4129570	0.15856	114.14	114.14	1.5 ANNUAL	SRCGP1	5
609322.41	4129570	0.1562	114.89	118.81	1.5 ANNUAL	SRCGP1	5
609342.41	4129570	0.15371	116.55	118.81	1.5 ANNUAL	SRCGP1	5
609362.41	4129570	0.15083	118.33	118.33	1.5 ANNUAL	SRCGP1	5
609382.41	4129570	0.14741	118.65	118.65	1.5 ANNUAL	SRCGP1	5
609402.41	4129570	0.14389	119.04	119.04	1.5 ANNUAL	SRCGP1	5
609422.41	4129570	0.14041	120.26	120.64	1.5 ANNUAL	SRCGP1	5
609442.41	4129570	0.13691	120.9	120.9	1.5 ANNUAL	SRCGP1	5
609482.41	4129570	0.13011	122.01	122.01	1.5 ANNUAL	SRCGP1	5
609502.41	4129570	0.12689	122.35	123.76	1.5 ANNUAL	SRCGP1	5
609522.41	4129570	0.12327	123.89	123.89	1.5 ANNUAL	SRCGP1	5
609582.41	4129570	0.11599	124.82	349.54	1.5 ANNUAL	SRCGP1	5
609602.41	4129570	0.11364	125.73	349.54	1.5 ANNUAL	SRCGP1	5
609622.41	4129570	0.10962	126.47	349.54	1.5 ANNUAL	SRCGP1	5
609642.41	4129570	0.10725	127.4	349.54	1.5 ANNUAL	SRCGP1	5
609662.41	4129570	0.10472	128.17	349.54	1.5 ANNUAL	SRCGP1	5
609682.41	4129570	0.10192	128.95	349.54	1.5 ANNUAL	SRCGP1	5
609742.41	4129570	0.09248	131.15	349.54	1.5 ANNUAL	SRCGP1	5
609762.41	4129570	0.08893	132.25	349.54	1.5 ANNUAL	SRCGP1	5
609782.41	4129570	0.08534	133.08	349.54	1.5 ANNUAL	SRCGP1	5
609802.41	4129570	0.08136	134.08	349.54	1.5 ANNUAL	SRCGP1	5
609822.41	4129570	0.07709	134.88	349.54	1.5 ANNUAL	SRCGP1	5
609862.41	4129570	0.06721	136.66	349.54	1.5 ANNUAL	SRCGP1	5
609882.41	4129570	0.0621	137.14	349.54	1.5 ANNUAL	SRCGP1	5

609902.41	4129570	0.05695	137.8	349.54	1.5 ANNUAL	SRCGP1	5
609922.41	4129570	0.05225	138.17	349.54	1.5 ANNUAL	SRCGP1	5
609942.41	4129570	0.0481	138.55	349.54	1.5 ANNUAL	SRCGP1	5
609962.41	4129570	0.04411	140.2	349.54	1.5 ANNUAL	SRCGP1	5
610002.41	4129570	0.04022	140.01	349.54	1.5 ANNUAL	SRCGP1	5
610022.41	4129570	0.03898	141.25	349.54	1.5 ANNUAL	SRCGP1	5
610042.41	4129570	0.03876	141.64	349.54	1.5 ANNUAL	SRCGP1	5
610062.41	4129570	0.03909	142.07	349.54	1.5 ANNUAL	SRCGP1	5
610082.41	4129570	0.03976	142.75	349.54	1.5 ANNUAL	SRCGP1	5
610102.41	4129570	0.04055	144.01	349.54	1.5 ANNUAL	SRCGP1	5
610122.41	4129570	0.0413	145.94	349.54	1.5 ANNUAL	SRCGP1	5
610162.41	4129570	0.04344	148.03	349.54	1.5 ANNUAL	SRCGP1	5
610202.41	4129570	0.04578	148.61	349.54	1.5 ANNUAL	SRCGP1	5
610222.41	4129570	0.04672	149.06	349.54	1.5 ANNUAL	SRCGP1	5
610242.41	4129570	0.04697	151.09	349.54	1.5 ANNUAL	SRCGP1	5
610282.41	4129570	0.0485	151.07	349.54	1.5 ANNUAL	SRCGP1	5
610302.41	4129570	0.049	151.37	349.54	1.5 ANNUAL	SRCGP1	5
608982.41	4129590	0.13274	103.1	103.1	1.5 ANNUAL	SRCGP1	5
609002.41	4129590	0.13618	103.98	104.52	1.5 ANNUAL	SRCGP1	5
609022.41	4129590	0.1393	104.61	106.05	1.5 ANNUAL	SRCGP1	5
609042.41	4129590	0.14243	105.81	105.81	1.5 ANNUAL	SRCGP1	5
609062.41	4129590	0.1453	107.05	107.05	1.5 ANNUAL	SRCGP1	5
609082.41	4129590	0.14772	108.04	108.04	1.5 ANNUAL	SRCGP1	5
609102.41	4129590	0.14959	108.61	108.61	1.5 ANNUAL	SRCGP1	5
609122.41	4129590	0.15077	108.55	108.55	1.5 ANNUAL	SRCGP1	5
609142.41	4129590	0.15209	109.58	109.58	1.5 ANNUAL	SRCGP1	5
609162.41	4129590	0.15251	109.57	109.57	1.5 ANNUAL	SRCGP1	5
609202.41	4129590	0.15247	110.21	110.21	1.5 ANNUAL	SRCGP1	5
609222.41	4129590	0.15205	111.02	112.47	1.5 ANNUAL	SRCGP1	5
609242.41	4129590	0.15144	112.45	112.45	1.5 ANNUAL	SRCGP1	5
609282.41	4129590	0.14811	113.1	113.1	1.5 ANNUAL	SRCGP1	5
609302.41	4129590	0.14605	113.92	113.92	1.5 ANNUAL	SRCGP1	5
609322.41	4129590	0.14372	115.03	115.03	1.5 ANNUAL	SRCGP1	5
609342.41	4129590	0.1411	116.23	116.23	1.5 ANNUAL	SRCGP1	5
609362.41	4129590	0.13825	117.59	117.59	1.5 ANNUAL	SRCGP1	5
609382.41	4129590	0.13507	118.02	118.02	1.5 ANNUAL	SRCGP1	5
609402.41	4129590	0.1318	118.17	120.49	1.5 ANNUAL	SRCGP1	5
609422.41	4129590	0.12875	120.25	120.25	1.5 ANNUAL	SRCGP1	5
609442.41	4129590	0.1256	120.67	120.67	1.5 ANNUAL	SRCGP1	5
609482.41	4129590	0.11975	121.82	121.82	1.5 ANNUAL	SRCGP1	5
609502.41	4129590	0.11677	122.41	123.92	1.5 ANNUAL	SRCGP1	5
609522.41	4129590	0.11362	123.94	123.94	1.5 ANNUAL	SRCGP1	5
609562.41	4129590	0.10926	124.45	349.54	1.5 ANNUAL	SRCGP1	5
609582.41	4129590	0.1073	124.79	349.54	1.5 ANNUAL	SRCGP1	5
609602.41	4129590	0.10317	126.52	349.54	1.5 ANNUAL	SRCGP1	5
609622.41	4129590	0.10133	127.18	349.54	1.5 ANNUAL	SRCGP1	5
609642.41	4129590	0.09936	127.76	349.54	1.5 ANNUAL	SRCGP1	5
609662.41	4129590	0.0971	128.48	349.54	1.5 ANNUAL	SRCGP1	5
609682.41	4129590	0.09475	128.83	349.54	1.5 ANNUAL	SRCGP1	5
609722.41	4129590	0.08876	131.33	349.54	1.5 ANNUAL	SRCGP1	5
609742.41	4129590	0.08603	131.71	349.54	1.5 ANNUAL	SRCGP1	5
609762.41	4129590	0.0831	132.39	349.54	1.5 ANNUAL	SRCGP1	5
609782.41	4129590	0.08008	132.97	349.54	1.5 ANNUAL	SRCGP1	5
609862.41	4129590	0.06447	135.92	349.54	1.5 ANNUAL	SRCGP1	5
609882.41	4129590	0.05967	136.77	349.54	1.5 ANNUAL	SRCGP1	5
609902.41	4129590	0.05483	137.54	349.54	1.5 ANNUAL	SRCGP1	5

609922.41	4129590	0.05012	138.43	349.54	1.5 ANNUAL	SRCGP1	5
609942.41	4129590	0.04605	138.82	349.54	1.5 ANNUAL	SRCGP1	5
609962.41	4129590	0.04226	139.98	349.54	1.5 ANNUAL	SRCGP1	5
609982.41	4129590	0.0395	140.45	349.54	1.5 ANNUAL	SRCGP1	5
610082.41	4129590	0.03635	142.44	349.54	1.5 ANNUAL	SRCGP1	5
610102.41	4129590	0.03706	143.29	349.54	1.5 ANNUAL	SRCGP1	5
610122.41	4129590	0.03815	143.54	349.54	1.5 ANNUAL	SRCGP1	5
610162.41	4129590	0.03957	147.71	349.54	1.5 ANNUAL	SRCGP1	5
610202.41	4129590	0.04189	148.25	349.54	1.5 ANNUAL	SRCGP1	5
610222.41	4129590	0.04278	148.96	349.54	1.5 ANNUAL	SRCGP1	5
610242.41	4129590	0.04319	150.85	349.54	1.5 ANNUAL	SRCGP1	5
610282.41	4129590	0.04479	150.82	349.54	1.5 ANNUAL	SRCGP1	5
610302.41	4129590	0.04513	151.72	349.54	1.5 ANNUAL	SRCGP1	5

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AERMOD (191): C:\Lake ERMOD Vie FMP Constr uction\E					VC FMP	Construc	tion.isc	6/8/2002	1
AERMET (1 34):								11:51:01	2
MODELING IONS USED: gDFAULT C ELEV FLGP OL RURA L									
PLOT	FILE OF AN VALUES AVI ED ACROSS 5 YEARS				FOR SO	URCE GRO	UP: SRCGP2		
FOR	A TOTAL OF 7 RECEPTORS.								
FORM	AT: (3(1X,F1),3(1X,F8.2) X,A6,2X,A8, 2X,I8.8,				2X,A8)				
X	Y	AVERAGE C ZELEV	ZHILL	ZFLAG	AVE	GRP	NUM YRS	NET ID	
609001.12	4128400.9	0.0304	114.25	167.57	1.5 ANNUAL	SRCGP2	5		
609021.12	4128400.9	0.02851	113.98	167.57	1.5 ANNUAL	SRCGP2	5		
609041.12	4128400.9	0.02667	113.54	166.46	1.5 ANNUAL	SRCGP2	5		
609061.12	4128400.9	0.02489	113.44	115.27	1.5 ANNUAL	SRCGP2	5		
609081.12	4128400.9	0.02337	113.55	114.74	1.5 ANNUAL	SRCGP2	5		
609101.12	4128400.9	0.0225	113.49	113.49	1.5 ANNUAL	SRCGP2	5		
609201.12	4128400.9	0.04156	112.32	112.32	1.5 ANNUAL	SRCGP2	5		
609221.12	4128400.9	0.04849	112.68	114.93	1.5 ANNUAL	SRCGP2	5		
609241.12	4128400.9	0.05386	113.49	115.13	1.5 ANNUAL	SRCGP2	5		
609261.12	4128400.9	0.06165	115.09	115.09	1.5 ANNUAL	SRCGP2	5		
609281.12	4128400.9	0.07044	115.15	115.15	1.5 ANNUAL	SRCGP2	5		
609301.12	4128400.9	0.07693	115.45	115.45	1.5 ANNUAL	SRCGP2	5		
609321.12	4128400.9	0.08143	115.55	115.55	1.5 ANNUAL	SRCGP2	5		
609341.12	4128400.9	0.08319	116.08	116.08	1.5 ANNUAL	SRCGP2	5		
609381.12	4128400.9	0.09028	115.93	115.93	1.5 ANNUAL	SRCGP2	5		
609401.12	4128400.9	0.09648	116.62	116.62	1.5 ANNUAL	SRCGP2	5		
609421.12	4128400.9	0.10539	118.08	118.08	1.5 ANNUAL	SRCGP2	5		
609441.12	4128400.9	0.11962	118.01	118.01	1.5 ANNUAL	SRCGP2	5		
609481.12	4128400.9	0.15119	118.42	118.42	1.5 ANNUAL	SRCGP2	5		
609501.12	4128400.9	0.16584	119.46	120.19	1.5 ANNUAL	SRCGP2	5		
609521.12	4128400.9	0.18076	120.06	120.06	1.5 ANNUAL	SRCGP2	5		
609561.12	4128400.9	0.21175	120.38	120.38	1.5 ANNUAL	SRCGP2	5		
609581.12	4128400.9	0.22755	120.63	122.41	1.5 ANNUAL	SRCGP2	5		
609601.12	4128400.9	0.2401	122.35	122.35	1.5 ANNUAL	SRCGP2	5		
609641.12	4128400.9	0.28056	122.04	122.04	1.5 ANNUAL	SRCGP2	5		
609661.12	4128400.9	0.30069	122.69	124.84	1.5 ANNUAL	SRCGP2	5		
609681.12	4128400.9	0.31811	124.47	124.47	1.5 ANNUAL	SRCGP2	5		
609701.12	4128400.9	0.34279	124.49	124.49	1.5 ANNUAL	SRCGP2	5		
609721.12	4128400.9	0.3679	124.53	124.53	1.5 ANNUAL	SRCGP2	5		
609741.12	4128400.9	0.39124	124.97	125.72	1.5 ANNUAL	SRCGP2	5		
609761.12	4128400.9	0.41123	126.03	126.03	1.5 ANNUAL	SRCGP2	5		
609781.12	4128400.9	0.43329	126.32	126.32	1.5 ANNUAL	SRCGP2	5		
609801.12	4128400.9	0.45124	127.25	127.25	1.5 ANNUAL	SRCGP2	5		
609821.12	4128400.9	0.47204	127.27	127.27	1.5 ANNUAL	SRCGP2	5		
609841.12	4128400.9	0.49198	127.24	127.24	1.5 ANNUAL	SRCGP2	5		
609861.12	4128400.9	0.50919	127.55	127.55	1.5 ANNUAL	SRCGP2	5		
609881.12	4128400.9	0.52344	128.2	129.56	1.5 ANNUAL	SRCGP2	5		
609901.12	4128400.9	0.53129	129.89	129.89	1.5 ANNUAL	SRCGP2	5		
609941.12	4128400.9	0.55725	130.36	131.26	1.5 ANNUAL	SRCGP2	5		
609961.12	4128400.9	0.56466	131.28	131.28	1.5 ANNUAL	SRCGP2	5		
609981.12	4128400.9	0.56831	132.36	282.39	1.5 ANNUAL	SRCGP2	5		
610001.12	4128400.9	0.57287	133.16	282.39	1.5 ANNUAL	SRCGP2	5		
610021.12	4128400.9	0.57511	134.08	282.39	1.5 ANNUAL	SRCGP2	5		
610041.12	4128400.9	0.57778	134.61	282.39	1.5 ANNUAL	SRCGP2	5		
610061.12	4128400.9	0.58054	134.79	282.39	1.5 ANNUAL	SRCGP2	5		
610081.12	4128400.9	0.5661	137.74	282.39	1.5 ANNUAL	SRCGP2	5		
610101.12	4128400.9	0.56595	137.74	282.39	1.5 ANNUAL	SRCGP2	5		

610141.12	4128400.9	0.55981	137.77	282.39	1.5 ANNUAL	SRCGP2	5
610161.12	4128400.9	0.55181	138.28	282.39	1.5 ANNUAL	SRCGP2	5
610181.12	4128400.9	0.53732	139.93	282.39	1.5 ANNUAL	SRCGP2	5
610201.12	4128400.9	0.52838	140.26	282.39	1.5 ANNUAL	SRCGP2	5
610221.12	4128400.9	0.51576	141.29	282.39	1.5 ANNUAL	SRCGP2	5
610241.12	4128400.9	0.5069	141.34	282.39	1.5 ANNUAL	SRCGP2	5
610261.12	4128400.9	0.49549	141.91	282.39	1.5 ANNUAL	SRCGP2	5
610281.12	4128400.9	0.48309	142.68	282.39	1.5 ANNUAL	SRCGP2	5
610301.12	4128400.9	0.46692	144.47	282.39	1.5 ANNUAL	SRCGP2	5
608981.12	4128420.9	0.03517	114.26	165.34	1.5 ANNUAL	SRCGP2	5
609041.12	4128420.9	0.03107	112.65	112.65	1.5 ANNUAL	SRCGP2	5
609061.12	4128420.9	0.03006	112.28	112.28	1.5 ANNUAL	SRCGP2	5
609081.12	4128420.9	0.02921	112.09	114.74	1.5 ANNUAL	SRCGP2	5
609141.12	4128420.9	0.03043	111.47	111.47	1.5 ANNUAL	SRCGP2	5
609161.12	4128420.9	0.03296	112.03	112.03	1.5 ANNUAL	SRCGP2	5
609221.12	4128420.9	0.05016	112.58	112.58	1.5 ANNUAL	SRCGP2	5
609241.12	4128420.9	0.05854	112.78	115.15	1.5 ANNUAL	SRCGP2	5
609261.12	4128420.9	0.06487	114.33	114.33	1.5 ANNUAL	SRCGP2	5
609281.12	4128420.9	0.075	114.15	114.15	1.5 ANNUAL	SRCGP2	5
609301.12	4128420.9	0.08278	114.35	115.64	1.5 ANNUAL	SRCGP2	5
609321.12	4128420.9	0.0862	115.58	116.13	1.5 ANNUAL	SRCGP2	5
609341.12	4128420.9	0.08881	116.09	116.09	1.5 ANNUAL	SRCGP2	5
609381.12	4128420.9	0.09771	115.94	115.94	1.5 ANNUAL	SRCGP2	5
609401.12	4128420.9	0.10519	116.53	118.11	1.5 ANNUAL	SRCGP2	5
609421.12	4128420.9	0.11531	118.04	118.04	1.5 ANNUAL	SRCGP2	5
609441.12	4128420.9	0.13155	117.8	117.8	1.5 ANNUAL	SRCGP2	5
609481.12	4128420.9	0.16658	118.31	118.31	1.5 ANNUAL	SRCGP2	5
609501.12	4128420.9	0.18245	119.54	119.54	1.5 ANNUAL	SRCGP2	5
609521.12	4128420.9	0.19973	119.84	119.84	1.5 ANNUAL	SRCGP2	5
609561.12	4128420.9	0.23455	120.27	120.27	1.5 ANNUAL	SRCGP2	5
609581.12	4128420.9	0.25207	120.76	121.98	1.5 ANNUAL	SRCGP2	5
609601.12	4128420.9	0.26774	122.18	122.18	1.5 ANNUAL	SRCGP2	5
609641.12	4128420.9	0.31401	122.08	122.08	1.5 ANNUAL	SRCGP2	5
609661.12	4128420.9	0.33927	122.21	124.83	1.5 ANNUAL	SRCGP2	5
609681.12	4128420.9	0.35768	124.38	124.38	1.5 ANNUAL	SRCGP2	5
609701.12	4128420.9	0.38701	124.02	124.02	1.5 ANNUAL	SRCGP2	5
609721.12	4128420.9	0.41508	124	124	1.5 ANNUAL	SRCGP2	5
609741.12	4128420.9	0.44045	124.46	124.46	1.5 ANNUAL	SRCGP2	5
609761.12	4128420.9	0.46473	124.91	124.91	1.5 ANNUAL	SRCGP2	5
609781.12	4128420.9	0.48284	126.33	126.33	1.5 ANNUAL	SRCGP2	5
609801.12	4128420.9	0.50528	126.55	126.55	1.5 ANNUAL	SRCGP2	5
609821.12	4128420.9	0.52591	126.86	126.86	1.5 ANNUAL	SRCGP2	5
609841.12	4128420.9	0.54443	127.31	127.31	1.5 ANNUAL	SRCGP2	5
609861.12	4128420.9	0.5617	127.73	127.73	1.5 ANNUAL	SRCGP2	5
609881.12	4128420.9	0.57436	128.71	128.71	1.5 ANNUAL	SRCGP2	5
609901.12	4128420.9	0.58457	129.83	129.83	1.5 ANNUAL	SRCGP2	5
610021.12	4128420.9	0.62198	133.82	282.39	1.5 ANNUAL	SRCGP2	5
610041.12	4128420.9	0.62072	134.6	282.39	1.5 ANNUAL	SRCGP2	5
610061.12	4128420.9	0.62227	134.55	282.39	1.5 ANNUAL	SRCGP2	5
610081.12	4128420.9	0.60233	137.77	282.39	1.5 ANNUAL	SRCGP2	5
610101.12	4128420.9	0.60085	137.5	282.39	1.5 ANNUAL	SRCGP2	5
610141.12	4128420.9	0.58878	137.59	282.39	1.5 ANNUAL	SRCGP2	5
610161.12	4128420.9	0.5746	138.81	282.39	1.5 ANNUAL	SRCGP2	5
610181.12	4128420.9	0.56449	139.08	282.39	1.5 ANNUAL	SRCGP2	5
610201.12	4128420.9	0.54868	140.43	282.39	1.5 ANNUAL	SRCGP2	5

610221.12	4128420.9	0.53516	141.24	282.39	1.5 ANNUAL	SRCGP2	5
610241.12	4128420.9	0.52412	141.41	282.39	1.5 ANNUAL	SRCGP2	5
610261.12	4128420.9	0.51148	141.89	282.39	1.5 ANNUAL	SRCGP2	5
610281.12	4128420.9	0.49699	142.81	282.39	1.5 ANNUAL	SRCGP2	5
610301.12	4128420.9	0.48423	143.29	282.39	1.5 ANNUAL	SRCGP2	5
608981.12	4128440.9	0.0383	113.64	164.99	1.5 ANNUAL	SRCGP2	5
609001.12	4128440.9	0.03703	113.68	113.68	1.5 ANNUAL	SRCGP2	5
609021.12	4128440.9	0.03532	113.21	113.21	1.5 ANNUAL	SRCGP2	5
609141.12	4128440.9	0.03234	111.3	111.95	1.5 ANNUAL	SRCGP2	5
609161.12	4128440.9	0.03456	112.17	112.17	1.5 ANNUAL	SRCGP2	5
609181.12	4128440.9	0.03851	112.49	112.49	1.5 ANNUAL	SRCGP2	5
609201.12	4128440.9	0.04438	112.42	112.42	1.5 ANNUAL	SRCGP2	5
609221.12	4128440.9	0.05188	112.68	112.68	1.5 ANNUAL	SRCGP2	5
609241.12	4128440.9	0.05702	113.48	113.48	1.5 ANNUAL	SRCGP2	5
609261.12	4128440.9	0.06792	113.81	113.81	1.5 ANNUAL	SRCGP2	5
609281.12	4128440.9	0.07909	113.64	113.64	1.5 ANNUAL	SRCGP2	5
609301.12	4128440.9	0.08797	113.91	113.91	1.5 ANNUAL	SRCGP2	5
609321.12	4128440.9	0.0929	114.95	115.69	1.5 ANNUAL	SRCGP2	5
609341.12	4128440.9	0.09517	116.05	116.05	1.5 ANNUAL	SRCGP2	5
609381.12	4128440.9	0.10542	116.24	116.35	1.5 ANNUAL	SRCGP2	5
609401.12	4128440.9	0.11522	116.39	117.88	1.5 ANNUAL	SRCGP2	5
609421.12	4128440.9	0.12681	117.91	117.91	1.5 ANNUAL	SRCGP2	5
609441.12	4128440.9	0.14531	117.55	117.55	1.5 ANNUAL	SRCGP2	5
609461.12	4128440.9	0.16484	117.67	117.67	1.5 ANNUAL	SRCGP2	5
609481.12	4128440.9	0.18398	118.35	118.35	1.5 ANNUAL	SRCGP2	5
609501.12	4128440.9	0.20177	119.53	119.53	1.5 ANNUAL	SRCGP2	5
609521.12	4128440.9	0.2222	119.43	119.43	1.5 ANNUAL	SRCGP2	5
609561.12	4128440.9	0.26115	120.18	120.18	1.5 ANNUAL	SRCGP2	5
609581.12	4128440.9	0.2798	121.16	121.9	1.5 ANNUAL	SRCGP2	5
609601.12	4128440.9	0.30069	121.9	121.9	1.5 ANNUAL	SRCGP2	5
609641.12	4128440.9	0.3535	122.07	122.07	1.5 ANNUAL	SRCGP2	5
609661.12	4128440.9	0.38221	122.27	124.83	1.5 ANNUAL	SRCGP2	5
609681.12	4128440.9	0.40483	124.07	124.07	1.5 ANNUAL	SRCGP2	5
609721.12	4128440.9	0.46872	123.65	123.65	1.5 ANNUAL	SRCGP2	5
609741.12	4128440.9	0.49434	124.47	124.47	1.5 ANNUAL	SRCGP2	5
609761.12	4128440.9	0.5203	124.92	124.92	1.5 ANNUAL	SRCGP2	5
609781.12	4128440.9	0.54052	126.1	126.1	1.5 ANNUAL	SRCGP2	5
609801.12	4128440.9	0.56554	126.11	126.11	1.5 ANNUAL	SRCGP2	5
609821.12	4128440.9	0.58787	126.32	126.32	1.5 ANNUAL	SRCGP2	5
609841.12	4128440.9	0.60735	126.73	126.73	1.5 ANNUAL	SRCGP2	5
609861.12	4128440.9	0.62578	126.99	129.4	1.5 ANNUAL	SRCGP2	5
609881.12	4128440.9	0.63201	128.98	128.98	1.5 ANNUAL	SRCGP2	5
609901.12	4128440.9	0.64429	129.63	129.63	1.5 ANNUAL	SRCGP2	5
609941.12	4128440.9	0.66022	131.32	131.32	1.5 ANNUAL	SRCGP2	5
609961.12	4128440.9	0.66682	131.65	282.17	1.5 ANNUAL	SRCGP2	5
609981.12	4128440.9	0.66608	132.95	282.39	1.5 ANNUAL	SRCGP2	5
610001.12	4128440.9	0.66807	133.49	282.39	1.5 ANNUAL	SRCGP2	5
610041.12	4128440.9	0.66445	134.59	282.39	1.5 ANNUAL	SRCGP2	5
610061.12	4128440.9	0.65571	135.64	282.39	1.5 ANNUAL	SRCGP2	5
610081.12	4128440.9	0.64003	137.49	282.39	1.5 ANNUAL	SRCGP2	5
610121.12	4128440.9	0.62941	136.88	282.39	1.5 ANNUAL	SRCGP2	5
610141.12	4128440.9	0.61714	137.39	282.39	1.5 ANNUAL	SRCGP2	5
610161.12	4128440.9	0.59736	139.18	282.39	1.5 ANNUAL	SRCGP2	5
610181.12	4128440.9	0.5844	139.6	282.39	1.5 ANNUAL	SRCGP2	5
610201.12	4128440.9	0.57126	139.96	282.39	1.5 ANNUAL	SRCGP2	5

610221.12	4128440.9	0.55326	141.32	282.39	1.5 ANNUAL	SRCGP2	5
610261.12	4128440.9	0.52348	142.66	282.39	1.5 ANNUAL	SRCGP2	5
610281.12	4128440.9	0.50712	143.72	282.39	1.5 ANNUAL	SRCGP2	5
610301.12	4128440.9	0.49309	144.24	282.39	1.5 ANNUAL	SRCGP2	5
609021.12	4128460.9	0.03799	112.07	113.16	1.5 ANNUAL	SRCGP2	5
609041.12	4128460.9	0.03713	112.03	112.03	1.5 ANNUAL	SRCGP2	5
609061.12	4128460.9	0.03608	111.77	111.77	1.5 ANNUAL	SRCGP2	5
609121.12	4128460.9	0.03403	110.32	110.32	1.5 ANNUAL	SRCGP2	5
609141.12	4128460.9	0.03468	110.62	110.62	1.5 ANNUAL	SRCGP2	5
609161.12	4128460.9	0.03675	110.79	112.38	1.5 ANNUAL	SRCGP2	5
609181.12	4128460.9	0.04035	112.02	112.47	1.5 ANNUAL	SRCGP2	5
609201.12	4128460.9	0.04613	112.29	112.52	1.5 ANNUAL	SRCGP2	5
609221.12	4128460.9	0.05385	112.62	112.62	1.5 ANNUAL	SRCGP2	5
609241.12	4128460.9	0.05868	113.53	113.53	1.5 ANNUAL	SRCGP2	5
609261.12	4128460.9	0.07095	113.47	113.47	1.5 ANNUAL	SRCGP2	5
609301.12	4128460.9	0.09325	113.66	113.66	1.5 ANNUAL	SRCGP2	5
609321.12	4128460.9	0.10024	114.31	116.05	1.5 ANNUAL	SRCGP2	5
609341.12	4128460.9	0.10241	115.95	115.95	1.5 ANNUAL	SRCGP2	5
609381.12	4128460.9	0.11582	115.89	115.89	1.5 ANNUAL	SRCGP2	5
609401.12	4128460.9	0.12695	116.15	117.84	1.5 ANNUAL	SRCGP2	5
609421.12	4128460.9	0.13983	117.87	117.87	1.5 ANNUAL	SRCGP2	5
609441.12	4128460.9	0.16094	117.43	117.43	1.5 ANNUAL	SRCGP2	5
609521.12	4128460.9	0.24884	118.91	118.91	1.5 ANNUAL	SRCGP2	5
609541.12	4128460.9	0.27053	119.44	119.44	1.5 ANNUAL	SRCGP2	5
609561.12	4128460.9	0.2925	120.08	120.08	1.5 ANNUAL	SRCGP2	5
609581.12	4128460.9	0.3123	121.58	121.58	1.5 ANNUAL	SRCGP2	5
609601.12	4128460.9	0.33916	121.76	121.76	1.5 ANNUAL	SRCGP2	5
609641.12	4128460.9	0.40139	121.79	121.79	1.5 ANNUAL	SRCGP2	5
609841.12	4128460.9	0.67534	126.61	126.61	1.5 ANNUAL	SRCGP2	5
609861.12	4128460.9	0.69361	126.9	128.6	1.5 ANNUAL	SRCGP2	5
609881.12	4128460.9	0.69816	128.88	128.88	1.5 ANNUAL	SRCGP2	5
609901.12	4128460.9	0.71356	128.94	128.94	1.5 ANNUAL	SRCGP2	5
609941.12	4128460.9	0.72841	130.29	130.29	1.5 ANNUAL	SRCGP2	5
609961.12	4128460.9	0.72478	131.67	282.17	1.5 ANNUAL	SRCGP2	5
609981.12	4128460.9	0.72154	132.85	282.39	1.5 ANNUAL	SRCGP2	5
610001.12	4128460.9	0.71613	133.95	282.39	1.5 ANNUAL	SRCGP2	5
610021.12	4128460.9	0.7116	134.54	282.39	1.5 ANNUAL	SRCGP2	5
610041.12	4128460.9	0.70778	134.63	282.39	1.5 ANNUAL	SRCGP2	5
610061.12	4128460.9	0.69182	136.14	282.39	1.5 ANNUAL	SRCGP2	5
610081.12	4128460.9	0.67769	137.12	282.39	1.5 ANNUAL	SRCGP2	5
610121.12	4128460.9	0.6582	136.95	282.39	1.5 ANNUAL	SRCGP2	5
610141.12	4128460.9	0.64535	137.08	282.39	1.5 ANNUAL	SRCGP2	5
610161.12	4128460.9	0.61843	139.71	282.39	1.5 ANNUAL	SRCGP2	5
610181.12	4128460.9	0.60051	140.7	282.39	1.5 ANNUAL	SRCGP2	5
610201.12	4128460.9	0.5853	141.11	282.39	1.5 ANNUAL	SRCGP2	5
610221.12	4128460.9	0.57097	141.3	282.39	1.5 ANNUAL	SRCGP2	5
610241.12	4128460.9	0.55407	142.04	282.39	1.5 ANNUAL	SRCGP2	5
610261.12	4128460.9	0.53725	142.8	282.39	1.5 ANNUAL	SRCGP2	5
610281.12	4128460.9	0.51817	144.21	282.39	1.5 ANNUAL	SRCGP2	5
610301.12	4128460.9	0.50466	144.31	282.39	1.5 ANNUAL	SRCGP2	5
609161.12	4128480.9	0.03912	110.52	110.52	1.5 ANNUAL	SRCGP2	5
609181.12	4128480.9	0.04268	110.83	110.83	1.5 ANNUAL	SRCGP2	5
609201.12	4128480.9	0.04848	111.05	111.05	1.5 ANNUAL	SRCGP2	5
609221.12	4128480.9	0.05662	111.1	113.63	1.5 ANNUAL	SRCGP2	5
609241.12	4128480.9	0.06078	113.38	113.57	1.5 ANNUAL	SRCGP2	5

609261.12	4128480.9	0.07368	113.47	113.47	1.5 ANNUAL	SRCGP2	5
609301.12	4128480.9	0.09864	113.61	113.61	1.5 ANNUAL	SRCGP2	5
609321.12	4128480.9	0.10708	114.24	116.02	1.5 ANNUAL	SRCGP2	5
609341.12	4128480.9	0.11028	115.93	115.93	1.5 ANNUAL	SRCGP2	5
609381.12	4128480.9	0.12699	115.8	115.8	1.5 ANNUAL	SRCGP2	5
609401.12	4128480.9	0.13981	116.16	117.58	1.5 ANNUAL	SRCGP2	5
609421.12	4128480.9	0.15531	117.64	117.64	1.5 ANNUAL	SRCGP2	5
609441.12	4128480.9	0.17893	117.37	117.37	1.5 ANNUAL	SRCGP2	5
609461.12	4128480.9	0.20322	117.76	118.12	1.5 ANNUAL	SRCGP2	5
609481.12	4128480.9	0.22743	118.46	118.46	1.5 ANNUAL	SRCGP2	5
609501.12	4128480.9	0.25196	119	119	1.5 ANNUAL	SRCGP2	5
609521.12	4128480.9	0.27731	119.27	119.27	1.5 ANNUAL	SRCGP2	5
609541.12	4128480.9	0.30217	119.81	119.81	1.5 ANNUAL	SRCGP2	5
609561.12	4128480.9	0.32962	120	120	1.5 ANNUAL	SRCGP2	5
609581.12	4128480.9	0.35207	121.71	121.71	1.5 ANNUAL	SRCGP2	5
609601.12	4128480.9	0.38583	121.45	121.45	1.5 ANNUAL	SRCGP2	5
609641.12	4128480.9	0.4561	121.89	121.89	1.5 ANNUAL	SRCGP2	5
609661.12	4128480.9	0.48996	122.74	123.25	1.5 ANNUAL	SRCGP2	5
609681.12	4128480.9	0.52628	123.18	123.18	1.5 ANNUAL	SRCGP2	5
609701.12	4128480.9	0.56141	123.67	123.67	1.5 ANNUAL	SRCGP2	5
609721.12	4128480.9	0.59416	124.27	124.27	1.5 ANNUAL	SRCGP2	5
609741.12	4128480.9	0.62474	124.87	124.87	1.5 ANNUAL	SRCGP2	5
609761.12	4128480.9	0.65344	125.4	125.4	1.5 ANNUAL	SRCGP2	5
609781.12	4128480.9	0.67751	126.24	126.24	1.5 ANNUAL	SRCGP2	5
609801.12	4128480.9	0.70427	126.37	126.37	1.5 ANNUAL	SRCGP2	5
609841.12	4128480.9	0.75198	126.43	126.43	1.5 ANNUAL	SRCGP2	5
609861.12	4128480.9	0.76591	127.19	129.03	1.5 ANNUAL	SRCGP2	5
609881.12	4128480.9	0.77075	128.82	128.82	1.5 ANNUAL	SRCGP2	5
609921.12	4128480.9	0.79266	129.35	129.78	1.5 ANNUAL	SRCGP2	5
609941.12	4128480.9	0.7935	130.33	130.33	1.5 ANNUAL	SRCGP2	5
609961.12	4128480.9	0.7878	131.41	282.39	1.5 ANNUAL	SRCGP2	5
609981.12	4128480.9	0.78287	132.24	282.39	1.5 ANNUAL	SRCGP2	5
610001.12	4128480.9	0.77123	133.52	282.39	1.5 ANNUAL	SRCGP2	5
610021.12	4128480.9	0.76633	133.54	282.39	1.5 ANNUAL	SRCGP2	5
610041.12	4128480.9	0.75768	133.67	282.39	1.5 ANNUAL	SRCGP2	5
610061.12	4128480.9	0.72726	136.56	282.39	1.5 ANNUAL	SRCGP2	5
610081.12	4128480.9	0.71382	136.86	282.39	1.5 ANNUAL	SRCGP2	5
610121.12	4128480.9	0.68721	136.83	282.39	1.5 ANNUAL	SRCGP2	5
610141.12	4128480.9	0.66917	137.39	282.39	1.5 ANNUAL	SRCGP2	5
610161.12	4128480.9	0.64225	139.53	282.39	1.5 ANNUAL	SRCGP2	5
610181.12	4128480.9	0.62234	140.45	282.39	1.5 ANNUAL	SRCGP2	5
610201.12	4128480.9	0.6042	141.04	282.39	1.5 ANNUAL	SRCGP2	5
610221.12	4128480.9	0.58659	141.54	282.39	1.5 ANNUAL	SRCGP2	5
610241.12	4128480.9	0.56789	142.33	282.39	1.5 ANNUAL	SRCGP2	5
610281.12	4128480.9	0.53249	143.74	282.39	1.5 ANNUAL	SRCGP2	5
610301.12	4128480.9	0.51578	144.38	282.39	1.5 ANNUAL	SRCGP2	5
609201.12	4128500.9	0.05097	110.46	110.46	1.5 ANNUAL	SRCGP2	5
609221.12	4128500.9	0.05915	110.97	110.97	1.5 ANNUAL	SRCGP2	5
609241.12	4128500.9	0.06914	112.33	113.45	1.5 ANNUAL	SRCGP2	5
609261.12	4128500.9	0.07659	113.5	113.5	1.5 ANNUAL	SRCGP2	5
609301.12	4128500.9	0.1045	113.58	113.58	1.5 ANNUAL	SRCGP2	5
609321.12	4128500.9	0.1154	113.87	116.02	1.5 ANNUAL	SRCGP2	5
609341.12	4128500.9	0.11934	115.84	115.84	1.5 ANNUAL	SRCGP2	5
609381.12	4128500.9	0.13988	115.7	115.7	1.5 ANNUAL	SRCGP2	5
609401.12	4128500.9	0.15543	115.91	117.52	1.5 ANNUAL	SRCGP2	5

609421.12	4128500.9	0.17268	117.67	117.67	1.5 ANNUAL	SRCGP2	5
609441.12	4128500.9	0.19979	117.37	117.37	1.5 ANNUAL	SRCGP2	5
609461.12	4128500.9	0.22757	117.73	117.73	1.5 ANNUAL	SRCGP2	5
609481.12	4128500.9	0.25437	118.67	118.67	1.5 ANNUAL	SRCGP2	5
609501.12	4128500.9	0.28198	119.3	119.3	1.5 ANNUAL	SRCGP2	5
609521.12	4128500.9	0.31075	119.65	119.65	1.5 ANNUAL	SRCGP2	5
609541.12	4128500.9	0.34111	119.85	119.85	1.5 ANNUAL	SRCGP2	5
609561.12	4128500.9	0.37268	120.18	121.43	1.5 ANNUAL	SRCGP2	5
609581.12	4128500.9	0.40104	121.57	121.57	1.5 ANNUAL	SRCGP2	5
609621.12	4128500.9	0.48037	121.59	121.59	1.5 ANNUAL	SRCGP2	5
609641.12	4128500.9	0.51764	122.52	122.52	1.5 ANNUAL	SRCGP2	5
609661.12	4128500.9	0.5548	123.52	123.52	1.5 ANNUAL	SRCGP2	5
609681.12	4128500.9	0.5968	123.69	123.69	1.5 ANNUAL	SRCGP2	5
609701.12	4128500.9	0.63427	124.28	124.91	1.5 ANNUAL	SRCGP2	5
609721.12	4128500.9	0.67198	124.53	124.53	1.5 ANNUAL	SRCGP2	5
609741.12	4128500.9	0.7044	125.13	125.13	1.5 ANNUAL	SRCGP2	5
609761.12	4128500.9	0.73626	125.44	125.44	1.5 ANNUAL	SRCGP2	5
609781.12	4128500.9	0.75883	126.53	126.53	1.5 ANNUAL	SRCGP2	5
609801.12	4128500.9	0.78735	126.52	126.52	1.5 ANNUAL	SRCGP2	5
609841.12	4128500.9	0.83454	126.59	126.59	1.5 ANNUAL	SRCGP2	5
609861.12	4128500.9	0.84599	127.42	128.86	1.5 ANNUAL	SRCGP2	5
609881.12	4128500.9	0.84725	129.09	129.09	1.5 ANNUAL	SRCGP2	5
610021.12	4128500.9	0.81295	133.55	282.39	1.5 ANNUAL	SRCGP2	5
610041.12	4128500.9	0.79853	133.82	282.39	1.5 ANNUAL	SRCGP2	5
610061.12	4128500.9	0.76386	136.63	282.39	1.5 ANNUAL	SRCGP2	5
610081.12	4128500.9	0.74886	136.62	282.39	1.5 ANNUAL	SRCGP2	5
610121.12	4128500.9	0.71528	136.7	282.39	1.5 ANNUAL	SRCGP2	5
610141.12	4128500.9	0.6893	138.14	282.39	1.5 ANNUAL	SRCGP2	5
610161.12	4128500.9	0.6649	139.39	282.39	1.5 ANNUAL	SRCGP2	5
610181.12	4128500.9	0.64025	140.78	282.39	1.5 ANNUAL	SRCGP2	5
610201.12	4128500.9	0.62141	141.13	282.39	1.5 ANNUAL	SRCGP2	5
610221.12	4128500.9	0.60204	141.65	282.39	1.5 ANNUAL	SRCGP2	5
610241.12	4128500.9	0.58018	142.81	282.39	1.5 ANNUAL	SRCGP2	5
610261.12	4128500.9	0.56036	143.68	282.39	1.5 ANNUAL	SRCGP2	5
610281.12	4128500.9	0.54396	143.88	282.39	1.5 ANNUAL	SRCGP2	5
610301.12	4128500.9	0.52526	144.8	282.39	1.5 ANNUAL	SRCGP2	5
609221.12	4128520.9	0.06193	111.04	111.04	1.5 ANNUAL	SRCGP2	5
609241.12	4128520.9	0.07306	111.24	113.45	1.5 ANNUAL	SRCGP2	5
609261.12	4128520.9	0.08036	113.21	113.21	1.5 ANNUAL	SRCGP2	5
609301.12	4128520.9	0.1118	113.17	113.17	1.5 ANNUAL	SRCGP2	5
609321.12	4128520.9	0.12438	113.63	115.89	1.5 ANNUAL	SRCGP2	5
609341.12	4128520.9	0.12989	115.66	115.66	1.5 ANNUAL	SRCGP2	5
609381.12	4128520.9	0.15575	115.32	115.32	1.5 ANNUAL	SRCGP2	5
609401.12	4128520.9	0.17292	115.91	115.91	1.5 ANNUAL	SRCGP2	5
609421.12	4128520.9	0.19399	117.37	117.37	1.5 ANNUAL	SRCGP2	5
609441.12	4128520.9	0.2246	117.28	117.28	1.5 ANNUAL	SRCGP2	5
609461.12	4128520.9	0.2579	117.22	117.22	1.5 ANNUAL	SRCGP2	5
609481.12	4128520.9	0.28991	117.88	117.88	1.5 ANNUAL	SRCGP2	5
609501.12	4128520.9	0.32215	118.51	118.51	1.5 ANNUAL	SRCGP2	5
609521.12	4128520.9	0.35421	119.25	119.25	1.5 ANNUAL	SRCGP2	5
609541.12	4128520.9	0.38836	119.79	119.79	1.5 ANNUAL	SRCGP2	5
609561.12	4128520.9	0.42367	120.49	121.58	1.5 ANNUAL	SRCGP2	5
609581.12	4128520.9	0.46096	121.3	121.3	1.5 ANNUAL	SRCGP2	5
609621.12	4128520.9	0.54841	122.15	122.15	1.5 ANNUAL	SRCGP2	5
609641.12	4128520.9	0.59223	122.9	122.9	1.5 ANNUAL	SRCGP2	5

609661.12	4128520.9	0.63853	123.28	123.28	1.5 ANNUAL	SRCGP2	5
609681.12	4128520.9	0.68305	123.7	123.7	1.5 ANNUAL	SRCGP2	5
609701.12	4128520.9	0.72403	124.25	124.25	1.5 ANNUAL	SRCGP2	5
609721.12	4128520.9	0.76354	124.61	124.61	1.5 ANNUAL	SRCGP2	5
609741.12	4128520.9	0.79904	125.05	125.05	1.5 ANNUAL	SRCGP2	5
609761.12	4128520.9	0.83319	125.25	125.25	1.5 ANNUAL	SRCGP2	5
609781.12	4128520.9	0.85488	126.39	126.39	1.5 ANNUAL	SRCGP2	5
609801.12	4128520.9	0.88438	126.29	126.29	1.5 ANNUAL	SRCGP2	5
609841.12	4128520.9	0.92645	126.67	126.67	1.5 ANNUAL	SRCGP2	5
609861.12	4128520.9	0.93398	127.6	128.26	1.5 ANNUAL	SRCGP2	5
609881.12	4128520.9	0.93928	128.38	128.38	1.5 ANNUAL	SRCGP2	5
609921.12	4128520.9	0.93135	130.45	130.45	1.5 ANNUAL	SRCGP2	5
609941.12	4128520.9	0.92665	130.67	134.33	1.5 ANNUAL	SRCGP2	5
609961.12	4128520.9	0.91477	131.3	282.39	1.5 ANNUAL	SRCGP2	5
609981.12	4128520.9	0.89739	132.2	282.39	1.5 ANNUAL	SRCGP2	5
610021.12	4128520.9	0.85696	133.71	282.39	1.5 ANNUAL	SRCGP2	5
610041.12	4128520.9	0.83516	134.32	282.39	1.5 ANNUAL	SRCGP2	5
610061.12	4128520.9	0.80065	136.5	282.39	1.5 ANNUAL	SRCGP2	5
610081.12	4128520.9	0.78283	136.38	282.39	1.5 ANNUAL	SRCGP2	5
610121.12	4128520.9	0.73977	136.96	282.39	1.5 ANNUAL	SRCGP2	5
610141.12	4128520.9	0.71125	138.37	282.39	1.5 ANNUAL	SRCGP2	5
610161.12	4128520.9	0.68324	139.83	282.39	1.5 ANNUAL	SRCGP2	5
610181.12	4128520.9	0.65879	140.8	282.39	1.5 ANNUAL	SRCGP2	5
610201.12	4128520.9	0.63923	140.94	282.39	1.5 ANNUAL	SRCGP2	5
610221.12	4128520.9	0.61678	141.76	282.39	1.5 ANNUAL	SRCGP2	5
610241.12	4128520.9	0.59488	142.63	282.39	1.5 ANNUAL	SRCGP2	5
610261.12	4128520.9	0.57156	144.04	282.39	1.5 ANNUAL	SRCGP2	5
610281.12	4128520.9	0.55531	143.98	282.39	1.5 ANNUAL	SRCGP2	5
610301.12	4128520.9	0.5353	145.03	282.39	1.5 ANNUAL	SRCGP2	5
609221.12	4128540.9	0.06522	110.93	110.93	1.5 ANNUAL	SRCGP2	5
609241.12	4128540.9	0.07683	111.17	113.43	1.5 ANNUAL	SRCGP2	5
609261.12	4128540.9	0.08436	113.01	113.01	1.5 ANNUAL	SRCGP2	5
609301.12	4128540.9	0.11938	112.98	112.98	1.5 ANNUAL	SRCGP2	5
609321.12	4128540.9	0.13424	113.47	115.89	1.5 ANNUAL	SRCGP2	5
609341.12	4128540.9	0.14158	115.57	115.57	1.5 ANNUAL	SRCGP2	5
609361.12	4128540.9	0.15677	115.18	115.18	1.5 ANNUAL	SRCGP2	5
609381.12	4128540.9	0.17426	114.95	114.95	1.5 ANNUAL	SRCGP2	5
609401.12	4128540.9	0.19393	115.77	115.77	1.5 ANNUAL	SRCGP2	5
609421.12	4128540.9	0.21942	117.02	117.02	1.5 ANNUAL	SRCGP2	5
609441.12	4128540.9	0.25471	117.01	117.01	1.5 ANNUAL	SRCGP2	5
609581.12	4128540.9	0.53694	120.61	120.61	1.5 ANNUAL	SRCGP2	5
609621.12	4128540.9	0.63792	121.7	121.7	1.5 ANNUAL	SRCGP2	5
609641.12	4128540.9	0.68804	122.44	122.44	1.5 ANNUAL	SRCGP2	5
609821.12	4128540.9	1.01393	126.29	126.29	1.5 ANNUAL	SRCGP2	5
609841.12	4128540.9	1.02833	126.64	126.64	1.5 ANNUAL	SRCGP2	5
609861.12	4128540.9	1.03012	127.67	127.67	1.5 ANNUAL	SRCGP2	5
609881.12	4128540.9	1.03565	127.9	127.9	1.5 ANNUAL	SRCGP2	5
609921.12	4128540.9	1.01754	129.31	134.42	1.5 ANNUAL	SRCGP2	5
609941.12	4128540.9	0.99499	130.8	134.42	1.5 ANNUAL	SRCGP2	5
609961.12	4128540.9	0.96376	132.86	134.3	1.5 ANNUAL	SRCGP2	5
609981.12	4128540.9	0.94787	132.72	282.39	1.5 ANNUAL	SRCGP2	5
610021.12	4128540.9	0.89772	134.06	282.39	1.5 ANNUAL	SRCGP2	5
610041.12	4128540.9	0.86892	134.97	282.39	1.5 ANNUAL	SRCGP2	5
610061.12	4128540.9	0.8364	136.34	282.39	1.5 ANNUAL	SRCGP2	5
610101.12	4128540.9	0.79395	135.98	282.39	1.5 ANNUAL	SRCGP2	5

610121.12	4128540.9	0.76807	136.43	282.39	1.5 ANNUAL	SRCGP2	5
610141.12	4128540.9	0.73084	138.79	282.39	1.5 ANNUAL	SRCGP2	5
610161.12	4128540.9	0.70557	139.39	282.39	1.5 ANNUAL	SRCGP2	5
610181.12	4128540.9	0.68089	140.01	282.39	1.5 ANNUAL	SRCGP2	5
610221.12	4128540.9	0.62954	142.17	282.39	1.5 ANNUAL	SRCGP2	5
610241.12	4128540.9	0.6089	142.52	282.39	1.5 ANNUAL	SRCGP2	5
610261.12	4128540.9	0.58459	143.91	282.39	1.5 ANNUAL	SRCGP2	5
610281.12	4128540.9	0.56653	144.08	282.39	1.5 ANNUAL	SRCGP2	5
610301.12	4128540.9	0.54673	144.9	282.39	1.5 ANNUAL	SRCGP2	5
609221.12	4128560.9	0.06913	110.7	110.7	1.5 ANNUAL	SRCGP2	5
609241.12	4128560.9	0.08108	111.14	113.1	1.5 ANNUAL	SRCGP2	5
609261.12	4128560.9	0.08844	113	113	1.5 ANNUAL	SRCGP2	5
609301.12	4128560.9	0.13189	112.67	112.67	1.5 ANNUAL	SRCGP2	5
609321.12	4128560.9	0.1454	113.33	113.33	1.5 ANNUAL	SRCGP2	5
609341.12	4128560.9	0.15655	115.09	115.09	1.5 ANNUAL	SRCGP2	5
609361.12	4128560.9	0.17584	114.55	114.55	1.5 ANNUAL	SRCGP2	5
609861.12	4128560.9	1.13206	127.72	127.72	1.5 ANNUAL	SRCGP2	5
609921.12	4128560.9	1.10213	128.69	134.47	1.5 ANNUAL	SRCGP2	5
609941.12	4128560.9	1.04259	132.84	134.33	1.5 ANNUAL	SRCGP2	5
609961.12	4128560.9	1.00886	134.38	134.38	1.5 ANNUAL	SRCGP2	5
609981.12	4128560.9	0.98696	134.18	282.17	1.5 ANNUAL	SRCGP2	5
610021.12	4128560.9	0.93526	134.57	282.39	1.5 ANNUAL	SRCGP2	5
610041.12	4128560.9	0.90116	135.59	282.39	1.5 ANNUAL	SRCGP2	5
610061.12	4128560.9	0.86951	136.34	282.39	1.5 ANNUAL	SRCGP2	5
610101.12	4128560.9	0.82079	135.93	282.39	1.5 ANNUAL	SRCGP2	5
610121.12	4128560.9	0.79207	136.38	282.39	1.5 ANNUAL	SRCGP2	5
610141.12	4128560.9	0.74802	139.42	282.39	1.5 ANNUAL	SRCGP2	5
610161.12	4128560.9	0.72127	139.95	282.39	1.5 ANNUAL	SRCGP2	5
610181.12	4128560.9	0.6972	140.17	282.39	1.5 ANNUAL	SRCGP2	5
610221.12	4128560.9	0.64649	141.64	282.39	1.5 ANNUAL	SRCGP2	5
610241.12	4128560.9	0.62218	142.53	282.39	1.5 ANNUAL	SRCGP2	5
610261.12	4128560.9	0.59838	143.6	282.39	1.5 ANNUAL	SRCGP2	5
610281.12	4128560.9	0.57631	144.56	282.39	1.5 ANNUAL	SRCGP2	5
610301.12	4128560.9	0.55994	144.35	282.39	1.5 ANNUAL	SRCGP2	5
609221.12	4128580.9	0.0738	110.39	110.39	1.5 ANNUAL	SRCGP2	5
609241.12	4128580.9	0.08601	111.05	112.93	1.5 ANNUAL	SRCGP2	5
609261.12	4128580.9	0.10159	112.18	112.18	1.5 ANNUAL	SRCGP2	5
609921.12	4128580.9	1.17844	128.69	134.47	1.5 ANNUAL	SRCGP2	5
609941.12	4128580.9	1.1352	130.26	282.17	1.5 ANNUAL	SRCGP2	5
609961.12	4128580.9	1.09393	131.52	282.39	1.5 ANNUAL	SRCGP2	5
609981.12	4128580.9	1.03624	134.34	282.17	1.5 ANNUAL	SRCGP2	5
610001.12	4128580.9	1.00634	134.44	282.39	1.5 ANNUAL	SRCGP2	5
610021.12	4128580.9	0.97203	134.95	282.39	1.5 ANNUAL	SRCGP2	5
610041.12	4128580.9	0.93426	135.88	282.39	1.5 ANNUAL	SRCGP2	5
610061.12	4128580.9	0.9038	135.99	282.39	1.5 ANNUAL	SRCGP2	5
610101.12	4128580.9	0.84629	135.88	282.39	1.5 ANNUAL	SRCGP2	5
610121.12	4128580.9	0.81243	136.7	282.39	1.5 ANNUAL	SRCGP2	5
610141.12	4128580.9	0.76913	139.26	282.39	1.5 ANNUAL	SRCGP2	5
610161.12	4128580.9	0.73948	139.96	282.39	1.5 ANNUAL	SRCGP2	5
610181.12	4128580.9	0.70889	141.08	282.39	1.5 ANNUAL	SRCGP2	5
610221.12	4128580.9	0.66052	141.69	282.39	1.5 ANNUAL	SRCGP2	5
610241.12	4128580.9	0.63541	142.56	282.39	1.5 ANNUAL	SRCGP2	5
610261.12	4128580.9	0.612	143.36	282.39	1.5 ANNUAL	SRCGP2	5
610281.12	4128580.9	0.59292	143.41	282.39	1.5 ANNUAL	SRCGP2	5
610301.12	4128580.9	0.57242	144.05	282.39	1.5 ANNUAL	SRCGP2	5

609941.12	4128600.9	1.20586	129.71	282.39	1.5 ANNUAL	SRCGP2	5
609961.12	4128600.9	1.15808	130.8	282.39	1.5 ANNUAL	SRCGP2	5
609981.12	4128600.9	1.10771	132.16	282.39	1.5 ANNUAL	SRCGP2	5
610001.12	4128600.9	1.06817	132.54	282.39	1.5 ANNUAL	SRCGP2	5
610021.12	4128600.9	1.0178	134.12	282.39	1.5 ANNUAL	SRCGP2	5
610041.12	4128600.9	0.96972	135.67	282.39	1.5 ANNUAL	SRCGP2	5
610061.12	4128600.9	0.93721	135.56	282.39	1.5 ANNUAL	SRCGP2	5
610101.12	4128600.9	0.8709	135.79	282.39	1.5 ANNUAL	SRCGP2	5
610121.12	4128600.9	0.83179	137.03	282.39	1.5 ANNUAL	SRCGP2	5
610141.12	4128600.9	0.79156	138.79	282.39	1.5 ANNUAL	SRCGP2	5
610161.12	4128600.9	0.75772	139.89	282.39	1.5 ANNUAL	SRCGP2	5
610181.12	4128600.9	0.72759	140.67	282.39	1.5 ANNUAL	SRCGP2	5
610221.12	4128600.9	0.67454	141.76	282.39	1.5 ANNUAL	SRCGP2	5
610241.12	4128600.9	0.65122	142.07	282.39	1.5 ANNUAL	SRCGP2	5
610261.12	4128600.9	0.62635	143	282.39	1.5 ANNUAL	SRCGP2	5
610301.12	4128600.9	0.58341	144.15	282.39	1.5 ANNUAL	SRCGP2	5
609981.12	4128620.9	1.16283	131.41	282.39	1.5 ANNUAL	SRCGP2	5
610001.12	4128620.9	1.1143	132.07	282.39	1.5 ANNUAL	SRCGP2	5
610021.12	4128620.9	1.06625	132.83	282.39	1.5 ANNUAL	SRCGP2	5
610041.12	4128620.9	1.02397	133.14	282.39	1.5 ANNUAL	SRCGP2	5
610081.12	4128620.9	0.93502	134.91	282.39	1.5 ANNUAL	SRCGP2	5
610101.12	4128620.9	0.89576	135.54	282.39	1.5 ANNUAL	SRCGP2	5
610121.12	4128620.9	0.84744	137.81	282.39	1.5 ANNUAL	SRCGP2	5
610241.12	4128620.9	0.66658	141.71	282.39	1.5 ANNUAL	SRCGP2	5
610261.12	4128620.9	0.6424	142.27	282.39	1.5 ANNUAL	SRCGP2	5
610281.12	4128620.9	0.61882	142.98	282.39	1.5 ANNUAL	SRCGP2	5
610301.12	4128620.9	0.59705	143.54	282.39	1.5 ANNUAL	SRCGP2	5
609541.12	4128640.9	1.01697	119.55	119.55	1.5 ANNUAL	SRCGP2	5
610041.12	4128640.9	1.05699	132.88	282.39	1.5 ANNUAL	SRCGP2	5
610081.12	4128640.9	0.96214	134.6	282.39	1.5 ANNUAL	SRCGP2	5
610101.12	4128640.9	0.91992	135.31	282.39	1.5 ANNUAL	SRCGP2	5
610121.12	4128640.9	0.86916	137.65	282.39	1.5 ANNUAL	SRCGP2	5
610141.12	4128640.9	0.83621	137.78	282.39	1.5 ANNUAL	SRCGP2	5
610161.12	4128640.9	0.79672	139.3	282.39	1.5 ANNUAL	SRCGP2	5
610181.12	4128640.9	0.7653	139.85	282.39	1.5 ANNUAL	SRCGP2	5
610201.12	4128640.9	0.73484	140.55	282.39	1.5 ANNUAL	SRCGP2	5
610221.12	4128640.9	0.70712	141.05	282.39	1.5 ANNUAL	SRCGP2	5
610261.12	4128640.9	0.65525	142.2	282.39	1.5 ANNUAL	SRCGP2	5
610281.12	4128640.9	0.63165	142.69	282.39	1.5 ANNUAL	SRCGP2	5
610301.12	4128640.9	0.60856	143.33	282.39	1.5 ANNUAL	SRCGP2	5
609521.12	4128660.9	1.10521	119.11	119.11	1.5 ANNUAL	SRCGP2	5
609541.12	4128660.9	1.23659	119.55	119.55	1.5 ANNUAL	SRCGP2	5
610081.12	4128660.9	0.98898	134.27	282.39	1.5 ANNUAL	SRCGP2	5
610101.12	4128660.9	0.94721	134.63	282.39	1.5 ANNUAL	SRCGP2	5
610121.12	4128660.9	0.89084	137.49	282.39	1.5 ANNUAL	SRCGP2	5
610141.12	4128660.9	0.85453	137.91	282.39	1.5 ANNUAL	SRCGP2	5
610161.12	4128660.9	0.81379	139.41	282.39	1.5 ANNUAL	SRCGP2	5
610181.12	4128660.9	0.78392	139.47	282.39	1.5 ANNUAL	SRCGP2	5
610201.12	4128660.9	0.75379	139.86	282.39	1.5 ANNUAL	SRCGP2	5
610221.12	4128660.9	0.72221	140.84	282.39	1.5 ANNUAL	SRCGP2	5
610281.12	4128660.9	0.64125	142.93	282.39	1.5 ANNUAL	SRCGP2	5
610301.12	4128660.9	0.62124	142.62	282.39	1.5 ANNUAL	SRCGP2	5
609521.12	4128680.9	1.3575	119.23	119.23	1.5 ANNUAL	SRCGP2	5
609541.12	4128680.9	1.52877	119.18	119.18	1.5 ANNUAL	SRCGP2	5
609781.12	4128680.9	2.03523	126.76	126.76	1.5 ANNUAL	SRCGP2	5

609801.12	4128680.9	1.96555	127.11	181.5	1.5 ANNUAL	SRCGP2	5
610161.12	4128680.9	0.8335	138.99	282.39	1.5 ANNUAL	SRCGP2	5
610181.12	4128680.9	0.80319	138.86	282.39	1.5 ANNUAL	SRCGP2	5
610201.12	4128680.9	0.77133	139.28	282.39	1.5 ANNUAL	SRCGP2	5
610221.12	4128680.9	0.74056	139.81	282.39	1.5 ANNUAL	SRCGP2	5
610241.12	4128680.9	0.70928	140.76	282.39	1.5 ANNUAL	SRCGP2	5
610261.12	4128680.9	0.68336	140.95	282.39	1.5 ANNUAL	SRCGP2	5
610281.12	4128680.9	0.65877	141.12	282.39	1.5 ANNUAL	SRCGP2	5
610301.12	4128680.9	0.63252	141.93	282.39	1.5 ANNUAL	SRCGP2	5
609521.12	4128700.9	1.69202	119.22	119.22	1.5 ANNUAL	SRCGP2	5
609541.12	4128700.9	1.89537	119.23	120.32	1.5 ANNUAL	SRCGP2	5
609801.12	4128700.9	2.11525	126.84	182.23	1.5 ANNUAL	SRCGP2	5
610221.12	4128700.9	0.74991	140.15	282.39	1.5 ANNUAL	SRCGP2	5
610241.12	4128700.9	0.72083	140.42	282.39	1.5 ANNUAL	SRCGP2	5
610261.12	4128700.9	0.69213	140.91	282.39	1.5 ANNUAL	SRCGP2	5
610281.12	4128700.9	0.66895	140.54	282.39	1.5 ANNUAL	SRCGP2	5
608982.41	4129329.7	0.45677	106.67	106.67	1.5 ANNUAL	SRCGP2	5
609002.41	4129329.7	0.46592	106.47	106.47	1.5 ANNUAL	SRCGP2	5
609042.41	4129329.7	0.47743	107.88	107.88	1.5 ANNUAL	SRCGP2	5
609062.41	4129329.7	0.47826	107.99	107.99	1.5 ANNUAL	SRCGP2	5
609082.41	4129329.7	0.47552	108.76	108.76	1.5 ANNUAL	SRCGP2	5
608982.41	4129349.7	0.41915	106.52	106.52	1.5 ANNUAL	SRCGP2	5
609042.41	4129349.7	0.42881	108.14	108.14	1.5 ANNUAL	SRCGP2	5
609062.41	4129349.7	0.42699	108.04	108.04	1.5 ANNUAL	SRCGP2	5
609082.41	4129349.7	0.42199	108.92	108.92	1.5 ANNUAL	SRCGP2	5
609122.41	4129349.7	0.40599	109.41	109.41	1.5 ANNUAL	SRCGP2	5
609142.41	4129349.7	0.39487	109.75	112.02	1.5 ANNUAL	SRCGP2	5
608982.41	4129369.7	0.38325	106.25	106.25	1.5 ANNUAL	SRCGP2	5
609022.41	4129369.7	0.38551	105.62	107.91	1.5 ANNUAL	SRCGP2	5
609042.41	4129369.7	0.38439	106.21	108.62	1.5 ANNUAL	SRCGP2	5
609062.41	4129369.7	0.38167	108.26	108.26	1.5 ANNUAL	SRCGP2	5
609082.41	4129369.7	0.37616	108.44	108.44	1.5 ANNUAL	SRCGP2	5
609122.41	4129369.7	0.35843	109.58	109.58	1.5 ANNUAL	SRCGP2	5
609142.41	4129369.7	0.34756	110.11	112.05	1.5 ANNUAL	SRCGP2	5
609162.41	4129369.7	0.33384	111.94	111.94	1.5 ANNUAL	SRCGP2	5
609182.41	4129369.7	0.32307	111.89	111.89	1.5 ANNUAL	SRCGP2	5
608982.41	4129389.7	0.34982	106.15	106.15	1.5 ANNUAL	SRCGP2	5
609022.41	4129389.7	0.34842	105.75	105.75	1.5 ANNUAL	SRCGP2	5
609042.41	4129389.7	0.34567	106.12	108.6	1.5 ANNUAL	SRCGP2	5
609062.41	4129389.7	0.34169	108.41	108.41	1.5 ANNUAL	SRCGP2	5
609082.41	4129389.7	0.33495	108.93	108.93	1.5 ANNUAL	SRCGP2	5
609102.41	4129389.7	0.32716	109.18	109.18	1.5 ANNUAL	SRCGP2	5
609122.41	4129389.7	0.318	109.62	109.62	1.5 ANNUAL	SRCGP2	5
609142.41	4129389.7	0.30716	110.72	111.81	1.5 ANNUAL	SRCGP2	5
609162.41	4129389.7	0.29585	111.98	111.98	1.5 ANNUAL	SRCGP2	5
608982.41	4129409.7	0.31896	105.99	105.99	1.5 ANNUAL	SRCGP2	5
609022.41	4129409.7	0.31519	106.07	106.07	1.5 ANNUAL	SRCGP2	5
609042.41	4129409.7	0.3116	106.81	106.81	1.5 ANNUAL	SRCGP2	5
609062.41	4129409.7	0.30667	107.57	108.43	1.5 ANNUAL	SRCGP2	5
609082.41	4129409.7	0.30024	108.48	108.48	1.5 ANNUAL	SRCGP2	5
609102.41	4129409.7	0.29209	109.13	109.13	1.5 ANNUAL	SRCGP2	5
609122.41	4129409.7	0.28312	109.87	109.87	1.5 ANNUAL	SRCGP2	5
609142.41	4129409.7	0.27304	111.23	111.23	1.5 ANNUAL	SRCGP2	5
609162.41	4129409.7	0.26358	112.16	112.16	1.5 ANNUAL	SRCGP2	5
609182.41	4129409.7	0.25551	112.27	112.27	1.5 ANNUAL	SRCGP2	5

609202.41	4129409.7	0.24793	112.46	112.46	1.5 ANNUAL	SRCGP2	5
609222.41	4129409.7	0.23309	113.1	113.1	1.5 ANNUAL	SRCGP2	5
609242.41	4129409.7	0.22729	113.67	113.67	1.5 ANNUAL	SRCGP2	5
609022.41	4129429.7	0.28514	105.64	105.64	1.5 ANNUAL	SRCGP2	5
609042.41	4129429.7	0.28113	106.82	106.82	1.5 ANNUAL	SRCGP2	5
609062.41	4129429.7	0.27587	107.52	107.52	1.5 ANNUAL	SRCGP2	5
609082.41	4129429.7	0.26967	108.31	108.31	1.5 ANNUAL	SRCGP2	5
609102.41	4129429.7	0.26202	108.9	108.9	1.5 ANNUAL	SRCGP2	5
609122.41	4129429.7	0.25349	109.89	109.89	1.5 ANNUAL	SRCGP2	5
609142.41	4129429.7	0.24537	110.51	110.51	1.5 ANNUAL	SRCGP2	5
609162.41	4129429.7	0.23738	111.2	111.2	1.5 ANNUAL	SRCGP2	5
609182.41	4129429.7	0.22963	112.12	112.12	1.5 ANNUAL	SRCGP2	5
609202.41	4129429.7	0.22317	112.39	112.39	1.5 ANNUAL	SRCGP2	5
609222.41	4129429.7	0.21044	113.13	113.13	1.5 ANNUAL	SRCGP2	5
609242.41	4129429.7	0.20603	113.41	113.41	1.5 ANNUAL	SRCGP2	5
609262.41	4129429.7	0.20107	114.39	114.39	1.5 ANNUAL	SRCGP2	5
609282.41	4129429.7	0.19596	115.59	115.59	1.5 ANNUAL	SRCGP2	5
609302.41	4129429.7	0.19108	116.2	116.2	1.5 ANNUAL	SRCGP2	5
609322.41	4129429.7	0.18558	116.66	116.66	1.5 ANNUAL	SRCGP2	5
609342.41	4129429.7	0.17934	117.06	118.17	1.5 ANNUAL	SRCGP2	5
609362.41	4129429.7	0.17177	118.13	118.13	1.5 ANNUAL	SRCGP2	5
609402.41	4129429.7	0.15563	120.02	120.02	1.5 ANNUAL	SRCGP2	5
609422.41	4129429.7	0.14755	120.32	122.41	1.5 ANNUAL	SRCGP2	5
609642.41	4129429.7	0.06894	129.78	172.13	1.5 ANNUAL	SRCGP2	5
609662.41	4129429.7	0.07115	129.86	172.13	1.5 ANNUAL	SRCGP2	5
609682.41	4129429.7	0.07351	130.6	172.13	1.5 ANNUAL	SRCGP2	5
609702.41	4129429.7	0.07615	131.27	172.13	1.5 ANNUAL	SRCGP2	5
610222.41	4129429.7	0.08025	149.58	349.54	1.5 ANNUAL	SRCGP2	5
610242.41	4129429.7	0.07891	150.64	349.54	1.5 ANNUAL	SRCGP2	5
610262.41	4129429.7	0.07772	151.43	349.54	1.5 ANNUAL	SRCGP2	5
610282.41	4129429.7	0.07656	152.17	349.54	1.5 ANNUAL	SRCGP2	5
610302.41	4129429.7	0.07553	152.64	349.54	1.5 ANNUAL	SRCGP2	5
609102.41	4129449.7	0.23611	108.58	108.58	1.5 ANNUAL	SRCGP2	5
609122.41	4129449.7	0.22836	109.57	109.57	1.5 ANNUAL	SRCGP2	5
609142.41	4129449.7	0.22085	110.52	110.52	1.5 ANNUAL	SRCGP2	5
609162.41	4129449.7	0.21387	111.28	111.28	1.5 ANNUAL	SRCGP2	5
609182.41	4129449.7	0.20729	112.15	112.15	1.5 ANNUAL	SRCGP2	5
609202.41	4129449.7	0.20193	112.31	112.31	1.5 ANNUAL	SRCGP2	5
609222.41	4129449.7	0.19716	112.36	112.36	1.5 ANNUAL	SRCGP2	5
609242.41	4129449.7	0.19264	112.62	115.91	1.5 ANNUAL	SRCGP2	5
609262.41	4129449.7	0.18286	114.58	115.91	1.5 ANNUAL	SRCGP2	5
609282.41	4129449.7	0.17832	115.9	115.9	1.5 ANNUAL	SRCGP2	5
609302.41	4129449.7	0.17416	116.37	116.37	1.5 ANNUAL	SRCGP2	5
609322.41	4129449.7	0.16923	116.9	117.55	1.5 ANNUAL	SRCGP2	5
609342.41	4129449.7	0.16357	117.49	118.66	1.5 ANNUAL	SRCGP2	5
609362.41	4129449.7	0.157	118.5	118.5	1.5 ANNUAL	SRCGP2	5
609402.41	4129449.7	0.14395	119.53	122.13	1.5 ANNUAL	SRCGP2	5
609422.41	4129449.7	0.13601	120.91	122.48	1.5 ANNUAL	SRCGP2	5
609442.41	4129449.7	0.12704	122.62	122.62	1.5 ANNUAL	SRCGP2	5
609462.41	4129449.7	0.11815	123.41	123.41	1.5 ANNUAL	SRCGP2	5
609482.41	4129449.7	0.10875	123.9	123.9	1.5 ANNUAL	SRCGP2	5
609502.41	4129449.7	0.09897	124.3	124.3	1.5 ANNUAL	SRCGP2	5
609582.41	4129449.7	0.06797	126.13	171.85	1.5 ANNUAL	SRCGP2	5
609602.41	4129449.7	0.06434	127.07	172.08	1.5 ANNUAL	SRCGP2	5
609622.41	4129449.7	0.06289	127.59	172.13	1.5 ANNUAL	SRCGP2	5

609642.41	4129449.7	0.06289	128.27	172.13	1.5 ANNUAL	SRCGP2	5
609682.41	4129449.7	0.06526	130.77	172.13	1.5 ANNUAL	SRCGP2	5
609702.41	4129449.7	0.06757	131.41	172.13	1.5 ANNUAL	SRCGP2	5
610022.41	4129449.7	0.08049	142.28	349.54	1.5 ANNUAL	SRCGP2	5
610042.41	4129449.7	0.08014	143.15	349.54	1.5 ANNUAL	SRCGP2	5
610062.41	4129449.7	0.07994	143.71	349.54	1.5 ANNUAL	SRCGP2	5
610082.41	4129449.7	0.07912	145.09	349.54	1.5 ANNUAL	SRCGP2	5
610202.41	4129449.7	0.07545	149.34	349.54	1.5 ANNUAL	SRCGP2	5
610222.41	4129449.7	0.0746	150.05	349.54	1.5 ANNUAL	SRCGP2	5
610242.41	4129449.7	0.0736	150.92	349.54	1.5 ANNUAL	SRCGP2	5
610262.41	4129449.7	0.07259	151.75	349.54	1.5 ANNUAL	SRCGP2	5
610282.41	4129449.7	0.07169	152.32	349.54	1.5 ANNUAL	SRCGP2	5
610302.41	4129449.7	0.07097	152.5	349.54	1.5 ANNUAL	SRCGP2	5
609002.41	4129469.7	0.23863	104.91	104.91	1.5 ANNUAL	SRCGP2	5
609022.41	4129469.7	0.23474	105.54	105.54	1.5 ANNUAL	SRCGP2	5
609042.41	4129469.7	0.23031	107.02	107.02	1.5 ANNUAL	SRCGP2	5
609062.41	4129469.7	0.22504	107.32	107.32	1.5 ANNUAL	SRCGP2	5
609202.41	4129469.7	0.18382	111.91	111.91	1.5 ANNUAL	SRCGP2	5
609222.41	4129469.7	0.17954	112.24	112.24	1.5 ANNUAL	SRCGP2	5
609242.41	4129469.7	0.1756	112.61	115.91	1.5 ANNUAL	SRCGP2	5
609262.41	4129469.7	0.16745	114.28	115.91	1.5 ANNUAL	SRCGP2	5
609282.41	4129469.7	0.16346	115.58	115.58	1.5 ANNUAL	SRCGP2	5
609302.41	4129469.7	0.1598	115.98	115.98	1.5 ANNUAL	SRCGP2	5
609322.41	4129469.7	0.15534	116.61	117.2	1.5 ANNUAL	SRCGP2	5
609342.41	4129469.7	0.15013	117.46	117.46	1.5 ANNUAL	SRCGP2	5
609362.41	4129469.7	0.14452	118.3	118.3	1.5 ANNUAL	SRCGP2	5
609402.41	4129469.7	0.13316	119.4	119.4	1.5 ANNUAL	SRCGP2	5
609422.41	4129469.7	0.12653	120.59	121.21	1.5 ANNUAL	SRCGP2	5
609442.41	4129469.7	0.11955	121.56	123.36	1.5 ANNUAL	SRCGP2	5
609462.41	4129469.7	0.11154	122.78	123.65	1.5 ANNUAL	SRCGP2	5
609482.41	4129469.7	0.1026	124.09	124.09	1.5 ANNUAL	SRCGP2	5
609502.41	4129469.7	0.09376	124.65	124.65	1.5 ANNUAL	SRCGP2	5
609522.41	4129469.7	0.08488	125.13	125.13	1.5 ANNUAL	SRCGP2	5
609542.41	4129469.7	0.07647	125.69	125.69	1.5 ANNUAL	SRCGP2	5
609602.41	4129469.7	0.06007	126.79	171.85	1.5 ANNUAL	SRCGP2	5
609622.41	4129469.7	0.05796	127.28	172.13	1.5 ANNUAL	SRCGP2	5
609642.41	4129469.7	0.05713	128.18	172.13	1.5 ANNUAL	SRCGP2	5
609662.41	4129469.7	0.05771	128.71	172.13	1.5 ANNUAL	SRCGP2	5
609682.41	4129469.7	0.05898	129.56	172.13	1.5 ANNUAL	SRCGP2	5
609702.41	4129469.7	0.06091	130.16	172.13	1.5 ANNUAL	SRCGP2	5
609742.41	4129469.7	0.06453	132.93	172.13	1.5 ANNUAL	SRCGP2	5
609762.41	4129469.7	0.06665	133.51	349.54	1.5 ANNUAL	SRCGP2	5
609782.41	4129469.7	0.0687	133.81	349.54	1.5 ANNUAL	SRCGP2	5
609962.41	4129469.7	0.07419	140	349.54	1.5 ANNUAL	SRCGP2	5
609982.41	4129469.7	0.07395	141.03	349.54	1.5 ANNUAL	SRCGP2	5
610002.41	4129469.7	0.07383	141.82	349.54	1.5 ANNUAL	SRCGP2	5
610022.41	4129469.7	0.07377	142.46	349.54	1.5 ANNUAL	SRCGP2	5
610042.41	4129469.7	0.07372	143.03	349.54	1.5 ANNUAL	SRCGP2	5
610062.41	4129469.7	0.07357	143.69	349.54	1.5 ANNUAL	SRCGP2	5
610082.41	4129469.7	0.07292	145.07	349.54	1.5 ANNUAL	SRCGP2	5
610102.41	4129469.7	0.07244	146.08	349.54	1.5 ANNUAL	SRCGP2	5
610122.41	4129469.7	0.07215	146.7	349.54	1.5 ANNUAL	SRCGP2	5
610142.41	4129469.7	0.07197	147.01	349.54	1.5 ANNUAL	SRCGP2	5
610162.41	4129469.7	0.07107	148.45	349.54	1.5 ANNUAL	SRCGP2	5
610182.41	4129469.7	0.07033	149.52	349.54	1.5 ANNUAL	SRCGP2	5

610222.41	4129469.7	0.06956	150.09	349.54	1.5 ANNUAL	SRCGP2	5
610242.41	4129469.7	0.06912	150.31	349.54	1.5 ANNUAL	SRCGP2	5
610262.41	4129469.7	0.06754	152.53	349.54	1.5 ANNUAL	SRCGP2	5
610302.41	4129469.7	0.06674	152.34	349.54	1.5 ANNUAL	SRCGP2	5
609002.41	4129489.7	0.21764	105	105	1.5 ANNUAL	SRCGP2	5
609022.41	4129489.7	0.21362	105.66	105.66	1.5 ANNUAL	SRCGP2	5
609042.41	4129489.7	0.2092	107.23	107.23	1.5 ANNUAL	SRCGP2	5
609062.41	4129489.7	0.2042	107.86	107.86	1.5 ANNUAL	SRCGP2	5
609082.41	4129489.7	0.19881	108.45	108.45	1.5 ANNUAL	SRCGP2	5
609102.41	4129489.7	0.19274	109.22	109.22	1.5 ANNUAL	SRCGP2	5
609122.41	4129489.7	0.18662	110.26	110.26	1.5 ANNUAL	SRCGP2	5
609142.41	4129489.7	0.18127	110.73	110.73	1.5 ANNUAL	SRCGP2	5
609162.41	4129489.7	0.17648	110.96	110.96	1.5 ANNUAL	SRCGP2	5
609222.41	4129489.7	0.16422	112.07	112.07	1.5 ANNUAL	SRCGP2	5
609242.41	4129489.7	0.16068	112.67	114.04	1.5 ANNUAL	SRCGP2	5
609262.41	4129489.7	0.15372	114.2	114.2	1.5 ANNUAL	SRCGP2	5
609402.41	4129489.7	0.12307	119.8	119.8	1.5 ANNUAL	SRCGP2	5
609422.41	4129489.7	0.11749	120.83	120.83	1.5 ANNUAL	SRCGP2	5
609442.41	4129489.7	0.11163	121.66	121.66	1.5 ANNUAL	SRCGP2	5
609462.41	4129489.7	0.10549	121.99	121.99	1.5 ANNUAL	SRCGP2	5
609482.41	4129489.7	0.09834	122.55	122.55	1.5 ANNUAL	SRCGP2	5
609502.41	4129489.7	0.09059	122.96	125.36	1.5 ANNUAL	SRCGP2	5
609522.41	4129489.7	0.08184	124.28	125.36	1.5 ANNUAL	SRCGP2	5
609542.41	4129489.7	0.07359	125.26	125.26	1.5 ANNUAL	SRCGP2	5
609582.41	4129489.7	0.06094	125.94	171.65	1.5 ANNUAL	SRCGP2	5
609602.41	4129489.7	0.05674	126.32	171.85	1.5 ANNUAL	SRCGP2	5
609682.41	4129489.7	0.05322	129.28	172.13	1.5 ANNUAL	SRCGP2	5
609702.41	4129489.7	0.05473	129.85	349.54	1.5 ANNUAL	SRCGP2	5
609742.41	4129489.7	0.05817	132.1	349.54	1.5 ANNUAL	SRCGP2	5
609762.41	4129489.7	0.06005	133.04	349.54	1.5 ANNUAL	SRCGP2	5
609782.41	4129489.7	0.06192	133.66	349.54	1.5 ANNUAL	SRCGP2	5
609802.41	4129489.7	0.06349	134.49	349.54	1.5 ANNUAL	SRCGP2	5
609822.41	4129489.7	0.06481	135.26	349.54	1.5 ANNUAL	SRCGP2	5
609842.41	4129489.7	0.06599	135.77	349.54	1.5 ANNUAL	SRCGP2	5
609862.41	4129489.7	0.06691	136.27	349.54	1.5 ANNUAL	SRCGP2	5
609882.41	4129489.7	0.06707	137.75	349.54	1.5 ANNUAL	SRCGP2	5
609962.41	4129489.7	0.06849	139.47	349.54	1.5 ANNUAL	SRCGP2	5
609982.41	4129489.7	0.0682	140.69	349.54	1.5 ANNUAL	SRCGP2	5
610002.41	4129489.7	0.0683	141.17	349.54	1.5 ANNUAL	SRCGP2	5
610022.41	4129489.7	0.06826	141.86	349.54	1.5 ANNUAL	SRCGP2	5
610042.41	4129489.7	0.06813	142.65	349.54	1.5 ANNUAL	SRCGP2	5
610062.41	4129489.7	0.06804	143.31	349.54	1.5 ANNUAL	SRCGP2	5
610082.41	4129489.7	0.06793	143.96	349.54	1.5 ANNUAL	SRCGP2	5
610102.41	4129489.7	0.06708	145.82	349.54	1.5 ANNUAL	SRCGP2	5
610122.41	4129489.7	0.06691	146.41	349.54	1.5 ANNUAL	SRCGP2	5
610142.41	4129489.7	0.06655	147.26	349.54	1.5 ANNUAL	SRCGP2	5
610182.41	4129489.7	0.06552	149.25	349.54	1.5 ANNUAL	SRCGP2	5
610222.41	4129489.7	0.06506	149.74	349.54	1.5 ANNUAL	SRCGP2	5
610242.41	4129489.7	0.06458	150.31	349.54	1.5 ANNUAL	SRCGP2	5
610262.41	4129489.7	0.06335	152.25	349.54	1.5 ANNUAL	SRCGP2	5
610302.41	4129489.7	0.06275	152.2	349.54	1.5 ANNUAL	SRCGP2	5
609002.41	4129509.7	0.19866	104.49	104.49	1.5 ANNUAL	SRCGP2	5
609022.41	4129509.7	0.19464	105.07	105.07	1.5 ANNUAL	SRCGP2	5
609042.41	4129509.7	0.19036	106.18	106.18	1.5 ANNUAL	SRCGP2	5
609062.41	4129509.7	0.18573	106.92	106.92	1.5 ANNUAL	SRCGP2	5

609082.41	4129509.7	0.181	108.11	108.11	1.5 ANNUAL	SRCGP2	5
609102.41	4129509.7	0.17574	108.86	108.86	1.5 ANNUAL	SRCGP2	5
609122.41	4129509.7	0.17048	109.66	110.12	1.5 ANNUAL	SRCGP2	5
609142.41	4129509.7	0.16529	110.84	110.84	1.5 ANNUAL	SRCGP2	5
609162.41	4129509.7	0.16123	110.96	110.96	1.5 ANNUAL	SRCGP2	5
609202.41	4129509.7	0.15448	110.73	110.73	1.5 ANNUAL	SRCGP2	5
609222.41	4129509.7	0.15081	111.83	111.83	1.5 ANNUAL	SRCGP2	5
609242.41	4129509.7	0.14439	113.18	113.18	1.5 ANNUAL	SRCGP2	5
609262.41	4129509.7	0.14173	113.91	113.91	1.5 ANNUAL	SRCGP2	5
609302.41	4129509.7	0.13597	115.02	115.02	1.5 ANNUAL	SRCGP2	5
609322.41	4129509.7	0.13231	115.81	117.58	1.5 ANNUAL	SRCGP2	5
609342.41	4129509.7	0.12768	117.47	117.47	1.5 ANNUAL	SRCGP2	5
609362.41	4129509.7	0.12307	118.61	118.61	1.5 ANNUAL	SRCGP2	5
609382.41	4129509.7	0.11853	119.47	119.47	1.5 ANNUAL	SRCGP2	5
609462.41	4129509.7	0.09958	121.48	121.48	1.5 ANNUAL	SRCGP2	5
609482.41	4129509.7	0.09327	122.23	122.23	1.5 ANNUAL	SRCGP2	5
609502.41	4129509.7	0.08635	122.8	122.8	1.5 ANNUAL	SRCGP2	5
609522.41	4129509.7	0.07882	123.57	124.84	1.5 ANNUAL	SRCGP2	5
609542.41	4129509.7	0.07088	124.95	124.95	1.5 ANNUAL	SRCGP2	5
609582.41	4129509.7	0.05845	125.59	170.29	1.5 ANNUAL	SRCGP2	5
609602.41	4129509.7	0.0539	126.09	171.73	1.5 ANNUAL	SRCGP2	5
609622.41	4129509.7	0.05008	127.89	171.73	1.5 ANNUAL	SRCGP2	5
609642.41	4129509.7	0.04819	128.75	171.85	1.5 ANNUAL	SRCGP2	5
609662.41	4129509.7	0.04767	129.23	172.08	1.5 ANNUAL	SRCGP2	5
609682.41	4129509.7	0.04802	129.85	349.54	1.5 ANNUAL	SRCGP2	5
609762.41	4129509.7	0.05433	132.18	349.54	1.5 ANNUAL	SRCGP2	5
609782.41	4129509.7	0.056	133.19	349.54	1.5 ANNUAL	SRCGP2	5
609802.41	4129509.7	0.0576	134.04	349.54	1.5 ANNUAL	SRCGP2	5
609822.41	4129509.7	0.05888	135.09	349.54	1.5 ANNUAL	SRCGP2	5
609842.41	4129509.7	0.06013	135.69	349.54	1.5 ANNUAL	SRCGP2	5
609862.41	4129509.7	0.06116	136.21	349.54	1.5 ANNUAL	SRCGP2	5
609882.41	4129509.7	0.06148	137.73	349.54	1.5 ANNUAL	SRCGP2	5
609902.41	4129509.7	0.06201	138.35	349.54	1.5 ANNUAL	SRCGP2	5
609922.41	4129509.7	0.06248	138.75	349.54	1.5 ANNUAL	SRCGP2	5
609942.41	4129509.7	0.06266	139.49	349.54	1.5 ANNUAL	SRCGP2	5
609982.41	4129509.7	0.06323	140.07	349.54	1.5 ANNUAL	SRCGP2	5
610002.41	4129509.7	0.06326	140.72	349.54	1.5 ANNUAL	SRCGP2	5
610082.41	4129509.7	0.06286	143.83	349.54	1.5 ANNUAL	SRCGP2	5
610102.41	4129509.7	0.06257	144.86	349.54	1.5 ANNUAL	SRCGP2	5
610122.41	4129509.7	0.06233	145.72	349.54	1.5 ANNUAL	SRCGP2	5
610142.41	4129509.7	0.06225	146.21	349.54	1.5 ANNUAL	SRCGP2	5
610162.41	4129509.7	0.06156	147.83	349.54	1.5 ANNUAL	SRCGP2	5
610182.41	4129509.7	0.06113	148.84	349.54	1.5 ANNUAL	SRCGP2	5
610222.41	4129509.7	0.06074	149.61	349.54	1.5 ANNUAL	SRCGP2	5
610242.41	4129509.7	0.06013	150.71	349.54	1.5 ANNUAL	SRCGP2	5
610262.41	4129509.7	0.05945	151.88	349.54	1.5 ANNUAL	SRCGP2	5
610302.41	4129509.7	0.05898	152.04	349.54	1.5 ANNUAL	SRCGP2	5
609002.41	4129529.7	0.18173	104.22	104.22	1.5 ANNUAL	SRCGP2	5
609022.41	4129529.7	0.17785	104.93	104.93	1.5 ANNUAL	SRCGP2	5
609042.41	4129529.7	0.17375	105.82	105.82	1.5 ANNUAL	SRCGP2	5
609062.41	4129529.7	0.1695	106.63	106.63	1.5 ANNUAL	SRCGP2	5
609082.41	4129529.7	0.16523	107.51	107.51	1.5 ANNUAL	SRCGP2	5
609102.41	4129529.7	0.16101	108.3	108.3	1.5 ANNUAL	SRCGP2	5
609122.41	4129529.7	0.15687	108.46	110.74	1.5 ANNUAL	SRCGP2	5
609142.41	4129529.7	0.15213	109.69	110.33	1.5 ANNUAL	SRCGP2	5

609162.41	4129529.7	0.14801	110.72	110.72	1.5 ANNUAL	SRCGP2	5
609202.41	4129529.7	0.14202	110.76	110.76	1.5 ANNUAL	SRCGP2	5
609222.41	4129529.7	0.13905	111.45	111.45	1.5 ANNUAL	SRCGP2	5
609242.41	4129529.7	0.13325	113.19	113.51	1.5 ANNUAL	SRCGP2	5
609262.41	4129529.7	0.13102	113.71	113.71	1.5 ANNUAL	SRCGP2	5
609302.41	4129529.7	0.12586	114.75	117.33	1.5 ANNUAL	SRCGP2	5
609322.41	4129529.7	0.12215	116.3	117.71	1.5 ANNUAL	SRCGP2	5
609342.41	4129529.7	0.11808	117.78	117.78	1.5 ANNUAL	SRCGP2	5
609362.41	4129529.7	0.11406	118.77	118.77	1.5 ANNUAL	SRCGP2	5
609382.41	4129529.7	0.10992	119.79	119.79	1.5 ANNUAL	SRCGP2	5
609402.41	4129529.7	0.10581	120.76	120.76	1.5 ANNUAL	SRCGP2	5
609422.41	4129529.7	0.10205	121.13	121.13	1.5 ANNUAL	SRCGP2	5
609442.41	4129529.7	0.09787	121.75	121.75	1.5 ANNUAL	SRCGP2	5
609542.41	4129529.7	0.06861	124.25	124.25	1.5 ANNUAL	SRCGP2	5
609582.41	4129529.7	0.05638	125.19	125.19	1.5 ANNUAL	SRCGP2	5
609602.41	4129529.7	0.05154	125.9	171.65	1.5 ANNUAL	SRCGP2	5
609642.41	4129529.7	0.04531	128.06	349.54	1.5 ANNUAL	SRCGP2	5
609662.41	4129529.7	0.04394	129.38	349.54	1.5 ANNUAL	SRCGP2	5
609682.41	4129529.7	0.04377	130.15	349.54	1.5 ANNUAL	SRCGP2	5
609742.41	4129529.7	0.04712	131.92	349.54	1.5 ANNUAL	SRCGP2	5
609762.41	4129529.7	0.04884	132.45	349.54	1.5 ANNUAL	SRCGP2	5
609862.41	4129529.7	0.05601	135.93	349.54	1.5 ANNUAL	SRCGP2	5
609882.41	4129529.7	0.05675	136.87	349.54	1.5 ANNUAL	SRCGP2	5
609902.41	4129529.7	0.05736	137.6	349.54	1.5 ANNUAL	SRCGP2	5
609922.41	4129529.7	0.05791	138.03	349.54	1.5 ANNUAL	SRCGP2	5
609942.41	4129529.7	0.05774	139.75	349.54	1.5 ANNUAL	SRCGP2	5
609962.41	4129529.7	0.0582	139.79	349.54	1.5 ANNUAL	SRCGP2	5
610002.41	4129529.7	0.05886	140.01	349.54	1.5 ANNUAL	SRCGP2	5
610022.41	4129529.7	0.05857	141.31	349.54	1.5 ANNUAL	SRCGP2	5
610042.41	4129529.7	0.05835	142.41	349.54	1.5 ANNUAL	SRCGP2	5
610062.41	4129529.7	0.05805	143.64	349.54	1.5 ANNUAL	SRCGP2	5
610162.41	4129529.7	0.05714	148.02	349.54	1.5 ANNUAL	SRCGP2	5
610182.41	4129529.7	0.05703	148.56	349.54	1.5 ANNUAL	SRCGP2	5
610222.41	4129529.7	0.05683	149.28	349.54	1.5 ANNUAL	SRCGP2	5
610242.41	4129529.7	0.05604	151.06	349.54	1.5 ANNUAL	SRCGP2	5
610262.41	4129529.7	0.05576	151.6	349.54	1.5 ANNUAL	SRCGP2	5
610282.41	4129529.7	0.05588	151.1	349.54	1.5 ANNUAL	SRCGP2	5
610302.41	4129529.7	0.05547	151.76	349.54	1.5 ANNUAL	SRCGP2	5
609122.41	4129549.7	0.14393	108.51	108.51	1.5 ANNUAL	SRCGP2	5
609142.41	4129549.7	0.13982	109.69	110.52	1.5 ANNUAL	SRCGP2	5
609162.41	4129549.7	0.13644	110.33	110.33	1.5 ANNUAL	SRCGP2	5
609202.41	4129549.7	0.13099	110.82	110.82	1.5 ANNUAL	SRCGP2	5
609222.41	4129549.7	0.12852	111.25	112.74	1.5 ANNUAL	SRCGP2	5
609242.41	4129549.7	0.12346	113	113	1.5 ANNUAL	SRCGP2	5
609262.41	4129549.7	0.1217	113.07	113.07	1.5 ANNUAL	SRCGP2	5
609282.41	4129549.7	0.11945	113.68	113.68	1.5 ANNUAL	SRCGP2	5
609302.41	4129549.7	0.11676	114.62	114.62	1.5 ANNUAL	SRCGP2	5
609322.41	4129549.7	0.11362	115.75	118.81	1.5 ANNUAL	SRCGP2	5
609342.41	4129549.7	0.10953	118.05	118.17	1.5 ANNUAL	SRCGP2	5
609362.41	4129549.7	0.10611	118.71	118.71	1.5 ANNUAL	SRCGP2	5
609382.41	4129549.7	0.10286	118.99	118.99	1.5 ANNUAL	SRCGP2	5
609402.41	4129549.7	0.09951	119.51	121.33	1.5 ANNUAL	SRCGP2	5
609422.41	4129549.7	0.09529	121.43	121.43	1.5 ANNUAL	SRCGP2	5
609442.41	4129549.7	0.09173	121.99	121.99	1.5 ANNUAL	SRCGP2	5
609482.41	4129549.7	0.08378	122.01	122.01	1.5 ANNUAL	SRCGP2	5

609502.41	4129549.7	0.07855	122.42	122.42	1.5 ANNUAL	SRCGP2	5
609522.41	4129549.7	0.07237	123.49	123.9	1.5 ANNUAL	SRCGP2	5
609582.41	4129549.7	0.05455	124.83	124.83	1.5 ANNUAL	SRCGP2	5
609602.41	4129549.7	0.04949	125.86	349.54	1.5 ANNUAL	SRCGP2	5
609622.41	4129549.7	0.04569	126.54	349.54	1.5 ANNUAL	SRCGP2	5
609642.41	4129549.7	0.04288	127.61	349.54	1.5 ANNUAL	SRCGP2	5
609662.41	4129549.7	0.04131	128.36	349.54	1.5 ANNUAL	SRCGP2	5
609682.41	4129549.7	0.04069	129.15	349.54	1.5 ANNUAL	SRCGP2	5
609722.41	4129549.7	0.04156	130.84	349.54	1.5 ANNUAL	SRCGP2	5
609742.41	4129549.7	0.0427	131.7	349.54	1.5 ANNUAL	SRCGP2	5
609762.41	4129549.7	0.04413	132.43	349.54	1.5 ANNUAL	SRCGP2	5
609782.41	4129549.7	0.04556	133.5	349.54	1.5 ANNUAL	SRCGP2	5
609802.41	4129549.7	0.04698	134.61	349.54	1.5 ANNUAL	SRCGP2	5
609822.41	4129549.7	0.04842	135.41	349.54	1.5 ANNUAL	SRCGP2	5
609862.41	4129549.7	0.05099	136.53	349.54	1.5 ANNUAL	SRCGP2	5
609882.41	4129549.7	0.05207	136.83	349.54	1.5 ANNUAL	SRCGP2	5
609922.41	4129549.7	0.05343	138.02	349.54	1.5 ANNUAL	SRCGP2	5
609942.41	4129549.7	0.05377	138.83	349.54	1.5 ANNUAL	SRCGP2	5
609962.41	4129549.7	0.0538	140.04	349.54	1.5 ANNUAL	SRCGP2	5
610002.41	4129549.7	0.05437	140.53	349.54	1.5 ANNUAL	SRCGP2	5
610022.41	4129549.7	0.05436	141.3	349.54	1.5 ANNUAL	SRCGP2	5
610042.41	4129549.7	0.05412	142.51	349.54	1.5 ANNUAL	SRCGP2	5
610062.41	4129549.7	0.05393	143.57	349.54	1.5 ANNUAL	SRCGP2	5
610082.41	4129549.7	0.05372	144.65	349.54	1.5 ANNUAL	SRCGP2	5
610102.41	4129549.7	0.05363	145.44	349.54	1.5 ANNUAL	SRCGP2	5
610122.41	4129549.7	0.05364	145.97	349.54	1.5 ANNUAL	SRCGP2	5
610162.41	4129549.7	0.05313	148.17	349.54	1.5 ANNUAL	SRCGP2	5
610182.41	4129549.7	0.05326	148.25	349.54	1.5 ANNUAL	SRCGP2	5
610202.41	4129549.7	0.05329	148.49	349.54	1.5 ANNUAL	SRCGP2	5
610222.41	4129549.7	0.05318	148.98	349.54	1.5 ANNUAL	SRCGP2	5
610242.41	4129549.7	0.05233	151.23	349.54	1.5 ANNUAL	SRCGP2	5
610282.41	4129549.7	0.05241	151.01	349.54	1.5 ANNUAL	SRCGP2	5
610302.41	4129549.7	0.05212	151.6	349.54	1.5 ANNUAL	SRCGP2	5
608982.41	4129569.7	0.15649	103.83	103.83	1.5 ANNUAL	SRCGP2	5
609002.41	4129569.7	0.15312	104.4	104.4	1.5 ANNUAL	SRCGP2	5
609022.41	4129569.7	0.14964	105.21	105.21	1.5 ANNUAL	SRCGP2	5
609042.41	4129569.7	0.1461	106.01	106.01	1.5 ANNUAL	SRCGP2	5
609062.41	4129569.7	0.14256	106.87	106.87	1.5 ANNUAL	SRCGP2	5
609082.41	4129569.7	0.1391	107.62	107.62	1.5 ANNUAL	SRCGP2	5
609102.41	4129569.7	0.13578	108.15	108.15	1.5 ANNUAL	SRCGP2	5
609122.41	4129569.7	0.13254	108.51	108.51	1.5 ANNUAL	SRCGP2	5
609142.41	4129569.7	0.12891	109.72	109.72	1.5 ANNUAL	SRCGP2	5
609162.41	4129569.7	0.12621	109.89	109.89	1.5 ANNUAL	SRCGP2	5
609202.41	4129569.7	0.12135	110.55	110.55	1.5 ANNUAL	SRCGP2	5
609222.41	4129569.7	0.11915	111.04	112.51	1.5 ANNUAL	SRCGP2	5
609242.41	4129569.7	0.11666	112.61	112.61	1.5 ANNUAL	SRCGP2	5
609282.41	4129569.7	0.11111	113.38	113.38	1.5 ANNUAL	SRCGP2	5
609302.41	4129569.7	0.10875	114.14	114.14	1.5 ANNUAL	SRCGP2	5
609322.41	4129569.7	0.10609	114.89	118.81	1.5 ANNUAL	SRCGP2	5
609342.41	4129569.7	0.10272	116.55	118.81	1.5 ANNUAL	SRCGP2	5
609362.41	4129569.7	0.09911	118.33	118.33	1.5 ANNUAL	SRCGP2	5
609382.41	4129569.7	0.0962	118.65	118.65	1.5 ANNUAL	SRCGP2	5
609402.41	4129569.7	0.0933	119.04	119.04	1.5 ANNUAL	SRCGP2	5
609422.41	4129569.7	0.08997	120.26	120.64	1.5 ANNUAL	SRCGP2	5
609442.41	4129569.7	0.08683	120.9	120.9	1.5 ANNUAL	SRCGP2	5

609482.41	4129569.7	0.07942	122.01	122.01	1.5 ANNUAL	SRCGP2	5
609502.41	4129569.7	0.07489	122.35	123.76	1.5 ANNUAL	SRCGP2	5
609522.41	4129569.7	0.06915	123.89	123.89	1.5 ANNUAL	SRCGP2	5
609582.41	4129569.7	0.05273	124.82	349.54	1.5 ANNUAL	SRCGP2	5
609602.41	4129569.7	0.04778	125.73	349.54	1.5 ANNUAL	SRCGP2	5
609622.41	4129569.7	0.04382	126.47	349.54	1.5 ANNUAL	SRCGP2	5
609642.41	4129569.7	0.0408	127.4	349.54	1.5 ANNUAL	SRCGP2	5
609662.41	4129569.7	0.03887	128.17	349.54	1.5 ANNUAL	SRCGP2	5
609682.41	4129569.7	0.03787	128.95	349.54	1.5 ANNUAL	SRCGP2	5
609742.41	4129569.7	0.03896	131.15	349.54	1.5 ANNUAL	SRCGP2	5
609762.41	4129569.7	0.04004	132.25	349.54	1.5 ANNUAL	SRCGP2	5
609782.41	4129569.7	0.04139	133.08	349.54	1.5 ANNUAL	SRCGP2	5
609802.41	4129569.7	0.04275	134.08	349.54	1.5 ANNUAL	SRCGP2	5
609822.41	4129569.7	0.04415	134.88	349.54	1.5 ANNUAL	SRCGP2	5
609862.41	4129569.7	0.04657	136.66	349.54	1.5 ANNUAL	SRCGP2	5
609882.41	4129569.7	0.04766	137.14	349.54	1.5 ANNUAL	SRCGP2	5
609902.41	4129569.7	0.04851	137.8	349.54	1.5 ANNUAL	SRCGP2	5
609922.41	4129569.7	0.04927	138.17	349.54	1.5 ANNUAL	SRCGP2	5
609942.41	4129569.7	0.04986	138.55	349.54	1.5 ANNUAL	SRCGP2	5
609962.41	4129569.7	0.04984	140.2	349.54	1.5 ANNUAL	SRCGP2	5
610002.41	4129569.7	0.05075	140.01	349.54	1.5 ANNUAL	SRCGP2	5
610022.41	4129569.7	0.05059	141.25	349.54	1.5 ANNUAL	SRCGP2	5
610042.41	4129569.7	0.05072	141.64	349.54	1.5 ANNUAL	SRCGP2	5
610062.41	4129569.7	0.05081	142.07	349.54	1.5 ANNUAL	SRCGP2	5
610082.41	4129569.7	0.05078	142.75	349.54	1.5 ANNUAL	SRCGP2	5
610102.41	4129569.7	0.05051	144.01	349.54	1.5 ANNUAL	SRCGP2	5
610122.41	4129569.7	0.04997	145.94	349.54	1.5 ANNUAL	SRCGP2	5
610162.41	4129569.7	0.04958	148.03	349.54	1.5 ANNUAL	SRCGP2	5
610202.41	4129569.7	0.04971	148.61	349.54	1.5 ANNUAL	SRCGP2	5
610222.41	4129569.7	0.04967	149.06	349.54	1.5 ANNUAL	SRCGP2	5
610242.41	4129569.7	0.04902	151.09	349.54	1.5 ANNUAL	SRCGP2	5
610282.41	4129569.7	0.04912	151.07	349.54	1.5 ANNUAL	SRCGP2	5
610302.41	4129569.7	0.04901	151.37	349.54	1.5 ANNUAL	SRCGP2	5
608982.41	4129589.7	0.14405	103.1	103.1	1.5 ANNUAL	SRCGP2	5
609002.41	4129589.7	0.14093	103.98	104.52	1.5 ANNUAL	SRCGP2	5
609022.41	4129589.7	0.13768	104.61	106.05	1.5 ANNUAL	SRCGP2	5
609042.41	4129589.7	0.13449	105.81	105.81	1.5 ANNUAL	SRCGP2	5
609062.41	4129589.7	0.13134	107.05	107.05	1.5 ANNUAL	SRCGP2	5
609082.41	4129589.7	0.12824	108.04	108.04	1.5 ANNUAL	SRCGP2	5
609102.41	4129589.7	0.12512	108.61	108.61	1.5 ANNUAL	SRCGP2	5
609122.41	4129589.7	0.12242	108.55	108.55	1.5 ANNUAL	SRCGP2	5
609142.41	4129589.7	0.11932	109.58	109.58	1.5 ANNUAL	SRCGP2	5
609162.41	4129589.7	0.11704	109.57	109.57	1.5 ANNUAL	SRCGP2	5
609202.41	4129589.7	0.11277	110.21	110.21	1.5 ANNUAL	SRCGP2	5
609222.41	4129589.7	0.11069	111.02	112.47	1.5 ANNUAL	SRCGP2	5
609242.41	4129589.7	0.10852	112.45	112.45	1.5 ANNUAL	SRCGP2	5
609282.41	4129589.7	0.1036	113.1	113.1	1.5 ANNUAL	SRCGP2	5
609302.41	4129589.7	0.10142	113.92	113.92	1.5 ANNUAL	SRCGP2	5
609322.41	4129589.7	0.09886	115.03	115.03	1.5 ANNUAL	SRCGP2	5
609342.41	4129589.7	0.096	116.23	116.23	1.5 ANNUAL	SRCGP2	5
609362.41	4129589.7	0.09293	117.59	117.59	1.5 ANNUAL	SRCGP2	5
609382.41	4129589.7	0.09028	118.02	118.02	1.5 ANNUAL	SRCGP2	5
609402.41	4129589.7	0.08781	118.17	120.49	1.5 ANNUAL	SRCGP2	5
609422.41	4129589.7	0.08446	120.25	120.25	1.5 ANNUAL	SRCGP2	5
609442.41	4129589.7	0.08184	120.67	120.67	1.5 ANNUAL	SRCGP2	5

609482.41	4129589.7	0.07542	121.82	121.82	1.5 ANNUAL	SRCGP2	5
609502.41	4129589.7	0.07137	122.41	123.92	1.5 ANNUAL	SRCGP2	5
609522.41	4129589.7	0.06628	123.94	123.94	1.5 ANNUAL	SRCGP2	5
609562.41	4129589.7	0.05615	124.45	349.54	1.5 ANNUAL	SRCGP2	5
609582.41	4129589.7	0.0511	124.79	349.54	1.5 ANNUAL	SRCGP2	5
609602.41	4129589.7	0.04589	126.52	349.54	1.5 ANNUAL	SRCGP2	5
609622.41	4129589.7	0.04192	127.18	349.54	1.5 ANNUAL	SRCGP2	5
609642.41	4129589.7	0.03887	127.76	349.54	1.5 ANNUAL	SRCGP2	5
609662.41	4129589.7	0.03668	128.48	349.54	1.5 ANNUAL	SRCGP2	5
609682.41	4129589.7	0.0355	128.83	349.54	1.5 ANNUAL	SRCGP2	5
609722.41	4129589.7	0.03475	131.33	349.54	1.5 ANNUAL	SRCGP2	5
609742.41	4129589.7	0.03544	131.71	349.54	1.5 ANNUAL	SRCGP2	5
609762.41	4129589.7	0.0364	132.39	349.54	1.5 ANNUAL	SRCGP2	5
609782.41	4129589.7	0.03761	132.97	349.54	1.5 ANNUAL	SRCGP2	5
609862.41	4129589.7	0.04277	135.92	349.54	1.5 ANNUAL	SRCGP2	5
609882.41	4129589.7	0.04381	136.77	349.54	1.5 ANNUAL	SRCGP2	5
609902.41	4129589.7	0.04471	137.54	349.54	1.5 ANNUAL	SRCGP2	5
609922.41	4129589.7	0.0454	138.43	349.54	1.5 ANNUAL	SRCGP2	5
609942.41	4129589.7	0.04607	138.82	349.54	1.5 ANNUAL	SRCGP2	5
609962.41	4129589.7	0.04635	139.98	349.54	1.5 ANNUAL	SRCGP2	5
609982.41	4129589.7	0.0467	140.45	349.54	1.5 ANNUAL	SRCGP2	5
610082.41	4129589.7	0.0475	142.44	349.54	1.5 ANNUAL	SRCGP2	5
610102.41	4129589.7	0.04741	143.29	349.54	1.5 ANNUAL	SRCGP2	5
610122.41	4129589.7	0.04753	143.54	349.54	1.5 ANNUAL	SRCGP2	5
610162.41	4129589.7	0.04641	147.71	349.54	1.5 ANNUAL	SRCGP2	5
610202.41	4129589.7	0.0466	148.25	349.54	1.5 ANNUAL	SRCGP2	5
610222.41	4129589.7	0.0465	148.96	349.54	1.5 ANNUAL	SRCGP2	5
610242.41	4129589.7	0.04599	150.85	349.54	1.5 ANNUAL	SRCGP2	5
610282.41	4129589.7	0.04618	150.82	349.54	1.5 ANNUAL	SRCGP2	5
610302.41	4129589.7	0.04592	151.72	349.54	1.5 ANNUAL	SRCGP2	5

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AERMOD (191): C:\Lake ERMOD Vie FMP Constr uction\E VC FMP Construc tion.isc 6/8/2002 1
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 MODELING IONS USED: gDFAULT C ELEV FLGP OL RURA L
 PLOT FILE OF AN VALUES AVI ED ACROSS 5 YEARS FOR SO URCE GRO UP: SRCGP3
 FOR A TOTAL OF 7 RECEPTORS.
 FORM AT: (3(1X,F1),3(1X,F8.2) X,A6,2X,A8, 2X,I8.8, 2X,A8)
 X Y AVERAGE C ZELEV ZHILL ZFLAG AVE GRP NUM YRS NET ID

609001.12	4128400.9	0.02489	114.25	167.57	1.5	ANNUAL	SRCGP3	5	
609021.12	4128400.9	0.02481	113.98	167.57	1.5	ANNUAL	SRCGP3	5	
609041.12	4128400.9	0.02458	113.54	166.46	1.5	ANNUAL	SRCGP3	5	
609061.12	4128400.9	0.02419	113.44	115.27	1.5	ANNUAL	SRCGP3	5	
609081.12	4128400.9	0.02367	113.55	114.74	1.5	ANNUAL	SRCGP3	5	
609101.12	4128400.9	0.02308	113.49	113.49	1.5	ANNUAL	SRCGP3	5	
609201.12	4128400.9	0.0211	112.32	112.32	1.5	ANNUAL	SRCGP3	5	
609221.12	4128400.9	0.02152	112.68	114.93	1.5	ANNUAL	SRCGP3	5	
609241.12	4128400.9	0.02241	113.49	115.13	1.5	ANNUAL	SRCGP3	5	
609261.12	4128400.9	0.02379	115.09	115.09	1.5	ANNUAL	SRCGP3	5	
609281.12	4128400.9	0.02595	115.15	115.15	1.5	ANNUAL	SRCGP3	5	
609301.12	4128400.9	0.02874	115.45	115.45	1.5	ANNUAL	SRCGP3	5	
609321.12	4128400.9	0.03219	115.55	115.55	1.5	ANNUAL	SRCGP3	5	
609341.12	4128400.9	0.03608	116.08	116.08	1.5	ANNUAL	SRCGP3	5	
609381.12	4128400.9	0.04503	115.93	115.93	1.5	ANNUAL	SRCGP3	5	
609401.12	4128400.9	0.04947	116.62	116.62	1.5	ANNUAL	SRCGP3	5	
609421.12	4128400.9	0.05249	118.08	118.08	1.5	ANNUAL	SRCGP3	5	
609441.12	4128400.9	0.05677	118.01	118.01	1.5	ANNUAL	SRCGP3	5	
609481.12	4128400.9	0.06404	118.42	118.42	1.5	ANNUAL	SRCGP3	5	
609501.12	4128400.9	0.06627	119.46	120.19	1.5	ANNUAL	SRCGP3	5	
609521.12	4128400.9	0.06869	120.06	120.06	1.5	ANNUAL	SRCGP3	5	
609561.12	4128400.9	0.07512	120.38	120.38	1.5	ANNUAL	SRCGP3	5	
609581.12	4128400.9	0.07951	120.63	122.41	1.5	ANNUAL	SRCGP3	5	
609601.12	4128400.9	0.08375	122.35	122.35	1.5	ANNUAL	SRCGP3	5	
609641.12	4128400.9	0.10056	122.04	122.04	1.5	ANNUAL	SRCGP3	5	
609661.12	4128400.9	0.10938	122.69	124.84	1.5	ANNUAL	SRCGP3	5	
609681.12	4128400.9	0.11719	124.47	124.47	1.5	ANNUAL	SRCGP3	5	
609701.12	4128400.9	0.12681	124.49	124.49	1.5	ANNUAL	SRCGP3	5	
609721.12	4128400.9	0.13639	124.53	124.53	1.5	ANNUAL	SRCGP3	5	
609741.12	4128400.9	0.14541	124.97	125.72	1.5	ANNUAL	SRCGP3	5	
609761.12	4128400.9	0.15347	126.03	126.03	1.5	ANNUAL	SRCGP3	5	
609781.12	4128400.9	0.16286	126.32	126.32	1.5	ANNUAL	SRCGP3	5	
609801.12	4128400.9	0.17144	127.25	127.25	1.5	ANNUAL	SRCGP3	5	
609821.12	4128400.9	0.18229	127.27	127.27	1.5	ANNUAL	SRCGP3	5	
609841.12	4128400.9	0.19408	127.24	127.24	1.5	ANNUAL	SRCGP3	5	
609861.12	4128400.9	0.20606	127.55	127.55	1.5	ANNUAL	SRCGP3	5	
609881.12	4128400.9	0.2181	128.2	129.56	1.5	ANNUAL	SRCGP3	5	
609901.12	4128400.9	0.22844	129.89	129.89	1.5	ANNUAL	SRCGP3	5	
609941.12	4128400.9	0.25719	130.36	131.26	1.5	ANNUAL	SRCGP3	5	
609961.12	4128400.9	0.27019	131.28	131.28	1.5	ANNUAL	SRCGP3	5	
609981.12	4128400.9	0.28242	132.36	282.39	1.5	ANNUAL	SRCGP3	5	
610001.12	4128400.9	0.29523	133.16	282.39	1.5	ANNUAL	SRCGP3	5	
610021.12	4128400.9	0.30723	134.08	282.39	1.5	ANNUAL	SRCGP3	5	
610041.12	4128400.9	0.3198	134.61	282.39	1.5	ANNUAL	SRCGP3	5	
610061.12	4128400.9	0.33283	134.79	282.39	1.5	ANNUAL	SRCGP3	5	
610081.12	4128400.9	0.33679	137.74	282.39	1.5	ANNUAL	SRCGP3	5	
610101.12	4128400.9	0.34904	137.74	282.39	1.5	ANNUAL	SRCGP3	5	

610141.12	4128400.9	0.37186	137.77	282.39	1.5 ANNUAL	SRCGP3	5
610161.12	4128400.9	0.38087	138.28	282.39	1.5 ANNUAL	SRCGP3	5
610181.12	4128400.9	0.38553	139.93	282.39	1.5 ANNUAL	SRCGP3	5
610201.12	4128400.9	0.39396	140.26	282.39	1.5 ANNUAL	SRCGP3	5
610221.12	4128400.9	0.39942	141.29	282.39	1.5 ANNUAL	SRCGP3	5
610241.12	4128400.9	0.40768	141.34	282.39	1.5 ANNUAL	SRCGP3	5
610261.12	4128400.9	0.41349	141.91	282.39	1.5 ANNUAL	SRCGP3	5
610281.12	4128400.9	0.41784	142.68	282.39	1.5 ANNUAL	SRCGP3	5
610301.12	4128400.9	0.41757	144.47	282.39	1.5 ANNUAL	SRCGP3	5
608981.12	4128420.9	0.02586	114.26	165.34	1.5 ANNUAL	SRCGP3	5
609041.12	4128420.9	0.02603	112.65	112.65	1.5 ANNUAL	SRCGP3	5
609061.12	4128420.9	0.02573	112.28	112.28	1.5 ANNUAL	SRCGP3	5
609081.12	4128420.9	0.02528	112.09	114.74	1.5 ANNUAL	SRCGP3	5
609141.12	4128420.9	0.02346	111.47	111.47	1.5 ANNUAL	SRCGP3	5
609161.12	4128420.9	0.02294	112.03	112.03	1.5 ANNUAL	SRCGP3	5
609221.12	4128420.9	0.02275	112.58	112.58	1.5 ANNUAL	SRCGP3	5
609241.12	4128420.9	0.02355	112.78	115.15	1.5 ANNUAL	SRCGP3	5
609261.12	4128420.9	0.02486	114.33	114.33	1.5 ANNUAL	SRCGP3	5
609281.12	4128420.9	0.02698	114.15	114.15	1.5 ANNUAL	SRCGP3	5
609301.12	4128420.9	0.0298	114.35	115.64	1.5 ANNUAL	SRCGP3	5
609321.12	4128420.9	0.03315	115.58	116.13	1.5 ANNUAL	SRCGP3	5
609341.12	4128420.9	0.03716	116.09	116.09	1.5 ANNUAL	SRCGP3	5
609381.12	4128420.9	0.04654	115.94	115.94	1.5 ANNUAL	SRCGP3	5
609401.12	4128420.9	0.05129	116.53	118.11	1.5 ANNUAL	SRCGP3	5
609421.12	4128420.9	0.05437	118.04	118.04	1.5 ANNUAL	SRCGP3	5
609441.12	4128420.9	0.0592	117.8	117.8	1.5 ANNUAL	SRCGP3	5
609481.12	4128420.9	0.06731	118.31	118.31	1.5 ANNUAL	SRCGP3	5
609501.12	4128420.9	0.06979	119.54	119.54	1.5 ANNUAL	SRCGP3	5
609521.12	4128420.9	0.0731	119.84	119.84	1.5 ANNUAL	SRCGP3	5
609561.12	4128420.9	0.08045	120.27	120.27	1.5 ANNUAL	SRCGP3	5
609581.12	4128420.9	0.08509	120.76	121.98	1.5 ANNUAL	SRCGP3	5
609601.12	4128420.9	0.09022	122.18	122.18	1.5 ANNUAL	SRCGP3	5
609641.12	4128420.9	0.10838	122.08	122.08	1.5 ANNUAL	SRCGP3	5
609661.12	4128420.9	0.11854	122.21	124.83	1.5 ANNUAL	SRCGP3	5
609681.12	4128420.9	0.12662	124.38	124.38	1.5 ANNUAL	SRCGP3	5
609701.12	4128420.9	0.13763	124.02	124.02	1.5 ANNUAL	SRCGP3	5
609721.12	4128420.9	0.14828	124	124	1.5 ANNUAL	SRCGP3	5
609741.12	4128420.9	0.15828	124.46	124.46	1.5 ANNUAL	SRCGP3	5
609761.12	4128420.9	0.16838	124.91	124.91	1.5 ANNUAL	SRCGP3	5
609781.12	4128420.9	0.17692	126.33	126.33	1.5 ANNUAL	SRCGP3	5
609801.12	4128420.9	0.1881	126.55	126.55	1.5 ANNUAL	SRCGP3	5
609821.12	4128420.9	0.19985	126.86	126.86	1.5 ANNUAL	SRCGP3	5
609841.12	4128420.9	0.21216	127.31	127.31	1.5 ANNUAL	SRCGP3	5
609861.12	4128420.9	0.22544	127.73	127.73	1.5 ANNUAL	SRCGP3	5
609881.12	4128420.9	0.23817	128.71	128.71	1.5 ANNUAL	SRCGP3	5
609901.12	4128420.9	0.25111	129.83	129.83	1.5 ANNUAL	SRCGP3	5
610021.12	4128420.9	0.33691	133.82	282.39	1.5 ANNUAL	SRCGP3	5
610041.12	4128420.9	0.34935	134.6	282.39	1.5 ANNUAL	SRCGP3	5
610061.12	4128420.9	0.36381	134.55	282.39	1.5 ANNUAL	SRCGP3	5
610081.12	4128420.9	0.36668	137.77	282.39	1.5 ANNUAL	SRCGP3	5
610101.12	4128420.9	0.38041	137.5	282.39	1.5 ANNUAL	SRCGP3	5
610141.12	4128420.9	0.40399	137.59	282.39	1.5 ANNUAL	SRCGP3	5
610161.12	4128420.9	0.4107	138.81	282.39	1.5 ANNUAL	SRCGP3	5
610181.12	4128420.9	0.42016	139.08	282.39	1.5 ANNUAL	SRCGP3	5
610201.12	4128420.9	0.42499	140.43	282.39	1.5 ANNUAL	SRCGP3	5

610221.12	4128420.9	0.43106	141.24	282.39	1.5 ANNUAL	SRCGP3	5
610241.12	4128420.9	0.43885	141.41	282.39	1.5 ANNUAL	SRCGP3	5
610261.12	4128420.9	0.44462	141.89	282.39	1.5 ANNUAL	SRCGP3	5
610281.12	4128420.9	0.44767	142.81	282.39	1.5 ANNUAL	SRCGP3	5
610301.12	4128420.9	0.4514	143.29	282.39	1.5 ANNUAL	SRCGP3	5
608981.12	4128440.9	0.02689	113.64	164.99	1.5 ANNUAL	SRCGP3	5
609001.12	4128440.9	0.02726	113.68	113.68	1.5 ANNUAL	SRCGP3	5
609021.12	4128440.9	0.02747	113.21	113.21	1.5 ANNUAL	SRCGP3	5
609141.12	4128440.9	0.02521	111.3	111.95	1.5 ANNUAL	SRCGP3	5
609161.12	4128440.9	0.02465	112.17	112.17	1.5 ANNUAL	SRCGP3	5
609181.12	4128440.9	0.0242	112.49	112.49	1.5 ANNUAL	SRCGP3	5
609201.12	4128440.9	0.02398	112.42	112.42	1.5 ANNUAL	SRCGP3	5
609221.12	4128440.9	0.02415	112.68	112.68	1.5 ANNUAL	SRCGP3	5
609241.12	4128440.9	0.02479	113.48	113.48	1.5 ANNUAL	SRCGP3	5
609261.12	4128440.9	0.02606	113.81	113.81	1.5 ANNUAL	SRCGP3	5
609281.12	4128440.9	0.02811	113.64	113.64	1.5 ANNUAL	SRCGP3	5
609301.12	4128440.9	0.03089	113.91	113.91	1.5 ANNUAL	SRCGP3	5
609321.12	4128440.9	0.03432	114.95	115.69	1.5 ANNUAL	SRCGP3	5
609341.12	4128440.9	0.03835	116.05	116.05	1.5 ANNUAL	SRCGP3	5
609381.12	4128440.9	0.04808	116.24	116.35	1.5 ANNUAL	SRCGP3	5
609401.12	4128440.9	0.05326	116.39	117.88	1.5 ANNUAL	SRCGP3	5
609421.12	4128440.9	0.05646	117.91	117.91	1.5 ANNUAL	SRCGP3	5
609441.12	4128440.9	0.06325	117.55	117.55	1.5 ANNUAL	SRCGP3	5
609461.12	4128440.9	0.06666	117.67	117.67	1.5 ANNUAL	SRCGP3	5
609481.12	4128440.9	0.07067	118.35	118.35	1.5 ANNUAL	SRCGP3	5
609501.12	4128440.9	0.07371	119.53	119.53	1.5 ANNUAL	SRCGP3	5
609521.12	4128440.9	0.07818	119.43	119.43	1.5 ANNUAL	SRCGP3	5
609561.12	4128440.9	0.08632	120.18	120.18	1.5 ANNUAL	SRCGP3	5
609581.12	4128440.9	0.0909	121.16	121.9	1.5 ANNUAL	SRCGP3	5
609601.12	4128440.9	0.09755	121.9	121.9	1.5 ANNUAL	SRCGP3	5
609641.12	4128440.9	0.11714	122.07	122.07	1.5 ANNUAL	SRCGP3	5
609661.12	4128440.9	0.12819	122.27	124.83	1.5 ANNUAL	SRCGP3	5
609681.12	4128440.9	0.13746	124.07	124.07	1.5 ANNUAL	SRCGP3	5
609721.12	4128440.9	0.16145	123.65	123.65	1.5 ANNUAL	SRCGP3	5
609741.12	4128440.9	0.17196	124.47	124.47	1.5 ANNUAL	SRCGP3	5
609761.12	4128440.9	0.18326	124.92	124.92	1.5 ANNUAL	SRCGP3	5
609781.12	4128440.9	0.19341	126.1	126.1	1.5 ANNUAL	SRCGP3	5
609801.12	4128440.9	0.20661	126.11	126.11	1.5 ANNUAL	SRCGP3	5
609821.12	4128440.9	0.22027	126.32	126.32	1.5 ANNUAL	SRCGP3	5
609841.12	4128440.9	0.23441	126.73	126.73	1.5 ANNUAL	SRCGP3	5
609861.12	4128440.9	0.24985	126.99	129.4	1.5 ANNUAL	SRCGP3	5
609881.12	4128440.9	0.2615	128.98	128.98	1.5 ANNUAL	SRCGP3	5
609901.12	4128440.9	0.2772	129.63	129.63	1.5 ANNUAL	SRCGP3	5
609941.12	4128440.9	0.30818	131.32	131.32	1.5 ANNUAL	SRCGP3	5
609961.12	4128440.9	0.32497	131.65	282.17	1.5 ANNUAL	SRCGP3	5
609981.12	4128440.9	0.3384	132.95	282.39	1.5 ANNUAL	SRCGP3	5
610001.12	4128440.9	0.35374	133.49	282.39	1.5 ANNUAL	SRCGP3	5
610041.12	4128440.9	0.38217	134.59	282.39	1.5 ANNUAL	SRCGP3	5
610061.12	4128440.9	0.3934	135.64	282.39	1.5 ANNUAL	SRCGP3	5
610081.12	4128440.9	0.40085	137.49	282.39	1.5 ANNUAL	SRCGP3	5
610121.12	4128440.9	0.42933	136.88	282.39	1.5 ANNUAL	SRCGP3	5
610141.12	4128440.9	0.43951	137.39	282.39	1.5 ANNUAL	SRCGP3	5
610161.12	4128440.9	0.4439	139.18	282.39	1.5 ANNUAL	SRCGP3	5
610181.12	4128440.9	0.4529	139.6	282.39	1.5 ANNUAL	SRCGP3	5
610201.12	4128440.9	0.46139	139.96	282.39	1.5 ANNUAL	SRCGP3	5

610221.12	4128440.9	0.46484	141.32	282.39	1.5 ANNUAL	SRCGP3	5
610261.12	4128440.9	0.47433	142.66	282.39	1.5 ANNUAL	SRCGP3	5
610281.12	4128440.9	0.4756	143.72	282.39	1.5 ANNUAL	SRCGP3	5
610301.12	4128440.9	0.4779	144.24	282.39	1.5 ANNUAL	SRCGP3	5
609021.12	4128460.9	0.02876	112.07	113.16	1.5 ANNUAL	SRCGP3	5
609041.12	4128460.9	0.02892	112.03	112.03	1.5 ANNUAL	SRCGP3	5
609061.12	4128460.9	0.02888	111.77	111.77	1.5 ANNUAL	SRCGP3	5
609121.12	4128460.9	0.02766	110.32	110.32	1.5 ANNUAL	SRCGP3	5
609141.12	4128460.9	0.02707	110.62	110.62	1.5 ANNUAL	SRCGP3	5
609161.12	4128460.9	0.02646	110.79	112.38	1.5 ANNUAL	SRCGP3	5
609181.12	4128460.9	0.02599	112.02	112.47	1.5 ANNUAL	SRCGP3	5
609201.12	4128460.9	0.02568	112.29	112.52	1.5 ANNUAL	SRCGP3	5
609221.12	4128460.9	0.02574	112.62	112.62	1.5 ANNUAL	SRCGP3	5
609241.12	4128460.9	0.02623	113.53	113.53	1.5 ANNUAL	SRCGP3	5
609261.12	4128460.9	0.02741	113.47	113.47	1.5 ANNUAL	SRCGP3	5
609301.12	4128460.9	0.0321	113.66	113.66	1.5 ANNUAL	SRCGP3	5
609321.12	4128460.9	0.03562	114.31	116.05	1.5 ANNUAL	SRCGP3	5
609341.12	4128460.9	0.03966	115.95	115.95	1.5 ANNUAL	SRCGP3	5
609381.12	4128460.9	0.04991	115.89	115.89	1.5 ANNUAL	SRCGP3	5
609401.12	4128460.9	0.05541	116.15	117.84	1.5 ANNUAL	SRCGP3	5
609421.12	4128460.9	0.05861	117.87	117.87	1.5 ANNUAL	SRCGP3	5
609441.12	4128460.9	0.06621	117.43	117.43	1.5 ANNUAL	SRCGP3	5
609521.12	4128460.9	0.08392	118.91	118.91	1.5 ANNUAL	SRCGP3	5
609541.12	4128460.9	0.08824	119.44	119.44	1.5 ANNUAL	SRCGP3	5
609561.12	4128460.9	0.09285	120.08	120.08	1.5 ANNUAL	SRCGP3	5
609581.12	4128460.9	0.09733	121.58	121.58	1.5 ANNUAL	SRCGP3	5
609601.12	4128460.9	0.10555	121.76	121.76	1.5 ANNUAL	SRCGP3	5
609641.12	4128460.9	0.1273	121.79	121.79	1.5 ANNUAL	SRCGP3	5
609841.12	4128460.9	0.25868	126.61	126.61	1.5 ANNUAL	SRCGP3	5
609861.12	4128460.9	0.27602	126.9	128.6	1.5 ANNUAL	SRCGP3	5
609881.12	4128460.9	0.28913	128.88	128.88	1.5 ANNUAL	SRCGP3	5
609901.12	4128460.9	0.3084	128.94	128.94	1.5 ANNUAL	SRCGP3	5
609941.12	4128460.9	0.34359	130.29	130.29	1.5 ANNUAL	SRCGP3	5
609961.12	4128460.9	0.35815	131.67	282.17	1.5 ANNUAL	SRCGP3	5
609981.12	4128460.9	0.37288	132.85	282.39	1.5 ANNUAL	SRCGP3	5
610001.12	4128460.9	0.38706	133.95	282.39	1.5 ANNUAL	SRCGP3	5
610021.12	4128460.9	0.40225	134.54	282.39	1.5 ANNUAL	SRCGP3	5
610041.12	4128460.9	0.4185	134.63	282.39	1.5 ANNUAL	SRCGP3	5
610061.12	4128460.9	0.42826	136.14	282.39	1.5 ANNUAL	SRCGP3	5
610081.12	4128460.9	0.43915	137.12	282.39	1.5 ANNUAL	SRCGP3	5
610121.12	4128460.9	0.46717	136.95	282.39	1.5 ANNUAL	SRCGP3	5
610141.12	4128460.9	0.47921	137.08	282.39	1.5 ANNUAL	SRCGP3	5
610161.12	4128460.9	0.47948	139.71	282.39	1.5 ANNUAL	SRCGP3	5
610181.12	4128460.9	0.48584	140.7	282.39	1.5 ANNUAL	SRCGP3	5
610201.12	4128460.9	0.49376	141.11	282.39	1.5 ANNUAL	SRCGP3	5
610221.12	4128460.9	0.50159	141.3	282.39	1.5 ANNUAL	SRCGP3	5
610241.12	4128460.9	0.50561	142.04	282.39	1.5 ANNUAL	SRCGP3	5
610261.12	4128460.9	0.50811	142.8	282.39	1.5 ANNUAL	SRCGP3	5
610281.12	4128460.9	0.50613	144.21	282.39	1.5 ANNUAL	SRCGP3	5
610301.12	4128460.9	0.50875	144.31	282.39	1.5 ANNUAL	SRCGP3	5
609161.12	4128480.9	0.02847	110.52	110.52	1.5 ANNUAL	SRCGP3	5
609181.12	4128480.9	0.02792	110.83	110.83	1.5 ANNUAL	SRCGP3	5
609201.12	4128480.9	0.02753	111.05	111.05	1.5 ANNUAL	SRCGP3	5
609221.12	4128480.9	0.02745	111.1	113.63	1.5 ANNUAL	SRCGP3	5
609241.12	4128480.9	0.02789	113.38	113.57	1.5 ANNUAL	SRCGP3	5

609261.12	4128480.9	0.02892	113.47	113.47	1.5 ANNUAL	SRCGP3	5
609301.12	4128480.9	0.03345	113.61	113.61	1.5 ANNUAL	SRCGP3	5
609321.12	4128480.9	0.03698	114.24	116.02	1.5 ANNUAL	SRCGP3	5
609341.12	4128480.9	0.04109	115.93	115.93	1.5 ANNUAL	SRCGP3	5
609381.12	4128480.9	0.05182	115.8	115.8	1.5 ANNUAL	SRCGP3	5
609401.12	4128480.9	0.05763	116.16	117.58	1.5 ANNUAL	SRCGP3	5
609421.12	4128480.9	0.06112	117.64	117.64	1.5 ANNUAL	SRCGP3	5
609441.12	4128480.9	0.06937	117.37	117.37	1.5 ANNUAL	SRCGP3	5
609461.12	4128480.9	0.07302	117.76	118.12	1.5 ANNUAL	SRCGP3	5
609481.12	4128480.9	0.0782	118.46	118.46	1.5 ANNUAL	SRCGP3	5
609501.12	4128480.9	0.08345	119	119	1.5 ANNUAL	SRCGP3	5
609521.12	4128480.9	0.08893	119.27	119.27	1.5 ANNUAL	SRCGP3	5
609541.12	4128480.9	0.09398	119.81	119.81	1.5 ANNUAL	SRCGP3	5
609561.12	4128480.9	0.10008	120	120	1.5 ANNUAL	SRCGP3	5
609581.12	4128480.9	0.10493	121.71	121.71	1.5 ANNUAL	SRCGP3	5
609601.12	4128480.9	0.11477	121.45	121.45	1.5 ANNUAL	SRCGP3	5
609641.12	4128480.9	0.1382	121.89	121.89	1.5 ANNUAL	SRCGP3	5
609661.12	4128480.9	0.15063	122.74	123.25	1.5 ANNUAL	SRCGP3	5
609681.12	4128480.9	0.16402	123.18	123.18	1.5 ANNUAL	SRCGP3	5
609701.12	4128480.9	0.17746	123.67	123.67	1.5 ANNUAL	SRCGP3	5
609721.12	4128480.9	0.1908	124.27	124.27	1.5 ANNUAL	SRCGP3	5
609741.12	4128480.9	0.20435	124.87	124.87	1.5 ANNUAL	SRCGP3	5
609761.12	4128480.9	0.21846	125.4	125.4	1.5 ANNUAL	SRCGP3	5
609781.12	4128480.9	0.23244	126.24	126.24	1.5 ANNUAL	SRCGP3	5
609801.12	4128480.9	0.24918	126.37	126.37	1.5 ANNUAL	SRCGP3	5
609841.12	4128480.9	0.28672	126.43	126.43	1.5 ANNUAL	SRCGP3	5
609861.12	4128480.9	0.30474	127.19	129.03	1.5 ANNUAL	SRCGP3	5
609881.12	4128480.9	0.32053	128.82	128.82	1.5 ANNUAL	SRCGP3	5
609921.12	4128480.9	0.36191	129.35	129.78	1.5 ANNUAL	SRCGP3	5
609941.12	4128480.9	0.37988	130.33	130.33	1.5 ANNUAL	SRCGP3	5
609961.12	4128480.9	0.39662	131.41	282.39	1.5 ANNUAL	SRCGP3	5
609981.12	4128480.9	0.41367	132.24	282.39	1.5 ANNUAL	SRCGP3	5
610001.12	4128480.9	0.42787	133.52	282.39	1.5 ANNUAL	SRCGP3	5
610021.12	4128480.9	0.44628	133.54	282.39	1.5 ANNUAL	SRCGP3	5
610041.12	4128480.9	0.46328	133.67	282.39	1.5 ANNUAL	SRCGP3	5
610061.12	4128480.9	0.46716	136.56	282.39	1.5 ANNUAL	SRCGP3	5
610081.12	4128480.9	0.48128	136.86	282.39	1.5 ANNUAL	SRCGP3	5
610121.12	4128480.9	0.50983	136.83	282.39	1.5 ANNUAL	SRCGP3	5
610141.12	4128480.9	0.52008	137.39	282.39	1.5 ANNUAL	SRCGP3	5
610161.12	4128480.9	0.52156	139.53	282.39	1.5 ANNUAL	SRCGP3	5
610181.12	4128480.9	0.52766	140.45	282.39	1.5 ANNUAL	SRCGP3	5
610201.12	4128480.9	0.53403	141.04	282.39	1.5 ANNUAL	SRCGP3	5
610221.12	4128480.9	0.53936	141.54	282.39	1.5 ANNUAL	SRCGP3	5
610241.12	4128480.9	0.54161	142.33	282.39	1.5 ANNUAL	SRCGP3	5
610281.12	4128480.9	0.54199	143.74	282.39	1.5 ANNUAL	SRCGP3	5
610301.12	4128480.9	0.54006	144.38	282.39	1.5 ANNUAL	SRCGP3	5
609201.12	4128500.9	0.0296	110.46	110.46	1.5 ANNUAL	SRCGP3	5
609221.12	4128500.9	0.02944	110.97	110.97	1.5 ANNUAL	SRCGP3	5
609241.12	4128500.9	0.02978	112.33	113.45	1.5 ANNUAL	SRCGP3	5
609261.12	4128500.9	0.03065	113.5	113.5	1.5 ANNUAL	SRCGP3	5
609301.12	4128500.9	0.03498	113.58	113.58	1.5 ANNUAL	SRCGP3	5
609321.12	4128500.9	0.03855	113.87	116.02	1.5 ANNUAL	SRCGP3	5
609341.12	4128500.9	0.04269	115.84	115.84	1.5 ANNUAL	SRCGP3	5
609381.12	4128500.9	0.0539	115.7	115.7	1.5 ANNUAL	SRCGP3	5
609401.12	4128500.9	0.06014	115.91	117.52	1.5 ANNUAL	SRCGP3	5

609421.12	4128500.9	0.06355	117.67	117.67	1.5 ANNUAL	SRCGP3	5
609441.12	4128500.9	0.07276	117.37	117.37	1.5 ANNUAL	SRCGP3	5
609461.12	4128500.9	0.0767	117.73	117.73	1.5 ANNUAL	SRCGP3	5
609481.12	4128500.9	0.08222	118.67	118.67	1.5 ANNUAL	SRCGP3	5
609501.12	4128500.9	0.08813	119.3	119.3	1.5 ANNUAL	SRCGP3	5
609521.12	4128500.9	0.09437	119.65	119.65	1.5 ANNUAL	SRCGP3	5
609541.12	4128500.9	0.10089	119.85	119.85	1.5 ANNUAL	SRCGP3	5
609561.12	4128500.9	0.10768	120.18	121.43	1.5 ANNUAL	SRCGP3	5
609581.12	4128500.9	0.11389	121.57	121.57	1.5 ANNUAL	SRCGP3	5
609621.12	4128500.9	0.13696	121.59	121.59	1.5 ANNUAL	SRCGP3	5
609641.12	4128500.9	0.14965	122.52	122.52	1.5 ANNUAL	SRCGP3	5
609661.12	4128500.9	0.16308	123.52	123.52	1.5 ANNUAL	SRCGP3	5
609681.12	4128500.9	0.17833	123.69	123.69	1.5 ANNUAL	SRCGP3	5
609701.12	4128500.9	0.193	124.28	124.91	1.5 ANNUAL	SRCGP3	5
609721.12	4128500.9	0.20867	124.53	124.53	1.5 ANNUAL	SRCGP3	5
609741.12	4128500.9	0.22393	125.13	125.13	1.5 ANNUAL	SRCGP3	5
609761.12	4128500.9	0.24055	125.44	125.44	1.5 ANNUAL	SRCGP3	5
609781.12	4128500.9	0.2558	126.53	126.53	1.5 ANNUAL	SRCGP3	5
609801.12	4128500.9	0.27532	126.52	126.52	1.5 ANNUAL	SRCGP3	5
609841.12	4128500.9	0.31784	126.59	126.59	1.5 ANNUAL	SRCGP3	5
609861.12	4128500.9	0.33783	127.42	128.86	1.5 ANNUAL	SRCGP3	5
609881.12	4128500.9	0.3552	129.09	129.09	1.5 ANNUAL	SRCGP3	5
610021.12	4128500.9	0.49118	133.55	282.39	1.5 ANNUAL	SRCGP3	5
610041.12	4128500.9	0.50831	133.82	282.39	1.5 ANNUAL	SRCGP3	5
610061.12	4128500.9	0.51194	136.63	282.39	1.5 ANNUAL	SRCGP3	5
610081.12	4128500.9	0.5281	136.62	282.39	1.5 ANNUAL	SRCGP3	5
610121.12	4128500.9	0.55702	136.7	282.39	1.5 ANNUAL	SRCGP3	5
610141.12	4128500.9	0.56236	138.14	282.39	1.5 ANNUAL	SRCGP3	5
610161.12	4128500.9	0.56722	139.39	282.39	1.5 ANNUAL	SRCGP3	5
610181.12	4128500.9	0.56967	140.78	282.39	1.5 ANNUAL	SRCGP3	5
610201.12	4128500.9	0.57599	141.13	282.39	1.5 ANNUAL	SRCGP3	5
610221.12	4128500.9	0.57956	141.65	282.39	1.5 ANNUAL	SRCGP3	5
610241.12	4128500.9	0.57774	142.81	282.39	1.5 ANNUAL	SRCGP3	5
610261.12	4128500.9	0.57568	143.68	282.39	1.5 ANNUAL	SRCGP3	5
610281.12	4128500.9	0.57545	143.88	282.39	1.5 ANNUAL	SRCGP3	5
610301.12	4128500.9	0.56975	144.8	282.39	1.5 ANNUAL	SRCGP3	5
609221.12	4128520.9	0.03169	111.04	111.04	1.5 ANNUAL	SRCGP3	5
609241.12	4128520.9	0.03183	111.24	113.45	1.5 ANNUAL	SRCGP3	5
609261.12	4128520.9	0.03266	113.21	113.21	1.5 ANNUAL	SRCGP3	5
609301.12	4128520.9	0.03679	113.17	113.17	1.5 ANNUAL	SRCGP3	5
609321.12	4128520.9	0.04032	113.63	115.89	1.5 ANNUAL	SRCGP3	5
609341.12	4128520.9	0.0445	115.66	115.66	1.5 ANNUAL	SRCGP3	5
609381.12	4128520.9	0.05626	115.32	115.32	1.5 ANNUAL	SRCGP3	5
609401.12	4128520.9	0.06276	115.91	115.91	1.5 ANNUAL	SRCGP3	5
609421.12	4128520.9	0.06913	117.37	117.37	1.5 ANNUAL	SRCGP3	5
609441.12	4128520.9	0.07649	117.28	117.28	1.5 ANNUAL	SRCGP3	5
609461.12	4128520.9	0.08409	117.22	117.22	1.5 ANNUAL	SRCGP3	5
609481.12	4128520.9	0.08821	117.88	117.88	1.5 ANNUAL	SRCGP3	5
609501.12	4128520.9	0.09515	118.51	118.51	1.5 ANNUAL	SRCGP3	5
609521.12	4128520.9	0.10179	119.25	119.25	1.5 ANNUAL	SRCGP3	5
609541.12	4128520.9	0.10879	119.79	119.79	1.5 ANNUAL	SRCGP3	5
609561.12	4128520.9	0.11595	120.49	121.58	1.5 ANNUAL	SRCGP3	5
609581.12	4128520.9	0.12423	121.3	121.3	1.5 ANNUAL	SRCGP3	5
609621.12	4128520.9	0.14855	122.15	122.15	1.5 ANNUAL	SRCGP3	5
609641.12	4128520.9	0.16297	122.9	122.9	1.5 ANNUAL	SRCGP3	5

609661.12	4128520.9	0.17907	123.28	123.28	1.5 ANNUAL	SRCGP3	5
609681.12	4128520.9	0.19562	123.7	123.7	1.5 ANNUAL	SRCGP3	5
609701.12	4128520.9	0.21219	124.25	124.25	1.5 ANNUAL	SRCGP3	5
609721.12	4128520.9	0.22962	124.61	124.61	1.5 ANNUAL	SRCGP3	5
609741.12	4128520.9	0.24743	125.05	125.05	1.5 ANNUAL	SRCGP3	5
609761.12	4128520.9	0.26679	125.25	125.25	1.5 ANNUAL	SRCGP3	5
609781.12	4128520.9	0.28421	126.39	126.39	1.5 ANNUAL	SRCGP3	5
609801.12	4128520.9	0.30686	126.29	126.29	1.5 ANNUAL	SRCGP3	5
609841.12	4128520.9	0.35397	126.67	126.67	1.5 ANNUAL	SRCGP3	5
609861.12	4128520.9	0.376	127.6	128.26	1.5 ANNUAL	SRCGP3	5
609881.12	4128520.9	0.39896	128.38	128.38	1.5 ANNUAL	SRCGP3	5
609921.12	4128520.9	0.44203	130.45	130.45	1.5 ANNUAL	SRCGP3	5
609941.12	4128520.9	0.46612	130.67	134.33	1.5 ANNUAL	SRCGP3	5
609961.12	4128520.9	0.48733	131.3	282.39	1.5 ANNUAL	SRCGP3	5
609981.12	4128520.9	0.50603	132.2	282.39	1.5 ANNUAL	SRCGP3	5
610021.12	4128520.9	0.54065	133.71	282.39	1.5 ANNUAL	SRCGP3	5
610041.12	4128520.9	0.5567	134.32	282.39	1.5 ANNUAL	SRCGP3	5
610061.12	4128520.9	0.56289	136.5	282.39	1.5 ANNUAL	SRCGP3	5
610081.12	4128520.9	0.58026	136.38	282.39	1.5 ANNUAL	SRCGP3	5
610121.12	4128520.9	0.60668	136.96	282.39	1.5 ANNUAL	SRCGP3	5
610141.12	4128520.9	0.61097	138.37	282.39	1.5 ANNUAL	SRCGP3	5
610161.12	4128520.9	0.61302	139.83	282.39	1.5 ANNUAL	SRCGP3	5
610181.12	4128520.9	0.61589	140.8	282.39	1.5 ANNUAL	SRCGP3	5
610201.12	4128520.9	0.62161	140.94	282.39	1.5 ANNUAL	SRCGP3	5
610221.12	4128520.9	0.62114	141.76	282.39	1.5 ANNUAL	SRCGP3	5
610241.12	4128520.9	0.6183	142.63	282.39	1.5 ANNUAL	SRCGP3	5
610261.12	4128520.9	0.61048	144.04	282.39	1.5 ANNUAL	SRCGP3	5
610281.12	4128520.9	0.60923	143.98	282.39	1.5 ANNUAL	SRCGP3	5
610301.12	4128520.9	0.60015	145.03	282.39	1.5 ANNUAL	SRCGP3	5
609221.12	4128540.9	0.03418	110.93	110.93	1.5 ANNUAL	SRCGP3	5
609241.12	4128540.9	0.03421	111.17	113.43	1.5 ANNUAL	SRCGP3	5
609261.12	4128540.9	0.03493	113.01	113.01	1.5 ANNUAL	SRCGP3	5
609301.12	4128540.9	0.03881	112.98	112.98	1.5 ANNUAL	SRCGP3	5
609321.12	4128540.9	0.04231	113.47	115.89	1.5 ANNUAL	SRCGP3	5
609341.12	4128540.9	0.04652	115.57	115.57	1.5 ANNUAL	SRCGP3	5
609361.12	4128540.9	0.05228	115.18	115.18	1.5 ANNUAL	SRCGP3	5
609381.12	4128540.9	0.05886	114.95	114.95	1.5 ANNUAL	SRCGP3	5
609401.12	4128540.9	0.06568	115.77	115.77	1.5 ANNUAL	SRCGP3	5
609421.12	4128540.9	0.07267	117.02	117.02	1.5 ANNUAL	SRCGP3	5
609441.12	4128540.9	0.08066	117.01	117.01	1.5 ANNUAL	SRCGP3	5
609581.12	4128540.9	0.13682	120.61	120.61	1.5 ANNUAL	SRCGP3	5
609621.12	4128540.9	0.16361	121.7	121.7	1.5 ANNUAL	SRCGP3	5
609641.12	4128540.9	0.1798	122.44	122.44	1.5 ANNUAL	SRCGP3	5
609821.12	4128540.9	0.36959	126.29	126.29	1.5 ANNUAL	SRCGP3	5
609841.12	4128540.9	0.39619	126.64	126.64	1.5 ANNUAL	SRCGP3	5
609861.12	4128540.9	0.42042	127.67	127.67	1.5 ANNUAL	SRCGP3	5
609881.12	4128540.9	0.44844	127.9	127.9	1.5 ANNUAL	SRCGP3	5
609921.12	4128540.9	0.49867	129.31	134.42	1.5 ANNUAL	SRCGP3	5
609941.12	4128540.9	0.51831	130.8	134.42	1.5 ANNUAL	SRCGP3	5
609961.12	4128540.9	0.53333	132.86	134.3	1.5 ANNUAL	SRCGP3	5
609981.12	4128540.9	0.55819	132.72	282.39	1.5 ANNUAL	SRCGP3	5
610021.12	4128540.9	0.59497	134.06	282.39	1.5 ANNUAL	SRCGP3	5
610041.12	4128540.9	0.60964	134.97	282.39	1.5 ANNUAL	SRCGP3	5
610061.12	4128540.9	0.61993	136.34	282.39	1.5 ANNUAL	SRCGP3	5
610101.12	4128540.9	0.65491	135.98	282.39	1.5 ANNUAL	SRCGP3	5

610121.12	4128540.9	0.66577	136.43	282.39	1.5 ANNUAL	SRCGP3	5
610141.12	4128540.9	0.66183	138.79	282.39	1.5 ANNUAL	SRCGP3	5
610161.12	4128540.9	0.66702	139.39	282.39	1.5 ANNUAL	SRCGP3	5
610181.12	4128540.9	0.66964	140.01	282.39	1.5 ANNUAL	SRCGP3	5
610221.12	4128540.9	0.6617	142.17	282.39	1.5 ANNUAL	SRCGP3	5
610241.12	4128540.9	0.65908	142.52	282.39	1.5 ANNUAL	SRCGP3	5
610261.12	4128540.9	0.64816	143.91	282.39	1.5 ANNUAL	SRCGP3	5
610281.12	4128540.9	0.64276	144.08	282.39	1.5 ANNUAL	SRCGP3	5
610301.12	4128540.9	0.63202	144.9	282.39	1.5 ANNUAL	SRCGP3	5
609221.12	4128560.9	0.03693	110.7	110.7	1.5 ANNUAL	SRCGP3	5
609241.12	4128560.9	0.03689	111.14	113.1	1.5 ANNUAL	SRCGP3	5
609261.12	4128560.9	0.03748	113	113	1.5 ANNUAL	SRCGP3	5
609301.12	4128560.9	0.04111	112.67	112.67	1.5 ANNUAL	SRCGP3	5
609321.12	4128560.9	0.04458	113.33	113.33	1.5 ANNUAL	SRCGP3	5
609341.12	4128560.9	0.0489	115.09	115.09	1.5 ANNUAL	SRCGP3	5
609361.12	4128560.9	0.0549	114.55	114.55	1.5 ANNUAL	SRCGP3	5
609861.12	4128560.9	0.47183	127.72	127.72	1.5 ANNUAL	SRCGP3	5
609921.12	4128560.9	0.56122	128.69	134.47	1.5 ANNUAL	SRCGP3	5
609941.12	4128560.9	0.56645	132.84	134.33	1.5 ANNUAL	SRCGP3	5
609961.12	4128560.9	0.58468	134.38	134.38	1.5 ANNUAL	SRCGP3	5
609981.12	4128560.9	0.61088	134.18	282.17	1.5 ANNUAL	SRCGP3	5
610021.12	4128560.9	0.65467	134.57	282.39	1.5 ANNUAL	SRCGP3	5
610041.12	4128560.9	0.66857	135.59	282.39	1.5 ANNUAL	SRCGP3	5
610061.12	4128560.9	0.68237	136.34	282.39	1.5 ANNUAL	SRCGP3	5
610101.12	4128560.9	0.71718	135.93	282.39	1.5 ANNUAL	SRCGP3	5
610121.12	4128560.9	0.72635	136.38	282.39	1.5 ANNUAL	SRCGP3	5
610141.12	4128560.9	0.71391	139.42	282.39	1.5 ANNUAL	SRCGP3	5
610161.12	4128560.9	0.71683	139.95	282.39	1.5 ANNUAL	SRCGP3	5
610181.12	4128560.9	0.71918	140.17	282.39	1.5 ANNUAL	SRCGP3	5
610221.12	4128560.9	0.70883	141.64	282.39	1.5 ANNUAL	SRCGP3	5
610241.12	4128560.9	0.69924	142.53	282.39	1.5 ANNUAL	SRCGP3	5
610261.12	4128560.9	0.68672	143.6	282.39	1.5 ANNUAL	SRCGP3	5
610281.12	4128560.9	0.67341	144.56	282.39	1.5 ANNUAL	SRCGP3	5
610301.12	4128560.9	0.66562	144.35	282.39	1.5 ANNUAL	SRCGP3	5
609221.12	4128580.9	0.03994	110.39	110.39	1.5 ANNUAL	SRCGP3	5
609241.12	4128580.9	0.03988	111.05	112.93	1.5 ANNUAL	SRCGP3	5
609261.12	4128580.9	0.04034	112.18	112.18	1.5 ANNUAL	SRCGP3	5
609921.12	4128580.9	0.62919	128.69	134.47	1.5 ANNUAL	SRCGP3	5
609941.12	4128580.9	0.65033	130.26	282.17	1.5 ANNUAL	SRCGP3	5
609961.12	4128580.9	0.67112	131.52	282.39	1.5 ANNUAL	SRCGP3	5
609981.12	4128580.9	0.67854	134.34	282.17	1.5 ANNUAL	SRCGP3	5
610001.12	4128580.9	0.70284	134.44	282.39	1.5 ANNUAL	SRCGP3	5
610021.12	4128580.9	0.7222	134.95	282.39	1.5 ANNUAL	SRCGP3	5
610041.12	4128580.9	0.73622	135.88	282.39	1.5 ANNUAL	SRCGP3	5
610061.12	4128580.9	0.75406	135.99	282.39	1.5 ANNUAL	SRCGP3	5
610101.12	4128580.9	0.78425	135.88	282.39	1.5 ANNUAL	SRCGP3	5
610121.12	4128580.9	0.78766	136.7	282.39	1.5 ANNUAL	SRCGP3	5
610141.12	4128580.9	0.77398	139.26	282.39	1.5 ANNUAL	SRCGP3	5
610161.12	4128580.9	0.77202	139.96	282.39	1.5 ANNUAL	SRCGP3	5
610181.12	4128580.9	0.76397	141.08	282.39	1.5 ANNUAL	SRCGP3	5
610221.12	4128580.9	0.7522	141.69	282.39	1.5 ANNUAL	SRCGP3	5
610241.12	4128580.9	0.73887	142.56	282.39	1.5 ANNUAL	SRCGP3	5
610261.12	4128580.9	0.72433	143.36	282.39	1.5 ANNUAL	SRCGP3	5
610281.12	4128580.9	0.71317	143.41	282.39	1.5 ANNUAL	SRCGP3	5
610301.12	4128580.9	0.69703	144.05	282.39	1.5 ANNUAL	SRCGP3	5

609941.12	4128600.9	0.73314	129.71	282.39	1.5 ANNUAL	SRCGP3	5
609961.12	4128600.9	0.75593	130.8	282.39	1.5 ANNUAL	SRCGP3	5
609981.12	4128600.9	0.77381	132.16	282.39	1.5 ANNUAL	SRCGP3	5
610001.12	4128600.9	0.79705	132.54	282.39	1.5 ANNUAL	SRCGP3	5
610021.12	4128600.9	0.80751	134.12	282.39	1.5 ANNUAL	SRCGP3	5
610041.12	4128600.9	0.81505	135.67	282.39	1.5 ANNUAL	SRCGP3	5
610061.12	4128600.9	0.83346	135.56	282.39	1.5 ANNUAL	SRCGP3	5
610101.12	4128600.9	0.85577	135.79	282.39	1.5 ANNUAL	SRCGP3	5
610121.12	4128600.9	0.85128	137.03	282.39	1.5 ANNUAL	SRCGP3	5
610141.12	4128600.9	0.83885	138.79	282.39	1.5 ANNUAL	SRCGP3	5
610161.12	4128600.9	0.82902	139.89	282.39	1.5 ANNUAL	SRCGP3	5
610181.12	4128600.9	0.81895	140.67	282.39	1.5 ANNUAL	SRCGP3	5
610221.12	4128600.9	0.79484	141.76	282.39	1.5 ANNUAL	SRCGP3	5
610241.12	4128600.9	0.78131	142.07	282.39	1.5 ANNUAL	SRCGP3	5
610261.12	4128600.9	0.76185	143	282.39	1.5 ANNUAL	SRCGP3	5
610301.12	4128600.9	0.72505	144.15	282.39	1.5 ANNUAL	SRCGP3	5
609981.12	4128620.9	0.87113	131.41	282.39	1.5 ANNUAL	SRCGP3	5
610001.12	4128620.9	0.89171	132.07	282.39	1.5 ANNUAL	SRCGP3	5
610021.12	4128620.9	0.90767	132.83	282.39	1.5 ANNUAL	SRCGP3	5
610041.12	4128620.9	0.924	133.14	282.39	1.5 ANNUAL	SRCGP3	5
610081.12	4128620.9	0.93222	134.91	282.39	1.5 ANNUAL	SRCGP3	5
610101.12	4128620.9	0.93215	135.54	282.39	1.5 ANNUAL	SRCGP3	5
610121.12	4128620.9	0.91223	137.81	282.39	1.5 ANNUAL	SRCGP3	5
610241.12	4128620.9	0.82191	141.71	282.39	1.5 ANNUAL	SRCGP3	5
610261.12	4128620.9	0.80104	142.27	282.39	1.5 ANNUAL	SRCGP3	5
610281.12	4128620.9	0.77842	142.98	282.39	1.5 ANNUAL	SRCGP3	5
610301.12	4128620.9	0.75647	143.54	282.39	1.5 ANNUAL	SRCGP3	5
609541.12	4128640.9	0.18264	119.55	119.55	1.5 ANNUAL	SRCGP3	5
610041.12	4128640.9	1.02063	132.88	282.39	1.5 ANNUAL	SRCGP3	5
610081.12	4128640.9	1.01799	134.6	282.39	1.5 ANNUAL	SRCGP3	5
610101.12	4128640.9	1.01093	135.31	282.39	1.5 ANNUAL	SRCGP3	5
610121.12	4128640.9	0.98284	137.65	282.39	1.5 ANNUAL	SRCGP3	5
610141.12	4128640.9	0.97374	137.78	282.39	1.5 ANNUAL	SRCGP3	5
610161.12	4128640.9	0.94788	139.3	282.39	1.5 ANNUAL	SRCGP3	5
610181.12	4128640.9	0.9287	139.85	282.39	1.5 ANNUAL	SRCGP3	5
610201.12	4128640.9	0.90601	140.55	282.39	1.5 ANNUAL	SRCGP3	5
610221.12	4128640.9	0.88349	141.05	282.39	1.5 ANNUAL	SRCGP3	5
610261.12	4128640.9	0.83443	142.2	282.39	1.5 ANNUAL	SRCGP3	5
610281.12	4128640.9	0.80987	142.69	282.39	1.5 ANNUAL	SRCGP3	5
610301.12	4128640.9	0.78417	143.33	282.39	1.5 ANNUAL	SRCGP3	5
609521.12	4128660.9	0.17971	119.11	119.11	1.5 ANNUAL	SRCGP3	5
609541.12	4128660.9	0.2018	119.55	119.55	1.5 ANNUAL	SRCGP3	5
610081.12	4128660.9	1.10694	134.27	282.39	1.5 ANNUAL	SRCGP3	5
610101.12	4128660.9	1.09634	134.63	282.39	1.5 ANNUAL	SRCGP3	5
610121.12	4128660.9	1.05386	137.49	282.39	1.5 ANNUAL	SRCGP3	5
610141.12	4128660.9	1.03503	137.91	282.39	1.5 ANNUAL	SRCGP3	5
610161.12	4128660.9	1.00243	139.41	282.39	1.5 ANNUAL	SRCGP3	5
610181.12	4128660.9	0.98188	139.47	282.39	1.5 ANNUAL	SRCGP3	5
610201.12	4128660.9	0.95638	139.86	282.39	1.5 ANNUAL	SRCGP3	5
610221.12	4128660.9	0.92474	140.84	282.39	1.5 ANNUAL	SRCGP3	5
610281.12	4128660.9	0.83615	142.93	282.39	1.5 ANNUAL	SRCGP3	5
610301.12	4128660.9	0.81391	142.62	282.39	1.5 ANNUAL	SRCGP3	5
609521.12	4128680.9	0.19753	119.23	119.23	1.5 ANNUAL	SRCGP3	5
609541.12	4128680.9	0.22564	119.18	119.18	1.5 ANNUAL	SRCGP3	5
609781.12	4128680.9	0.77756	126.76	126.76	1.5 ANNUAL	SRCGP3	5

609801.12	4128680.9	0.83883	127.11	181.5	1.5 ANNUAL	SRCGP3	5
610161.12	4128680.9	1.06062	138.99	282.39	1.5 ANNUAL	SRCGP3	5
610181.12	4128680.9	1.03584	138.86	282.39	1.5 ANNUAL	SRCGP3	5
610201.12	4128680.9	1.00441	139.28	282.39	1.5 ANNUAL	SRCGP3	5
610221.12	4128680.9	0.97151	139.81	282.39	1.5 ANNUAL	SRCGP3	5
610241.12	4128680.9	0.93509	140.76	282.39	1.5 ANNUAL	SRCGP3	5
610261.12	4128680.9	0.90524	140.95	282.39	1.5 ANNUAL	SRCGP3	5
610281.12	4128680.9	0.87577	141.12	282.39	1.5 ANNUAL	SRCGP3	5
610301.12	4128680.9	0.84227	141.93	282.39	1.5 ANNUAL	SRCGP3	5
609521.12	4128700.9	0.21885	119.22	119.22	1.5 ANNUAL	SRCGP3	5
609541.12	4128700.9	0.25183	119.23	120.32	1.5 ANNUAL	SRCGP3	5
609801.12	4128700.9	0.97716	126.84	182.23	1.5 ANNUAL	SRCGP3	5
610221.12	4128700.9	1.00446	140.15	282.39	1.5 ANNUAL	SRCGP3	5
610241.12	4128700.9	0.96967	140.42	282.39	1.5 ANNUAL	SRCGP3	5
610261.12	4128700.9	0.93368	140.91	282.39	1.5 ANNUAL	SRCGP3	5
610281.12	4128700.9	0.90516	140.54	282.39	1.5 ANNUAL	SRCGP3	5
608982.41	4129329.7	0.44393	106.67	106.67	1.5 ANNUAL	SRCGP3	5
609002.41	4129329.7	0.47517	106.47	106.47	1.5 ANNUAL	SRCGP3	5
609042.41	4129329.7	0.54912	107.88	107.88	1.5 ANNUAL	SRCGP3	5
609062.41	4129329.7	0.59004	107.99	107.99	1.5 ANNUAL	SRCGP3	5
609082.41	4129329.7	0.63581	108.76	108.76	1.5 ANNUAL	SRCGP3	5
608982.41	4129349.7	0.43581	106.52	106.52	1.5 ANNUAL	SRCGP3	5
609042.41	4129349.7	0.53318	108.14	108.14	1.5 ANNUAL	SRCGP3	5
609062.41	4129349.7	0.56986	108.04	108.04	1.5 ANNUAL	SRCGP3	5
609082.41	4129349.7	0.61114	108.92	108.92	1.5 ANNUAL	SRCGP3	5
609122.41	4129349.7	0.69829	109.41	109.41	1.5 ANNUAL	SRCGP3	5
609142.41	4129349.7	0.74417	109.75	112.02	1.5 ANNUAL	SRCGP3	5
608982.41	4129369.7	0.42519	106.25	106.25	1.5 ANNUAL	SRCGP3	5
609022.41	4129369.7	0.47963	105.62	107.91	1.5 ANNUAL	SRCGP3	5
609042.41	4129369.7	0.51131	106.21	108.62	1.5 ANNUAL	SRCGP3	5
609062.41	4129369.7	0.54795	108.26	108.26	1.5 ANNUAL	SRCGP3	5
609082.41	4129369.7	0.58304	108.44	108.44	1.5 ANNUAL	SRCGP3	5
609122.41	4129369.7	0.6581	109.58	109.58	1.5 ANNUAL	SRCGP3	5
609142.41	4129369.7	0.69542	110.11	112.05	1.5 ANNUAL	SRCGP3	5
609162.41	4129369.7	0.73378	111.94	111.94	1.5 ANNUAL	SRCGP3	5
609182.41	4129369.7	0.76545	111.89	111.89	1.5 ANNUAL	SRCGP3	5
608982.41	4129389.7	0.41321	106.15	106.15	1.5 ANNUAL	SRCGP3	5
609022.41	4129389.7	0.46321	105.75	105.75	1.5 ANNUAL	SRCGP3	5
609042.41	4129389.7	0.49134	106.12	108.6	1.5 ANNUAL	SRCGP3	5
609062.41	4129389.7	0.5244	108.41	108.41	1.5 ANNUAL	SRCGP3	5
609082.41	4129389.7	0.55527	108.93	108.93	1.5 ANNUAL	SRCGP3	5
609102.41	4129389.7	0.58585	109.18	109.18	1.5 ANNUAL	SRCGP3	5
609122.41	4129389.7	0.61619	109.62	109.62	1.5 ANNUAL	SRCGP3	5
609142.41	4129389.7	0.64635	110.72	111.81	1.5 ANNUAL	SRCGP3	5
609162.41	4129389.7	0.67406	111.98	111.98	1.5 ANNUAL	SRCGP3	5
608982.41	4129409.7	0.40016	105.99	105.99	1.5 ANNUAL	SRCGP3	5
609022.41	4129409.7	0.44612	106.07	106.07	1.5 ANNUAL	SRCGP3	5
609042.41	4129409.7	0.47165	106.81	106.81	1.5 ANNUAL	SRCGP3	5
609062.41	4129409.7	0.49787	107.57	108.43	1.5 ANNUAL	SRCGP3	5
609082.41	4129409.7	0.52444	108.48	108.48	1.5 ANNUAL	SRCGP3	5
609102.41	4129409.7	0.54991	109.13	109.13	1.5 ANNUAL	SRCGP3	5
609122.41	4129409.7	0.57417	109.87	109.87	1.5 ANNUAL	SRCGP3	5
609142.41	4129409.7	0.59727	111.23	111.23	1.5 ANNUAL	SRCGP3	5
609162.41	4129409.7	0.61665	112.16	112.16	1.5 ANNUAL	SRCGP3	5
609182.41	4129409.7	0.63159	112.27	112.27	1.5 ANNUAL	SRCGP3	5

609202.41	4129409.7	0.64275	112.46	112.46	1.5 ANNUAL	SRCGP3	5
609222.41	4129409.7	0.64949	113.1	113.1	1.5 ANNUAL	SRCGP3	5
609242.41	4129409.7	0.65034	113.67	113.67	1.5 ANNUAL	SRCGP3	5
609022.41	4129429.7	0.42694	105.64	105.64	1.5 ANNUAL	SRCGP3	5
609042.41	4129429.7	0.4498	106.82	106.82	1.5 ANNUAL	SRCGP3	5
609062.41	4129429.7	0.4718	107.52	107.52	1.5 ANNUAL	SRCGP3	5
609082.41	4129429.7	0.49332	108.31	108.31	1.5 ANNUAL	SRCGP3	5
609102.41	4129429.7	0.51326	108.9	108.9	1.5 ANNUAL	SRCGP3	5
609122.41	4129429.7	0.53207	109.89	109.89	1.5 ANNUAL	SRCGP3	5
609142.41	4129429.7	0.54788	110.51	110.51	1.5 ANNUAL	SRCGP3	5
609162.41	4129429.7	0.56097	111.2	111.2	1.5 ANNUAL	SRCGP3	5
609182.41	4129429.7	0.57096	112.12	112.12	1.5 ANNUAL	SRCGP3	5
609202.41	4129429.7	0.57669	112.39	112.39	1.5 ANNUAL	SRCGP3	5
609222.41	4129429.7	0.5785	113.13	113.13	1.5 ANNUAL	SRCGP3	5
609242.41	4129429.7	0.57593	113.41	113.41	1.5 ANNUAL	SRCGP3	5
609262.41	4129429.7	0.56816	114.39	114.39	1.5 ANNUAL	SRCGP3	5
609282.41	4129429.7	0.55649	115.59	115.59	1.5 ANNUAL	SRCGP3	5
609302.41	4129429.7	0.5435	116.2	116.2	1.5 ANNUAL	SRCGP3	5
609322.41	4129429.7	0.52902	116.66	116.66	1.5 ANNUAL	SRCGP3	5
609342.41	4129429.7	0.51338	117.06	118.17	1.5 ANNUAL	SRCGP3	5
609362.41	4129429.7	0.48056	118.13	118.13	1.5 ANNUAL	SRCGP3	5
609402.41	4129429.7	0.44028	120.02	120.02	1.5 ANNUAL	SRCGP3	5
609422.41	4129429.7	0.42314	120.32	122.41	1.5 ANNUAL	SRCGP3	5
609642.41	4129429.7	0.20083	129.78	172.13	1.5 ANNUAL	SRCGP3	5
609662.41	4129429.7	0.18754	129.86	172.13	1.5 ANNUAL	SRCGP3	5
609682.41	4129429.7	0.1749	130.6	172.13	1.5 ANNUAL	SRCGP3	5
609702.41	4129429.7	0.16546	131.27	172.13	1.5 ANNUAL	SRCGP3	5
610222.41	4129429.7	0.15882	149.58	349.54	1.5 ANNUAL	SRCGP3	5
610242.41	4129429.7	0.15542	150.64	349.54	1.5 ANNUAL	SRCGP3	5
610262.41	4129429.7	0.15243	151.43	349.54	1.5 ANNUAL	SRCGP3	5
610282.41	4129429.7	0.14955	152.17	349.54	1.5 ANNUAL	SRCGP3	5
610302.41	4129429.7	0.14705	152.64	349.54	1.5 ANNUAL	SRCGP3	5
609102.41	4129449.7	0.47682	108.58	108.58	1.5 ANNUAL	SRCGP3	5
609122.41	4129449.7	0.49063	109.57	109.57	1.5 ANNUAL	SRCGP3	5
609142.41	4129449.7	0.50192	110.52	110.52	1.5 ANNUAL	SRCGP3	5
609162.41	4129449.7	0.51019	111.28	111.28	1.5 ANNUAL	SRCGP3	5
609182.41	4129449.7	0.5155	112.15	112.15	1.5 ANNUAL	SRCGP3	5
609202.41	4129449.7	0.5171	112.31	112.31	1.5 ANNUAL	SRCGP3	5
609222.41	4129449.7	0.51556	112.36	112.36	1.5 ANNUAL	SRCGP3	5
609242.41	4129449.7	0.5112	112.62	115.91	1.5 ANNUAL	SRCGP3	5
609262.41	4129449.7	0.50092	114.58	115.91	1.5 ANNUAL	SRCGP3	5
609282.41	4129449.7	0.48863	115.9	115.9	1.5 ANNUAL	SRCGP3	5
609302.41	4129449.7	0.47631	116.37	116.37	1.5 ANNUAL	SRCGP3	5
609322.41	4129449.7	0.46268	116.9	117.55	1.5 ANNUAL	SRCGP3	5
609342.41	4129449.7	0.44815	117.49	118.66	1.5 ANNUAL	SRCGP3	5
609362.41	4129449.7	0.41844	118.5	118.5	1.5 ANNUAL	SRCGP3	5
609402.41	4129449.7	0.38786	119.53	122.13	1.5 ANNUAL	SRCGP3	5
609422.41	4129449.7	0.37029	120.91	122.48	1.5 ANNUAL	SRCGP3	5
609442.41	4129449.7	0.35248	122.62	122.62	1.5 ANNUAL	SRCGP3	5
609462.41	4129449.7	0.33796	123.41	123.41	1.5 ANNUAL	SRCGP3	5
609482.41	4129449.7	0.32401	123.9	123.9	1.5 ANNUAL	SRCGP3	5
609502.41	4129449.7	0.30924	124.3	124.3	1.5 ANNUAL	SRCGP3	5
609582.41	4129449.7	0.23736	126.13	171.85	1.5 ANNUAL	SRCGP3	5
609602.41	4129449.7	0.21825	127.07	172.08	1.5 ANNUAL	SRCGP3	5
609622.41	4129449.7	0.20153	127.59	172.13	1.5 ANNUAL	SRCGP3	5

609642.41	4129449.7	0.18598	128.27	172.13	1.5 ANNUAL	SRCGP3	5
609682.41	4129449.7	0.15774	130.77	172.13	1.5 ANNUAL	SRCGP3	5
609702.41	4129449.7	0.14839	131.41	172.13	1.5 ANNUAL	SRCGP3	5
610022.41	4129449.7	0.16167	142.28	349.54	1.5 ANNUAL	SRCGP3	5
610042.41	4129449.7	0.1607	143.15	349.54	1.5 ANNUAL	SRCGP3	5
610062.41	4129449.7	0.16003	143.71	349.54	1.5 ANNUAL	SRCGP3	5
610082.41	4129449.7	0.15783	145.09	349.54	1.5 ANNUAL	SRCGP3	5
610202.41	4129449.7	0.14703	149.34	349.54	1.5 ANNUAL	SRCGP3	5
610222.41	4129449.7	0.14469	150.05	349.54	1.5 ANNUAL	SRCGP3	5
610242.41	4129449.7	0.14208	150.92	349.54	1.5 ANNUAL	SRCGP3	5
610262.41	4129449.7	0.13949	151.75	349.54	1.5 ANNUAL	SRCGP3	5
610282.41	4129449.7	0.13719	152.32	349.54	1.5 ANNUAL	SRCGP3	5
610302.41	4129449.7	0.1353	152.5	349.54	1.5 ANNUAL	SRCGP3	5
609002.41	4129469.7	0.37186	104.91	104.91	1.5 ANNUAL	SRCGP3	5
609022.41	4129469.7	0.38766	105.54	105.54	1.5 ANNUAL	SRCGP3	5
609042.41	4129469.7	0.4041	107.02	107.02	1.5 ANNUAL	SRCGP3	5
609062.41	4129469.7	0.41781	107.32	107.32	1.5 ANNUAL	SRCGP3	5
609202.41	4129469.7	0.46358	111.91	111.91	1.5 ANNUAL	SRCGP3	5
609222.41	4129469.7	0.46003	112.24	112.24	1.5 ANNUAL	SRCGP3	5
609242.41	4129469.7	0.45425	112.61	115.91	1.5 ANNUAL	SRCGP3	5
609262.41	4129469.7	0.44403	114.28	115.91	1.5 ANNUAL	SRCGP3	5
609282.41	4129469.7	0.43207	115.58	115.58	1.5 ANNUAL	SRCGP3	5
609302.41	4129469.7	0.4206	115.98	115.98	1.5 ANNUAL	SRCGP3	5
609322.41	4129469.7	0.40799	116.61	117.2	1.5 ANNUAL	SRCGP3	5
609342.41	4129469.7	0.39459	117.46	117.46	1.5 ANNUAL	SRCGP3	5
609362.41	4129469.7	0.36887	118.3	118.3	1.5 ANNUAL	SRCGP3	5
609402.41	4129469.7	0.34316	119.4	119.4	1.5 ANNUAL	SRCGP3	5
609422.41	4129469.7	0.32921	120.59	121.21	1.5 ANNUAL	SRCGP3	5
609442.41	4129469.7	0.31643	121.56	123.36	1.5 ANNUAL	SRCGP3	5
609462.41	4129469.7	0.30334	122.78	123.65	1.5 ANNUAL	SRCGP3	5
609482.41	4129469.7	0.28983	124.09	124.09	1.5 ANNUAL	SRCGP3	5
609502.41	4129469.7	0.27719	124.65	124.65	1.5 ANNUAL	SRCGP3	5
609522.41	4129469.7	0.2633	125.13	125.13	1.5 ANNUAL	SRCGP3	5
609542.41	4129469.7	0.24779	125.69	125.69	1.5 ANNUAL	SRCGP3	5
609602.41	4129469.7	0.19977	126.79	171.85	1.5 ANNUAL	SRCGP3	5
609622.41	4129469.7	0.18479	127.28	172.13	1.5 ANNUAL	SRCGP3	5
609642.41	4129469.7	0.1702	128.18	172.13	1.5 ANNUAL	SRCGP3	5
609662.41	4129469.7	0.15768	128.71	172.13	1.5 ANNUAL	SRCGP3	5
609682.41	4129469.7	0.14605	129.56	172.13	1.5 ANNUAL	SRCGP3	5
609702.41	4129469.7	0.13676	130.16	172.13	1.5 ANNUAL	SRCGP3	5
609742.41	4129469.7	0.12337	132.93	172.13	1.5 ANNUAL	SRCGP3	5
609762.41	4129469.7	0.12204	133.51	349.54	1.5 ANNUAL	SRCGP3	5
609782.41	4129469.7	0.12328	133.81	349.54	1.5 ANNUAL	SRCGP3	5
609962.41	4129469.7	0.14446	140	349.54	1.5 ANNUAL	SRCGP3	5
609982.41	4129469.7	0.14438	141.03	349.54	1.5 ANNUAL	SRCGP3	5
610002.41	4129469.7	0.14436	141.82	349.54	1.5 ANNUAL	SRCGP3	5
610022.41	4129469.7	0.14434	142.46	349.54	1.5 ANNUAL	SRCGP3	5
610042.41	4129469.7	0.14422	143.03	349.54	1.5 ANNUAL	SRCGP3	5
610062.41	4129469.7	0.14377	143.69	349.54	1.5 ANNUAL	SRCGP3	5
610082.41	4129469.7	0.14212	145.07	349.54	1.5 ANNUAL	SRCGP3	5
610102.41	4129469.7	0.14085	146.08	349.54	1.5 ANNUAL	SRCGP3	5
610122.41	4129469.7	0.13993	146.7	349.54	1.5 ANNUAL	SRCGP3	5
610142.41	4129469.7	0.13924	147.01	349.54	1.5 ANNUAL	SRCGP3	5
610162.41	4129469.7	0.13693	148.45	349.54	1.5 ANNUAL	SRCGP3	5
610182.41	4129469.7	0.13498	149.52	349.54	1.5 ANNUAL	SRCGP3	5

610222.41	4129469.7	0.1325	150.09	349.54	1.5 ANNUAL	SRCGP3	5
610242.41	4129469.7	0.13113	150.31	349.54	1.5 ANNUAL	SRCGP3	5
610262.41	4129469.7	0.12748	152.53	349.54	1.5 ANNUAL	SRCGP3	5
610302.41	4129469.7	0.12496	152.34	349.54	1.5 ANNUAL	SRCGP3	5
609002.41	4129489.7	0.35439	105	105	1.5 ANNUAL	SRCGP3	5
609022.41	4129489.7	0.36742	105.66	105.66	1.5 ANNUAL	SRCGP3	5
609042.41	4129489.7	0.38077	107.23	107.23	1.5 ANNUAL	SRCGP3	5
609062.41	4129489.7	0.39166	107.86	107.86	1.5 ANNUAL	SRCGP3	5
609082.41	4129489.7	0.40102	108.45	108.45	1.5 ANNUAL	SRCGP3	5
609102.41	4129489.7	0.40889	109.22	109.22	1.5 ANNUAL	SRCGP3	5
609122.41	4129489.7	0.41509	110.26	110.26	1.5 ANNUAL	SRCGP3	5
609142.41	4129489.7	0.41863	110.73	110.73	1.5 ANNUAL	SRCGP3	5
609162.41	4129489.7	0.41985	110.96	110.96	1.5 ANNUAL	SRCGP3	5
609222.41	4129489.7	0.41127	112.07	112.07	1.5 ANNUAL	SRCGP3	5
609242.41	4129489.7	0.40479	112.67	114.04	1.5 ANNUAL	SRCGP3	5
609262.41	4129489.7	0.39471	114.2	114.2	1.5 ANNUAL	SRCGP3	5
609402.41	4129489.7	0.30442	119.8	119.8	1.5 ANNUAL	SRCGP3	5
609422.41	4129489.7	0.2933	120.83	120.83	1.5 ANNUAL	SRCGP3	5
609442.41	4129489.7	0.28306	121.66	121.66	1.5 ANNUAL	SRCGP3	5
609462.41	4129489.7	0.27399	121.99	121.99	1.5 ANNUAL	SRCGP3	5
609482.41	4129489.7	0.2641	122.55	122.55	1.5 ANNUAL	SRCGP3	5
609502.41	4129489.7	0.25364	122.96	125.36	1.5 ANNUAL	SRCGP3	5
609522.41	4129489.7	0.2403	124.28	125.36	1.5 ANNUAL	SRCGP3	5
609542.41	4129489.7	0.22625	125.26	125.26	1.5 ANNUAL	SRCGP3	5
609582.41	4129489.7	0.19816	125.94	171.65	1.5 ANNUAL	SRCGP3	5
609602.41	4129489.7	0.18415	126.32	171.85	1.5 ANNUAL	SRCGP3	5
609682.41	4129489.7	0.13456	129.28	172.13	1.5 ANNUAL	SRCGP3	5
609702.41	4129489.7	0.12557	129.85	349.54	1.5 ANNUAL	SRCGP3	5
609742.41	4129489.7	0.11226	132.1	349.54	1.5 ANNUAL	SRCGP3	5
609762.41	4129489.7	0.10954	133.04	349.54	1.5 ANNUAL	SRCGP3	5
609782.41	4129489.7	0.10937	133.66	349.54	1.5 ANNUAL	SRCGP3	5
609802.41	4129489.7	0.11059	134.49	349.54	1.5 ANNUAL	SRCGP3	5
609822.41	4129489.7	0.11294	135.26	349.54	1.5 ANNUAL	SRCGP3	5
609842.41	4129489.7	0.11611	135.77	349.54	1.5 ANNUAL	SRCGP3	5
609862.41	4129489.7	0.11939	136.27	349.54	1.5 ANNUAL	SRCGP3	5
609882.41	4129489.7	0.12131	137.75	349.54	1.5 ANNUAL	SRCGP3	5
609962.41	4129489.7	0.12959	139.47	349.54	1.5 ANNUAL	SRCGP3	5
609982.41	4129489.7	0.12957	140.69	349.54	1.5 ANNUAL	SRCGP3	5
610002.41	4129489.7	0.13022	141.17	349.54	1.5 ANNUAL	SRCGP3	5
610022.41	4129489.7	0.13035	141.86	349.54	1.5 ANNUAL	SRCGP3	5
610042.41	4129489.7	0.13016	142.65	349.54	1.5 ANNUAL	SRCGP3	5
610062.41	4129489.7	0.12998	143.31	349.54	1.5 ANNUAL	SRCGP3	5
610082.41	4129489.7	0.12965	143.96	349.54	1.5 ANNUAL	SRCGP3	5
610102.41	4129489.7	0.12768	145.82	349.54	1.5 ANNUAL	SRCGP3	5
610122.41	4129489.7	0.12715	146.41	349.54	1.5 ANNUAL	SRCGP3	5
610142.41	4129489.7	0.12616	147.26	349.54	1.5 ANNUAL	SRCGP3	5
610182.41	4129489.7	0.12346	149.25	349.54	1.5 ANNUAL	SRCGP3	5
610222.41	4129489.7	0.12186	149.74	349.54	1.5 ANNUAL	SRCGP3	5
610242.41	4129489.7	0.1205	150.31	349.54	1.5 ANNUAL	SRCGP3	5
610262.41	4129489.7	0.11767	152.25	349.54	1.5 ANNUAL	SRCGP3	5
610302.41	4129489.7	0.11566	152.2	349.54	1.5 ANNUAL	SRCGP3	5
609002.41	4129509.7	0.3357	104.49	104.49	1.5 ANNUAL	SRCGP3	5
609022.41	4129509.7	0.34598	105.07	105.07	1.5 ANNUAL	SRCGP3	5
609042.41	4129509.7	0.35591	106.18	106.18	1.5 ANNUAL	SRCGP3	5
609062.41	4129509.7	0.3641	106.92	106.92	1.5 ANNUAL	SRCGP3	5

609082.41	4129509.7	0.37136	108.11	108.11	1.5 ANNUAL	SRCGP3	5
609102.41	4129509.7	0.37645	108.86	108.86	1.5 ANNUAL	SRCGP3	5
609122.41	4129509.7	0.37982	109.66	110.12	1.5 ANNUAL	SRCGP3	5
609142.41	4129509.7	0.38159	110.84	110.84	1.5 ANNUAL	SRCGP3	5
609162.41	4129509.7	0.38073	110.96	110.96	1.5 ANNUAL	SRCGP3	5
609202.41	4129509.7	0.37368	110.73	110.73	1.5 ANNUAL	SRCGP3	5
609222.41	4129509.7	0.36852	111.83	111.83	1.5 ANNUAL	SRCGP3	5
609242.41	4129509.7	0.36166	113.18	113.18	1.5 ANNUAL	SRCGP3	5
609262.41	4129509.7	0.35255	113.91	113.91	1.5 ANNUAL	SRCGP3	5
609302.41	4129509.7	0.33317	115.02	115.02	1.5 ANNUAL	SRCGP3	5
609322.41	4129509.7	0.32279	115.81	117.58	1.5 ANNUAL	SRCGP3	5
609342.41	4129509.7	0.31128	117.47	117.47	1.5 ANNUAL	SRCGP3	5
609362.41	4129509.7	0.29072	118.61	118.61	1.5 ANNUAL	SRCGP3	5
609382.41	4129509.7	0.28088	119.47	119.47	1.5 ANNUAL	SRCGP3	5
609462.41	4129509.7	0.2481	121.48	121.48	1.5 ANNUAL	SRCGP3	5
609482.41	4129509.7	0.23941	122.23	122.23	1.5 ANNUAL	SRCGP3	5
609502.41	4129509.7	0.2303	122.8	122.8	1.5 ANNUAL	SRCGP3	5
609522.41	4129509.7	0.21979	123.57	124.84	1.5 ANNUAL	SRCGP3	5
609542.41	4129509.7	0.20714	124.95	124.95	1.5 ANNUAL	SRCGP3	5
609582.41	4129509.7	0.18272	125.59	170.29	1.5 ANNUAL	SRCGP3	5
609602.41	4129509.7	0.17009	126.09	171.73	1.5 ANNUAL	SRCGP3	5
609622.41	4129509.7	0.15588	127.89	171.73	1.5 ANNUAL	SRCGP3	5
609642.41	4129509.7	0.14393	128.75	171.85	1.5 ANNUAL	SRCGP3	5
609662.41	4129509.7	0.1334	129.23	172.08	1.5 ANNUAL	SRCGP3	5
609682.41	4129509.7	0.12356	129.85	349.54	1.5 ANNUAL	SRCGP3	5
609762.41	4129509.7	0.09967	132.18	349.54	1.5 ANNUAL	SRCGP3	5
609782.41	4129509.7	0.09822	133.19	349.54	1.5 ANNUAL	SRCGP3	5
609802.41	4129509.7	0.09863	134.04	349.54	1.5 ANNUAL	SRCGP3	5
609822.41	4129509.7	0.10004	135.09	349.54	1.5 ANNUAL	SRCGP3	5
609842.41	4129509.7	0.10259	135.69	349.54	1.5 ANNUAL	SRCGP3	5
609862.41	4129509.7	0.1055	136.21	349.54	1.5 ANNUAL	SRCGP3	5
609882.41	4129509.7	0.10739	137.73	349.54	1.5 ANNUAL	SRCGP3	5
609902.41	4129509.7	0.10993	138.35	349.54	1.5 ANNUAL	SRCGP3	5
609922.41	4129509.7	0.11233	138.75	349.54	1.5 ANNUAL	SRCGP3	5
609942.41	4129509.7	0.11396	139.49	349.54	1.5 ANNUAL	SRCGP3	5
609982.41	4129509.7	0.11698	140.07	349.54	1.5 ANNUAL	SRCGP3	5
610002.41	4129509.7	0.1176	140.72	349.54	1.5 ANNUAL	SRCGP3	5
610082.41	4129509.7	0.11743	143.83	349.54	1.5 ANNUAL	SRCGP3	5
610102.41	4129509.7	0.11676	144.86	349.54	1.5 ANNUAL	SRCGP3	5
610122.41	4129509.7	0.11618	145.72	349.54	1.5 ANNUAL	SRCGP3	5
610142.41	4129509.7	0.11588	146.21	349.54	1.5 ANNUAL	SRCGP3	5
610162.41	4129509.7	0.11425	147.83	349.54	1.5 ANNUAL	SRCGP3	5
610182.41	4129509.7	0.11318	148.84	349.54	1.5 ANNUAL	SRCGP3	5
610222.41	4129509.7	0.11192	149.61	349.54	1.5 ANNUAL	SRCGP3	5
610242.41	4129509.7	0.11042	150.71	349.54	1.5 ANNUAL	SRCGP3	5
610262.41	4129509.7	0.10877	151.88	349.54	1.5 ANNUAL	SRCGP3	5
610302.41	4129509.7	0.10718	152.04	349.54	1.5 ANNUAL	SRCGP3	5
609002.41	4129529.7	0.31714	104.22	104.22	1.5 ANNUAL	SRCGP3	5
609022.41	4129529.7	0.32523	104.93	104.93	1.5 ANNUAL	SRCGP3	5
609042.41	4129529.7	0.33244	105.82	105.82	1.5 ANNUAL	SRCGP3	5
609062.41	4129529.7	0.33832	106.63	106.63	1.5 ANNUAL	SRCGP3	5
609082.41	4129529.7	0.34288	107.51	107.51	1.5 ANNUAL	SRCGP3	5
609102.41	4129529.7	0.34585	108.3	108.3	1.5 ANNUAL	SRCGP3	5
609122.41	4129529.7	0.34674	108.46	110.74	1.5 ANNUAL	SRCGP3	5
609142.41	4129529.7	0.34693	109.69	110.33	1.5 ANNUAL	SRCGP3	5

609162.41	4129529.7	0.34528	110.72	110.72	1.5 ANNUAL	SRCGP3	5
609202.41	4129529.7	0.33675	110.76	110.76	1.5 ANNUAL	SRCGP3	5
609222.41	4129529.7	0.33105	111.45	111.45	1.5 ANNUAL	SRCGP3	5
609242.41	4129529.7	0.32432	113.19	113.51	1.5 ANNUAL	SRCGP3	5
609262.41	4129529.7	0.316	113.71	113.71	1.5 ANNUAL	SRCGP3	5
609302.41	4129529.7	0.29839	114.75	117.33	1.5 ANNUAL	SRCGP3	5
609322.41	4129529.7	0.28818	116.3	117.71	1.5 ANNUAL	SRCGP3	5
609342.41	4129529.7	0.26963	117.78	117.78	1.5 ANNUAL	SRCGP3	5
609362.41	4129529.7	0.26047	118.77	118.77	1.5 ANNUAL	SRCGP3	5
609382.41	4129529.7	0.25191	119.79	119.79	1.5 ANNUAL	SRCGP3	5
609402.41	4129529.7	0.24396	120.76	120.76	1.5 ANNUAL	SRCGP3	5
609422.41	4129529.7	0.23738	121.13	121.13	1.5 ANNUAL	SRCGP3	5
609442.41	4129529.7	0.2305	121.75	121.75	1.5 ANNUAL	SRCGP3	5
609542.41	4129529.7	0.1908	124.25	124.25	1.5 ANNUAL	SRCGP3	5
609582.41	4129529.7	0.16915	125.19	125.19	1.5 ANNUAL	SRCGP3	5
609602.41	4129529.7	0.15764	125.9	171.65	1.5 ANNUAL	SRCGP3	5
609642.41	4129529.7	0.13477	128.06	349.54	1.5 ANNUAL	SRCGP3	5
609662.41	4129529.7	0.1239	129.38	349.54	1.5 ANNUAL	SRCGP3	5
609682.41	4129529.7	0.11453	130.15	349.54	1.5 ANNUAL	SRCGP3	5
609742.41	4129529.7	0.09389	131.92	349.54	1.5 ANNUAL	SRCGP3	5
609762.41	4129529.7	0.0904	132.45	349.54	1.5 ANNUAL	SRCGP3	5
609862.41	4129529.7	0.09382	135.93	349.54	1.5 ANNUAL	SRCGP3	5
609882.41	4129529.7	0.09613	136.87	349.54	1.5 ANNUAL	SRCGP3	5
609902.41	4129529.7	0.09851	137.6	349.54	1.5 ANNUAL	SRCGP3	5
609922.41	4129529.7	0.1009	138.03	349.54	1.5 ANNUAL	SRCGP3	5
609942.41	4129529.7	0.10178	139.75	349.54	1.5 ANNUAL	SRCGP3	5
609962.41	4129529.7	0.10382	139.79	349.54	1.5 ANNUAL	SRCGP3	5
610002.41	4129529.7	0.10677	140.01	349.54	1.5 ANNUAL	SRCGP3	5
610022.41	4129529.7	0.10664	141.31	349.54	1.5 ANNUAL	SRCGP3	5
610042.41	4129529.7	0.10649	142.41	349.54	1.5 ANNUAL	SRCGP3	5
610062.41	4129529.7	0.10605	143.64	349.54	1.5 ANNUAL	SRCGP3	5
610162.41	4129529.7	0.1041	148.02	349.54	1.5 ANNUAL	SRCGP3	5
610182.41	4129529.7	0.10375	148.56	349.54	1.5 ANNUAL	SRCGP3	5
610222.41	4129529.7	0.10305	149.28	349.54	1.5 ANNUAL	SRCGP3	5
610242.41	4129529.7	0.10128	151.06	349.54	1.5 ANNUAL	SRCGP3	5
610262.41	4129529.7	0.10051	151.6	349.54	1.5 ANNUAL	SRCGP3	5
610282.41	4129529.7	0.10053	151.1	349.54	1.5 ANNUAL	SRCGP3	5
610302.41	4129529.7	0.09945	151.76	349.54	1.5 ANNUAL	SRCGP3	5
609122.41	4129549.7	0.31739	108.51	108.51	1.5 ANNUAL	SRCGP3	5
609142.41	4129549.7	0.3162	109.69	110.52	1.5 ANNUAL	SRCGP3	5
609162.41	4129549.7	0.31338	110.33	110.33	1.5 ANNUAL	SRCGP3	5
609202.41	4129549.7	0.30414	110.82	110.82	1.5 ANNUAL	SRCGP3	5
609222.41	4129549.7	0.2983	111.25	112.74	1.5 ANNUAL	SRCGP3	5
609242.41	4129549.7	0.292	113	113	1.5 ANNUAL	SRCGP3	5
609262.41	4129549.7	0.28499	113.07	113.07	1.5 ANNUAL	SRCGP3	5
609282.41	4129549.7	0.27684	113.68	113.68	1.5 ANNUAL	SRCGP3	5
609302.41	4129549.7	0.26828	114.62	114.62	1.5 ANNUAL	SRCGP3	5
609322.41	4129549.7	0.25975	115.75	118.81	1.5 ANNUAL	SRCGP3	5
609342.41	4129549.7	0.24223	118.05	118.17	1.5 ANNUAL	SRCGP3	5
609362.41	4129549.7	0.23507	118.71	118.71	1.5 ANNUAL	SRCGP3	5
609382.41	4129549.7	0.22906	118.99	118.99	1.5 ANNUAL	SRCGP3	5
609402.41	4129549.7	0.22294	119.51	121.33	1.5 ANNUAL	SRCGP3	5
609422.41	4129549.7	0.21501	121.43	121.43	1.5 ANNUAL	SRCGP3	5
609442.41	4129549.7	0.20926	121.99	121.99	1.5 ANNUAL	SRCGP3	5
609482.41	4129549.7	0.19868	122.01	122.01	1.5 ANNUAL	SRCGP3	5

609502.41	4129549.7	0.19216	122.42	122.42	1.5 ANNUAL	SRCGP3	5
609522.41	4129549.7	0.18407	123.49	123.9	1.5 ANNUAL	SRCGP3	5
609582.41	4129549.7	0.15698	124.83	124.83	1.5 ANNUAL	SRCGP3	5
609602.41	4129549.7	0.14641	125.86	349.54	1.5 ANNUAL	SRCGP3	5
609622.41	4129549.7	0.13643	126.54	349.54	1.5 ANNUAL	SRCGP3	5
609642.41	4129549.7	0.12632	127.61	349.54	1.5 ANNUAL	SRCGP3	5
609662.41	4129549.7	0.11704	128.36	349.54	1.5 ANNUAL	SRCGP3	5
609682.41	4129549.7	0.10824	129.15	349.54	1.5 ANNUAL	SRCGP3	5
609722.41	4129549.7	0.09289	130.84	349.54	1.5 ANNUAL	SRCGP3	5
609742.41	4129549.7	0.08705	131.7	349.54	1.5 ANNUAL	SRCGP3	5
609762.41	4129549.7	0.08295	132.43	349.54	1.5 ANNUAL	SRCGP3	5
609782.41	4129549.7	0.08028	133.5	349.54	1.5 ANNUAL	SRCGP3	5
609802.41	4129549.7	0.07917	134.61	349.54	1.5 ANNUAL	SRCGP3	5
609822.41	4129549.7	0.07959	135.41	349.54	1.5 ANNUAL	SRCGP3	5
609862.41	4129549.7	0.08317	136.53	349.54	1.5 ANNUAL	SRCGP3	5
609882.41	4129549.7	0.0857	136.83	349.54	1.5 ANNUAL	SRCGP3	5
609922.41	4129549.7	0.09026	138.02	349.54	1.5 ANNUAL	SRCGP3	5
609942.41	4129549.7	0.09206	138.83	349.54	1.5 ANNUAL	SRCGP3	5
609962.41	4129549.7	0.09321	140.04	349.54	1.5 ANNUAL	SRCGP3	5
610002.41	4129549.7	0.09609	140.53	349.54	1.5 ANNUAL	SRCGP3	5
610022.41	4129549.7	0.09666	141.3	349.54	1.5 ANNUAL	SRCGP3	5
610042.41	4129549.7	0.0966	142.51	349.54	1.5 ANNUAL	SRCGP3	5
610062.41	4129549.7	0.09648	143.57	349.54	1.5 ANNUAL	SRCGP3	5
610082.41	4129549.7	0.09622	144.65	349.54	1.5 ANNUAL	SRCGP3	5
610102.41	4129549.7	0.09611	145.44	349.54	1.5 ANNUAL	SRCGP3	5
610122.41	4129549.7	0.09616	145.97	349.54	1.5 ANNUAL	SRCGP3	5
610162.41	4129549.7	0.09505	148.17	349.54	1.5 ANNUAL	SRCGP3	5
610182.41	4129549.7	0.09527	148.25	349.54	1.5 ANNUAL	SRCGP3	5
610202.41	4129549.7	0.09525	148.49	349.54	1.5 ANNUAL	SRCGP3	5
610222.41	4129549.7	0.09494	148.98	349.54	1.5 ANNUAL	SRCGP3	5
610242.41	4129549.7	0.09311	151.23	349.54	1.5 ANNUAL	SRCGP3	5
610282.41	4129549.7	0.09297	151.01	349.54	1.5 ANNUAL	SRCGP3	5
610302.41	4129549.7	0.09221	151.6	349.54	1.5 ANNUAL	SRCGP3	5
608982.41	4129569.7	0.276	103.83	103.83	1.5 ANNUAL	SRCGP3	5
609002.41	4129569.7	0.28109	104.4	104.4	1.5 ANNUAL	SRCGP3	5
609022.41	4129569.7	0.28548	105.21	105.21	1.5 ANNUAL	SRCGP3	5
609042.41	4129569.7	0.28882	106.01	106.01	1.5 ANNUAL	SRCGP3	5
609062.41	4129569.7	0.29113	106.87	106.87	1.5 ANNUAL	SRCGP3	5
609082.41	4129569.7	0.2922	107.62	107.62	1.5 ANNUAL	SRCGP3	5
609102.41	4129569.7	0.29197	108.15	108.15	1.5 ANNUAL	SRCGP3	5
609122.41	4129569.7	0.2905	108.51	108.51	1.5 ANNUAL	SRCGP3	5
609142.41	4129569.7	0.28842	109.72	109.72	1.5 ANNUAL	SRCGP3	5
609162.41	4129569.7	0.2848	109.89	109.89	1.5 ANNUAL	SRCGP3	5
609202.41	4129569.7	0.27525	110.55	110.55	1.5 ANNUAL	SRCGP3	5
609222.41	4129569.7	0.26958	111.04	112.51	1.5 ANNUAL	SRCGP3	5
609242.41	4129569.7	0.26363	112.61	112.61	1.5 ANNUAL	SRCGP3	5
609282.41	4129569.7	0.25016	113.38	113.38	1.5 ANNUAL	SRCGP3	5
609302.41	4129569.7	0.24269	114.14	114.14	1.5 ANNUAL	SRCGP3	5
609322.41	4129569.7	0.23554	114.89	118.81	1.5 ANNUAL	SRCGP3	5
609342.41	4129569.7	0.22784	116.55	118.81	1.5 ANNUAL	SRCGP3	5
609362.41	4129569.7	0.21371	118.33	118.33	1.5 ANNUAL	SRCGP3	5
609382.41	4129569.7	0.20851	118.65	118.65	1.5 ANNUAL	SRCGP3	5
609402.41	4129569.7	0.20344	119.04	119.04	1.5 ANNUAL	SRCGP3	5
609422.41	4129569.7	0.19747	120.26	120.64	1.5 ANNUAL	SRCGP3	5
609442.41	4129569.7	0.19234	120.9	120.9	1.5 ANNUAL	SRCGP3	5

609482.41	4129569.7	0.18192	122.01	122.01	1.5 ANNUAL	SRCGP3	5
609502.41	4129569.7	0.17633	122.35	123.76	1.5 ANNUAL	SRCGP3	5
609522.41	4129569.7	0.16886	123.89	123.89	1.5 ANNUAL	SRCGP3	5
609582.41	4129569.7	0.14567	124.82	349.54	1.5 ANNUAL	SRCGP3	5
609602.41	4129569.7	0.13649	125.73	349.54	1.5 ANNUAL	SRCGP3	5
609622.41	4129569.7	0.12749	126.47	349.54	1.5 ANNUAL	SRCGP3	5
609642.41	4129569.7	0.1185	127.4	349.54	1.5 ANNUAL	SRCGP3	5
609662.41	4129569.7	0.10997	128.17	349.54	1.5 ANNUAL	SRCGP3	5
609682.41	4129569.7	0.10181	128.95	349.54	1.5 ANNUAL	SRCGP3	5
609742.41	4129569.7	0.08157	131.15	349.54	1.5 ANNUAL	SRCGP3	5
609762.41	4129569.7	0.07686	132.25	349.54	1.5 ANNUAL	SRCGP3	5
609782.41	4129569.7	0.07392	133.08	349.54	1.5 ANNUAL	SRCGP3	5
609802.41	4129569.7	0.07235	134.08	349.54	1.5 ANNUAL	SRCGP3	5
609822.41	4129569.7	0.07219	134.88	349.54	1.5 ANNUAL	SRCGP3	5
609862.41	4129569.7	0.07439	136.66	349.54	1.5 ANNUAL	SRCGP3	5
609882.41	4129569.7	0.07647	137.14	349.54	1.5 ANNUAL	SRCGP3	5
609902.41	4129569.7	0.07857	137.8	349.54	1.5 ANNUAL	SRCGP3	5
609922.41	4129569.7	0.08084	138.17	349.54	1.5 ANNUAL	SRCGP3	5
609942.41	4129569.7	0.08294	138.55	349.54	1.5 ANNUAL	SRCGP3	5
609962.41	4129569.7	0.08392	140.2	349.54	1.5 ANNUAL	SRCGP3	5
610002.41	4129569.7	0.08748	140.01	349.54	1.5 ANNUAL	SRCGP3	5
610022.41	4129569.7	0.08785	141.25	349.54	1.5 ANNUAL	SRCGP3	5
610042.41	4129569.7	0.08862	141.64	349.54	1.5 ANNUAL	SRCGP3	5
610062.41	4129569.7	0.08917	142.07	349.54	1.5 ANNUAL	SRCGP3	5
610082.41	4129569.7	0.08936	142.75	349.54	1.5 ANNUAL	SRCGP3	5
610102.41	4129569.7	0.08898	144.01	349.54	1.5 ANNUAL	SRCGP3	5
610122.41	4129569.7	0.08797	145.94	349.54	1.5 ANNUAL	SRCGP3	5
610162.41	4129569.7	0.0872	148.03	349.54	1.5 ANNUAL	SRCGP3	5
610202.41	4129569.7	0.08739	148.61	349.54	1.5 ANNUAL	SRCGP3	5
610222.41	4129569.7	0.08726	149.06	349.54	1.5 ANNUAL	SRCGP3	5
610242.41	4129569.7	0.08589	151.09	349.54	1.5 ANNUAL	SRCGP3	5
610282.41	4129569.7	0.08591	151.07	349.54	1.5 ANNUAL	SRCGP3	5
610302.41	4129569.7	0.08557	151.37	349.54	1.5 ANNUAL	SRCGP3	5
608982.41	4129589.7	0.25929	103.1	103.1	1.5 ANNUAL	SRCGP3	5
609002.41	4129589.7	0.26317	103.98	104.52	1.5 ANNUAL	SRCGP3	5
609022.41	4129589.7	0.26596	104.61	106.05	1.5 ANNUAL	SRCGP3	5
609042.41	4129589.7	0.26828	105.81	105.81	1.5 ANNUAL	SRCGP3	5
609062.41	4129589.7	0.26959	107.05	107.05	1.5 ANNUAL	SRCGP3	5
609082.41	4129589.7	0.26967	108.04	108.04	1.5 ANNUAL	SRCGP3	5
609102.41	4129589.7	0.26849	108.61	108.61	1.5 ANNUAL	SRCGP3	5
609122.41	4129589.7	0.26607	108.55	108.55	1.5 ANNUAL	SRCGP3	5
609142.41	4129589.7	0.26331	109.58	109.58	1.5 ANNUAL	SRCGP3	5
609162.41	4129589.7	0.25931	109.57	109.57	1.5 ANNUAL	SRCGP3	5
609202.41	4129589.7	0.24973	110.21	110.21	1.5 ANNUAL	SRCGP3	5
609222.41	4129589.7	0.24439	111.02	112.47	1.5 ANNUAL	SRCGP3	5
609242.41	4129589.7	0.2388	112.45	112.45	1.5 ANNUAL	SRCGP3	5
609282.41	4129589.7	0.22695	113.1	113.1	1.5 ANNUAL	SRCGP3	5
609302.41	4129589.7	0.2202	113.92	113.92	1.5 ANNUAL	SRCGP3	5
609322.41	4129589.7	0.21355	115.03	115.03	1.5 ANNUAL	SRCGP3	5
609342.41	4129589.7	0.20724	116.23	116.23	1.5 ANNUAL	SRCGP3	5
609362.41	4129589.7	0.19562	117.59	117.59	1.5 ANNUAL	SRCGP3	5
609382.41	4129589.7	0.19097	118.02	118.02	1.5 ANNUAL	SRCGP3	5
609402.41	4129589.7	0.18686	118.17	120.49	1.5 ANNUAL	SRCGP3	5
609422.41	4129589.7	0.1807	120.25	120.25	1.5 ANNUAL	SRCGP3	5
609442.41	4129589.7	0.17648	120.67	120.67	1.5 ANNUAL	SRCGP3	5

609482.41	4129589.7	0.16732	121.82	121.82	1.5 ANNUAL	SRCGP3	5
609502.41	4129589.7	0.16221	122.41	123.92	1.5 ANNUAL	SRCGP3	5
609522.41	4129589.7	0.15571	123.94	123.94	1.5 ANNUAL	SRCGP3	5
609562.41	4129589.7	0.14289	124.45	349.54	1.5 ANNUAL	SRCGP3	5
609582.41	4129589.7	0.13558	124.79	349.54	1.5 ANNUAL	SRCGP3	5
609602.41	4129589.7	0.12666	126.52	349.54	1.5 ANNUAL	SRCGP3	5
609622.41	4129589.7	0.1187	127.18	349.54	1.5 ANNUAL	SRCGP3	5
609642.41	4129589.7	0.11091	127.76	349.54	1.5 ANNUAL	SRCGP3	5
609662.41	4129589.7	0.10317	128.48	349.54	1.5 ANNUAL	SRCGP3	5
609682.41	4129589.7	0.09603	128.83	349.54	1.5 ANNUAL	SRCGP3	5
609722.41	4129589.7	0.08139	131.33	349.54	1.5 ANNUAL	SRCGP3	5
609742.41	4129589.7	0.07601	131.71	349.54	1.5 ANNUAL	SRCGP3	5
609762.41	4129589.7	0.0715	132.39	349.54	1.5 ANNUAL	SRCGP3	5
609782.41	4129589.7	0.06838	132.97	349.54	1.5 ANNUAL	SRCGP3	5
609862.41	4129589.7	0.06737	135.92	349.54	1.5 ANNUAL	SRCGP3	5
609882.41	4129589.7	0.06889	136.77	349.54	1.5 ANNUAL	SRCGP3	5
609902.41	4129589.7	0.07071	137.54	349.54	1.5 ANNUAL	SRCGP3	5
609922.41	4129589.7	0.07251	138.43	349.54	1.5 ANNUAL	SRCGP3	5
609942.41	4129589.7	0.07454	138.82	349.54	1.5 ANNUAL	SRCGP3	5
609962.41	4129589.7	0.07593	139.98	349.54	1.5 ANNUAL	SRCGP3	5
609982.41	4129589.7	0.0775	140.45	349.54	1.5 ANNUAL	SRCGP3	5
610082.41	4129589.7	0.082	142.44	349.54	1.5 ANNUAL	SRCGP3	5
610102.41	4129589.7	0.08205	143.29	349.54	1.5 ANNUAL	SRCGP3	5
610122.41	4129589.7	0.08242	143.54	349.54	1.5 ANNUAL	SRCGP3	5
610162.41	4129589.7	0.08033	147.71	349.54	1.5 ANNUAL	SRCGP3	5
610202.41	4129589.7	0.08066	148.25	349.54	1.5 ANNUAL	SRCGP3	5
610222.41	4129589.7	0.08045	148.96	349.54	1.5 ANNUAL	SRCGP3	5
610242.41	4129589.7	0.07938	150.85	349.54	1.5 ANNUAL	SRCGP3	5
610282.41	4129589.7	0.07964	150.82	349.54	1.5 ANNUAL	SRCGP3	5
610302.41	4129589.7	0.07906	151.72	349.54	1.5 ANNUAL	SRCGP3	5

* CONCUNI' /m^3

* DEPUNIT { ^2

AERMOD (191 91): C:\Lake ERMOD View FMP Construction\E VC FMP Construc tion.isc 6/8/2021
AERMET (141 34): 11:51:12

MODELING OPT IONS USED gDEFAULT C ELEV FLGP OL RURA L
PLOT FILE OF AN VALUES AVE D ACROSS 5 YEARS FOR SO URCE GRO UP: SRCGP4
FOR A TOTAL OF 7 RECEPTORS.

FORM AT: (3(1X,F.),3(1X,F8.2)X,A6,2X,A8 2X,I8.8, 2X,A8)

X Y AVERAGE C ZELEV ZHILL ZFLAG AVE GRP NUM YRS NET ID

609001.12	4128401	0.0214	114.25	167.57	1.5 ANNUAL	SRCGP4	5
609021.12	4128401	0.02234	113.98	167.57	1.5 ANNUAL	SRCGP4	5
609041.12	4128401	0.02341	113.54	166.46	1.5 ANNUAL	SRCGP4	5
609061.12	4128401	0.02466	113.44	115.27	1.5 ANNUAL	SRCGP4	5
609081.12	4128401	0.02608	113.55	114.74	1.5 ANNUAL	SRCGP4	5
609101.12	4128401	0.02767	113.49	113.49	1.5 ANNUAL	SRCGP4	5
609201.12	4128401	0.03774	112.32	112.32	1.5 ANNUAL	SRCGP4	5
609221.12	4128401	0.04001	112.68	114.93	1.5 ANNUAL	SRCGP4	5
609241.12	4128401	0.04226	113.49	115.13	1.5 ANNUAL	SRCGP4	5
609261.12	4128401	0.04443	115.09	115.09	1.5 ANNUAL	SRCGP4	5
609281.12	4128401	0.04598	115.15	115.15	1.5 ANNUAL	SRCGP4	5
609301.12	4128401	0.04711	115.45	115.45	1.5 ANNUAL	SRCGP4	5
609321.12	4128401	0.04763	115.55	115.55	1.5 ANNUAL	SRCGP4	5
609341.12	4128401	0.04763	116.08	116.08	1.5 ANNUAL	SRCGP4	5
609381.12	4128401	0.04577	115.93	115.93	1.5 ANNUAL	SRCGP4	5
609401.12	4128401	0.04451	116.62	116.62	1.5 ANNUAL	SRCGP4	5
609421.12	4128401	0.04349	118.08	118.08	1.5 ANNUAL	SRCGP4	5
609441.12	4128401	0.04301	118.01	118.01	1.5 ANNUAL	SRCGP4	5
609481.12	4128401	0.04722	118.42	118.42	1.5 ANNUAL	SRCGP4	5
609501.12	4128401	0.05363	119.46	120.19	1.5 ANNUAL	SRCGP4	5
609521.12	4128401	0.06334	120.06	120.06	1.5 ANNUAL	SRCGP4	5
609561.12	4128401	0.09256	120.38	120.38	1.5 ANNUAL	SRCGP4	5
609581.12	4128401	0.10908	120.63	122.41	1.5 ANNUAL	SRCGP4	5
609601.12	4128401	0.12286	122.35	122.35	1.5 ANNUAL	SRCGP4	5
609641.12	4128401	0.14839	122.04	122.04	1.5 ANNUAL	SRCGP4	5
609661.12	4128401	0.16061	122.69	124.84	1.5 ANNUAL	SRCGP4	5
609681.12	4128401	0.16036	124.47	124.47	1.5 ANNUAL	SRCGP4	5
609701.12	4128401	0.18479	124.49	124.49	1.5 ANNUAL	SRCGP4	5
609721.12	4128401	0.21565	124.53	124.53	1.5 ANNUAL	SRCGP4	5
609741.12	4128401	0.24858	124.97	125.72	1.5 ANNUAL	SRCGP4	5
609761.12	4128401	0.28028	126.03	126.03	1.5 ANNUAL	SRCGP4	5
609781.12	4128401	0.31384	126.32	126.32	1.5 ANNUAL	SRCGP4	5
609801.12	4128401	0.34489	127.25	127.25	1.5 ANNUAL	SRCGP4	5
609821.12	4128401	0.38131	127.27	127.27	1.5 ANNUAL	SRCGP4	5
609841.12	4128401	0.42143	127.24	127.24	1.5 ANNUAL	SRCGP4	5
609861.12	4128401	0.46373	127.55	127.55	1.5 ANNUAL	SRCGP4	5
609881.12	4128401	0.5078	128.2	129.56	1.5 ANNUAL	SRCGP4	5
609901.12	4128401	0.54798	129.89	129.89	1.5 ANNUAL	SRCGP4	5
609941.12	4128401	0.64992	130.36	131.26	1.5 ANNUAL	SRCGP4	5
609961.12	4128401	0.694	131.28	131.28	1.5 ANNUAL	SRCGP4	5
609981.12	4128401	0.73335	132.36	282.39	1.5 ANNUAL	SRCGP4	5
610001.12	4128401	0.77142	133.16	282.39	1.5 ANNUAL	SRCGP4	5
610021.12	4128401	0.80463	134.08	282.39	1.5 ANNUAL	SRCGP4	5

610041.12	4128401	0.83755	134.61	282.39	1.5 ANNUAL	SRCGP4	5
610061.12	4128401	0.87025	134.79	282.39	1.5 ANNUAL	SRCGP4	5
610081.12	4128401	0.87272	137.74	282.39	1.5 ANNUAL	SRCGP4	5
610101.12	4128401	0.8998	137.74	282.39	1.5 ANNUAL	SRCGP4	5
610141.12	4128401	0.94214	137.77	282.39	1.5 ANNUAL	SRCGP4	5
610161.12	4128401	0.95088	138.28	282.39	1.5 ANNUAL	SRCGP4	5
610181.12	4128401	0.94223	139.93	282.39	1.5 ANNUAL	SRCGP4	5
610201.12	4128401	0.94158	140.26	282.39	1.5 ANNUAL	SRCGP4	5
610221.12	4128401	0.9288	141.29	282.39	1.5 ANNUAL	SRCGP4	5
610241.12	4128401	0.92104	141.34	282.39	1.5 ANNUAL	SRCGP4	5
610261.12	4128401	0.90454	141.91	282.39	1.5 ANNUAL	SRCGP4	5
610281.12	4128401	0.88344	142.68	282.39	1.5 ANNUAL	SRCGP4	5
610301.12	4128401	0.85192	144.47	282.39	1.5 ANNUAL	SRCGP4	5
608981.12	4128421	0.02151	114.26	165.34	1.5 ANNUAL	SRCGP4	5
609041.12	4128421	0.02402	112.65	112.65	1.5 ANNUAL	SRCGP4	5
609061.12	4128421	0.02515	112.28	112.28	1.5 ANNUAL	SRCGP4	5
609081.12	4128421	0.02647	112.09	114.74	1.5 ANNUAL	SRCGP4	5
609141.12	4128421	0.03156	111.47	111.47	1.5 ANNUAL	SRCGP4	5
609161.12	4128421	0.03374	112.03	112.03	1.5 ANNUAL	SRCGP4	5
609221.12	4128421	0.041	112.58	112.58	1.5 ANNUAL	SRCGP4	5
609241.12	4128421	0.04349	112.78	115.15	1.5 ANNUAL	SRCGP4	5
609261.12	4128421	0.04612	114.33	114.33	1.5 ANNUAL	SRCGP4	5
609281.12	4128421	0.04815	114.15	114.15	1.5 ANNUAL	SRCGP4	5
609301.12	4128421	0.04984	114.35	115.64	1.5 ANNUAL	SRCGP4	5
609321.12	4128421	0.0512	115.58	116.13	1.5 ANNUAL	SRCGP4	5
609341.12	4128421	0.05175	116.09	116.09	1.5 ANNUAL	SRCGP4	5
609381.12	4128421	0.0506	115.94	115.94	1.5 ANNUAL	SRCGP4	5
609401.12	4128421	0.04943	116.53	118.11	1.5 ANNUAL	SRCGP4	5
609421.12	4128421	0.04828	118.04	118.04	1.5 ANNUAL	SRCGP4	5
609441.12	4128421	0.04739	117.8	117.8	1.5 ANNUAL	SRCGP4	5
609481.12	4128421	0.05048	118.31	118.31	1.5 ANNUAL	SRCGP4	5
609501.12	4128421	0.0565	119.54	119.54	1.5 ANNUAL	SRCGP4	5
609521.12	4128421	0.06627	119.84	119.84	1.5 ANNUAL	SRCGP4	5
609561.12	4128421	0.09751	120.27	120.27	1.5 ANNUAL	SRCGP4	5
609581.12	4128421	0.11587	120.76	121.98	1.5 ANNUAL	SRCGP4	5
609601.12	4128421	0.13214	122.18	122.18	1.5 ANNUAL	SRCGP4	5
609641.12	4128421	0.16225	122.08	122.08	1.5 ANNUAL	SRCGP4	5
609661.12	4128421	0.17785	122.21	124.83	1.5 ANNUAL	SRCGP4	5
609681.12	4128421	0.17904	124.38	124.38	1.5 ANNUAL	SRCGP4	5
609701.12	4128421	0.22168	124.02	124.02	1.5 ANNUAL	SRCGP4	5
609721.12	4128421	0.25462	124	124	1.5 ANNUAL	SRCGP4	5
609741.12	4128421	0.28331	124.46	124.46	1.5 ANNUAL	SRCGP4	5
609761.12	4128421	0.32226	124.91	124.91	1.5 ANNUAL	SRCGP4	5
609781.12	4128421	0.357	126.33	126.33	1.5 ANNUAL	SRCGP4	5
609801.12	4128421	0.39727	126.55	126.55	1.5 ANNUAL	SRCGP4	5
609821.12	4128421	0.43975	126.86	126.86	1.5 ANNUAL	SRCGP4	5
609841.12	4128421	0.48532	127.31	127.31	1.5 ANNUAL	SRCGP4	5
609861.12	4128421	0.53564	127.73	127.73	1.5 ANNUAL	SRCGP4	5
609881.12	4128421	0.58591	128.71	128.71	1.5 ANNUAL	SRCGP4	5
609901.12	4128421	0.6373	129.83	129.83	1.5 ANNUAL	SRCGP4	5
610021.12	4128421	0.92014	133.82	282.39	1.5 ANNUAL	SRCGP4	5

610041.12	4128421	0.95155	134.6	282.39	1.5 ANNUAL	SRCGP4	5
610061.12	4128421	0.98765	134.55	282.39	1.5 ANNUAL	SRCGP4	5
610081.12	4128421	0.9827	137.77	282.39	1.5 ANNUAL	SRCGP4	5
610101.12	4128421	1.01169	137.5	282.39	1.5 ANNUAL	SRCGP4	5
610141.12	4128421	1.04561	137.59	282.39	1.5 ANNUAL	SRCGP4	5
610161.12	4128421	1.03903	138.81	282.39	1.5 ANNUAL	SRCGP4	5
610181.12	4128421	1.03687	139.08	282.39	1.5 ANNUAL	SRCGP4	5
610201.12	4128421	1.01689	140.43	282.39	1.5 ANNUAL	SRCGP4	5
610221.12	4128421	0.99821	141.24	282.39	1.5 ANNUAL	SRCGP4	5
610241.12	4128421	0.98215	141.41	282.39	1.5 ANNUAL	SRCGP4	5
610261.12	4128421	0.9598	141.89	282.39	1.5 ANNUAL	SRCGP4	5
610281.12	4128421	0.93122	142.81	282.39	1.5 ANNUAL	SRCGP4	5
610301.12	4128421	0.90524	143.29	282.39	1.5 ANNUAL	SRCGP4	5
608981.12	4128441	0.0227	113.64	164.99	1.5 ANNUAL	SRCGP4	5
609001.12	4128441	0.02335	113.68	113.68	1.5 ANNUAL	SRCGP4	5
609021.12	4128441	0.02409	113.21	113.21	1.5 ANNUAL	SRCGP4	5
609141.12	4128441	0.03207	111.3	111.95	1.5 ANNUAL	SRCGP4	5
609161.12	4128441	0.03427	112.17	112.17	1.5 ANNUAL	SRCGP4	5
609181.12	4128441	0.03665	112.49	112.49	1.5 ANNUAL	SRCGP4	5
609201.12	4128441	0.03918	112.42	112.42	1.5 ANNUAL	SRCGP4	5
609221.12	4128441	0.04191	112.68	112.68	1.5 ANNUAL	SRCGP4	5
609241.12	4128441	0.04484	113.48	113.48	1.5 ANNUAL	SRCGP4	5
609261.12	4128441	0.04767	113.81	113.81	1.5 ANNUAL	SRCGP4	5
609281.12	4128441	0.05022	113.64	113.64	1.5 ANNUAL	SRCGP4	5
609301.12	4128441	0.05254	113.91	113.91	1.5 ANNUAL	SRCGP4	5
609321.12	4128441	0.05456	114.95	115.69	1.5 ANNUAL	SRCGP4	5
609341.12	4128441	0.05595	116.05	116.05	1.5 ANNUAL	SRCGP4	5
609381.12	4128441	0.05593	116.24	116.35	1.5 ANNUAL	SRCGP4	5
609401.12	4128441	0.05492	116.39	117.88	1.5 ANNUAL	SRCGP4	5
609421.12	4128441	0.05381	117.91	117.91	1.5 ANNUAL	SRCGP4	5
609441.12	4128441	0.05257	117.55	117.55	1.5 ANNUAL	SRCGP4	5
609461.12	4128441	0.05245	117.67	117.67	1.5 ANNUAL	SRCGP4	5
609481.12	4128441	0.05453	118.35	118.35	1.5 ANNUAL	SRCGP4	5
609501.12	4128441	0.05998	119.53	119.53	1.5 ANNUAL	SRCGP4	5
609521.12	4128441	0.06976	119.43	119.43	1.5 ANNUAL	SRCGP4	5
609561.12	4128441	0.10289	120.18	120.18	1.5 ANNUAL	SRCGP4	5
609581.12	4128441	0.12301	121.16	121.9	1.5 ANNUAL	SRCGP4	5
609601.12	4128441	0.14265	121.9	121.9	1.5 ANNUAL	SRCGP4	5
609641.12	4128441	0.17827	122.07	122.07	1.5 ANNUAL	SRCGP4	5
609661.12	4128441	0.19705	122.27	124.83	1.5 ANNUAL	SRCGP4	5
609681.12	4128441	0.20199	124.07	124.07	1.5 ANNUAL	SRCGP4	5
609721.12	4128441	0.29	123.65	123.65	1.5 ANNUAL	SRCGP4	5
609741.12	4128441	0.32327	124.47	124.47	1.5 ANNUAL	SRCGP4	5
609761.12	4128441	0.36863	124.92	124.92	1.5 ANNUAL	SRCGP4	5
609781.12	4128441	0.41059	126.1	126.1	1.5 ANNUAL	SRCGP4	5
609801.12	4128441	0.46032	126.11	126.11	1.5 ANNUAL	SRCGP4	5
609821.12	4128441	0.513	126.32	126.32	1.5 ANNUAL	SRCGP4	5
609841.12	4128441	0.56928	126.73	126.73	1.5 ANNUAL	SRCGP4	5
609861.12	4128441	0.63177	126.99	129.4	1.5 ANNUAL	SRCGP4	5
609881.12	4128441	0.6833	128.98	128.98	1.5 ANNUAL	SRCGP4	5
609901.12	4128441	0.74724	129.63	129.63	1.5 ANNUAL	SRCGP4	5

609941.12	4128441	0.86538	131.32	131.32	1.5 ANNUAL	SRCGP4	5
609961.12	4128441	0.92304	131.65	282.17	1.5 ANNUAL	SRCGP4	5
609981.12	4128441	0.96507	132.95	282.39	1.5 ANNUAL	SRCGP4	5
610001.12	4128441	1.00988	133.49	282.39	1.5 ANNUAL	SRCGP4	5
610041.12	4128441	1.08323	134.59	282.39	1.5 ANNUAL	SRCGP4	5
610061.12	4128441	1.1052	135.64	282.39	1.5 ANNUAL	SRCGP4	5
610081.12	4128441	1.11026	137.49	282.39	1.5 ANNUAL	SRCGP4	5
610121.12	4128441	1.15473	136.88	282.39	1.5 ANNUAL	SRCGP4	5
610141.12	4128441	1.15424	137.39	282.39	1.5 ANNUAL	SRCGP4	5
610161.12	4128441	1.12998	139.18	282.39	1.5 ANNUAL	SRCGP4	5
610181.12	4128441	1.1167	139.6	282.39	1.5 ANNUAL	SRCGP4	5
610201.12	4128441	1.09856	139.96	282.39	1.5 ANNUAL	SRCGP4	5
610221.12	4128441	1.06499	141.32	282.39	1.5 ANNUAL	SRCGP4	5
610261.12	4128441	1.00555	142.66	282.39	1.5 ANNUAL	SRCGP4	5
610281.12	4128441	0.96983	143.72	282.39	1.5 ANNUAL	SRCGP4	5
610301.12	4128441	0.9386	144.24	282.39	1.5 ANNUAL	SRCGP4	5
609021.12	4128461	0.02542	112.07	113.16	1.5 ANNUAL	SRCGP4	5
609041.12	4128461	0.02622	112.03	112.03	1.5 ANNUAL	SRCGP4	5
609061.12	4128461	0.02714	111.77	111.77	1.5 ANNUAL	SRCGP4	5
609121.12	4128461	0.03094	110.32	110.32	1.5 ANNUAL	SRCGP4	5
609141.12	4128461	0.03274	110.62	110.62	1.5 ANNUAL	SRCGP4	5
609161.12	4128461	0.03478	110.79	112.38	1.5 ANNUAL	SRCGP4	5
609181.12	4128461	0.03726	112.02	112.47	1.5 ANNUAL	SRCGP4	5
609201.12	4128461	0.03989	112.29	112.52	1.5 ANNUAL	SRCGP4	5
609221.12	4128461	0.04277	112.62	112.62	1.5 ANNUAL	SRCGP4	5
609241.12	4128461	0.04597	113.53	113.53	1.5 ANNUAL	SRCGP4	5
609261.12	4128461	0.04909	113.47	113.47	1.5 ANNUAL	SRCGP4	5
609301.12	4128461	0.05511	113.66	113.66	1.5 ANNUAL	SRCGP4	5
609321.12	4128461	0.05778	114.31	116.05	1.5 ANNUAL	SRCGP4	5
609341.12	4128461	0.06013	115.95	115.95	1.5 ANNUAL	SRCGP4	5
609381.12	4128461	0.0615	115.89	115.89	1.5 ANNUAL	SRCGP4	5
609401.12	4128461	0.06096	116.15	117.84	1.5 ANNUAL	SRCGP4	5
609421.12	4128461	0.06013	117.87	117.87	1.5 ANNUAL	SRCGP4	5
609441.12	4128461	0.05871	117.43	117.43	1.5 ANNUAL	SRCGP4	5
609521.12	4128461	0.07367	118.91	118.91	1.5 ANNUAL	SRCGP4	5
609541.12	4128461	0.08886	119.44	119.44	1.5 ANNUAL	SRCGP4	5
609561.12	4128461	0.10882	120.08	120.08	1.5 ANNUAL	SRCGP4	5
609581.12	4128461	0.13079	121.58	121.58	1.5 ANNUAL	SRCGP4	5
609601.12	4128461	0.15426	121.76	121.76	1.5 ANNUAL	SRCGP4	5
609641.12	4128461	0.19734	121.79	121.79	1.5 ANNUAL	SRCGP4	5
609841.12	4128461	0.6702	126.61	126.61	1.5 ANNUAL	SRCGP4	5
609861.12	4128461	0.74556	126.9	128.6	1.5 ANNUAL	SRCGP4	5
609881.12	4128461	0.80676	128.88	128.88	1.5 ANNUAL	SRCGP4	5
609901.12	4128461	0.88692	128.94	128.94	1.5 ANNUAL	SRCGP4	5
609941.12	4128461	1.02284	130.29	130.29	1.5 ANNUAL	SRCGP4	5
609961.12	4128461	1.07251	131.67	282.17	1.5 ANNUAL	SRCGP4	5
609981.12	4128461	1.11738	132.85	282.39	1.5 ANNUAL	SRCGP4	5
610001.12	4128461	1.15602	133.95	282.39	1.5 ANNUAL	SRCGP4	5
610021.12	4128461	1.1947	134.54	282.39	1.5 ANNUAL	SRCGP4	5
610041.12	4128461	1.2336	134.63	282.39	1.5 ANNUAL	SRCGP4	5
610061.12	4128461	1.24368	136.14	282.39	1.5 ANNUAL	SRCGP4	5

610081.12	4128461	1.25264	137.12	282.39	1.5 ANNUAL	SRCGP4	5
610121.12	4128461	1.27353	136.95	282.39	1.5 ANNUAL	SRCGP4	5
610141.12	4128461	1.2667	137.08	282.39	1.5 ANNUAL	SRCGP4	5
610161.12	4128461	1.21821	139.71	282.39	1.5 ANNUAL	SRCGP4	5
610181.12	4128461	1.1874	140.7	282.39	1.5 ANNUAL	SRCGP4	5
610201.12	4128461	1.15965	141.11	282.39	1.5 ANNUAL	SRCGP4	5
610221.12	4128461	1.13096	141.3	282.39	1.5 ANNUAL	SRCGP4	5
610241.12	4128461	1.09367	142.04	282.39	1.5 ANNUAL	SRCGP4	5
610261.12	4128461	1.0551	142.8	282.39	1.5 ANNUAL	SRCGP4	5
610281.12	4128461	1.00993	144.21	282.39	1.5 ANNUAL	SRCGP4	5
610301.12	4128461	0.97744	144.31	282.39	1.5 ANNUAL	SRCGP4	5
609161.12	4128481	0.03573	110.52	110.52	1.5 ANNUAL	SRCGP4	5
609181.12	4128481	0.03799	110.83	110.83	1.5 ANNUAL	SRCGP4	5
609201.12	4128481	0.04056	111.05	111.05	1.5 ANNUAL	SRCGP4	5
609221.12	4128481	0.04342	111.1	113.63	1.5 ANNUAL	SRCGP4	5
609241.12	4128481	0.04704	113.38	113.57	1.5 ANNUAL	SRCGP4	5
609261.12	4128481	0.05048	113.47	113.47	1.5 ANNUAL	SRCGP4	5
609301.12	4128481	0.05753	113.61	113.61	1.5 ANNUAL	SRCGP4	5
609321.12	4128481	0.06097	114.24	116.02	1.5 ANNUAL	SRCGP4	5
609341.12	4128481	0.06424	115.93	115.93	1.5 ANNUAL	SRCGP4	5
609381.12	4128481	0.0674	115.8	115.8	1.5 ANNUAL	SRCGP4	5
609401.12	4128481	0.06761	116.16	117.58	1.5 ANNUAL	SRCGP4	5
609421.12	4128481	0.06723	117.64	117.64	1.5 ANNUAL	SRCGP4	5
609441.12	4128481	0.06587	117.37	117.37	1.5 ANNUAL	SRCGP4	5
609461.12	4128481	0.06497	117.76	118.12	1.5 ANNUAL	SRCGP4	5
609481.12	4128481	0.06568	118.46	118.46	1.5 ANNUAL	SRCGP4	5
609501.12	4128481	0.0696	119	119	1.5 ANNUAL	SRCGP4	5
609521.12	4128481	0.07851	119.27	119.27	1.5 ANNUAL	SRCGP4	5
609541.12	4128481	0.09366	119.81	119.81	1.5 ANNUAL	SRCGP4	5
609561.12	4128481	0.11538	120	120	1.5 ANNUAL	SRCGP4	5
609581.12	4128481	0.13972	121.71	121.71	1.5 ANNUAL	SRCGP4	5
609601.12	4128481	0.16763	121.45	121.45	1.5 ANNUAL	SRCGP4	5
609641.12	4128481	0.21884	121.89	121.89	1.5 ANNUAL	SRCGP4	5
609661.12	4128481	0.24544	122.74	123.25	1.5 ANNUAL	SRCGP4	5
609681.12	4128481	0.28069	123.18	123.18	1.5 ANNUAL	SRCGP4	5
609701.12	4128481	0.3262	123.67	123.67	1.5 ANNUAL	SRCGP4	5
609721.12	4128481	0.36795	124.27	124.27	1.5 ANNUAL	SRCGP4	5
609741.12	4128481	0.42905	124.87	124.87	1.5 ANNUAL	SRCGP4	5
609761.12	4128481	0.49189	125.4	125.4	1.5 ANNUAL	SRCGP4	5
609781.12	4128481	0.55438	126.24	126.24	1.5 ANNUAL	SRCGP4	5
609801.12	4128481	0.62742	126.37	126.37	1.5 ANNUAL	SRCGP4	5
609841.12	4128481	0.79796	126.43	126.43	1.5 ANNUAL	SRCGP4	5
609861.12	4128481	0.88341	127.19	129.03	1.5 ANNUAL	SRCGP4	5
609881.12	4128481	0.95924	128.82	128.82	1.5 ANNUAL	SRCGP4	5
609921.12	4128481	1.13242	129.35	129.78	1.5 ANNUAL	SRCGP4	5
609941.12	4128481	1.19907	130.33	130.33	1.5 ANNUAL	SRCGP4	5
609961.12	4128481	1.25487	131.41	282.39	1.5 ANNUAL	SRCGP4	5
609981.12	4128481	1.30574	132.24	282.39	1.5 ANNUAL	SRCGP4	5
610001.12	4128481	1.34024	133.52	282.39	1.5 ANNUAL	SRCGP4	5
610021.12	4128481	1.38619	133.54	282.39	1.5 ANNUAL	SRCGP4	5
610041.12	4128481	1.4204	133.67	282.39	1.5 ANNUAL	SRCGP4	5

610061.12	4128481	1.39584	136.56	282.39	1.5 ANNUAL	SRCGP4	5
610081.12	4128481	1.40396	136.86	282.39	1.5 ANNUAL	SRCGP4	5
610121.12	4128481	1.39689	136.83	282.39	1.5 ANNUAL	SRCGP4	5
610141.12	4128481	1.37014	137.39	282.39	1.5 ANNUAL	SRCGP4	5
610161.12	4128481	1.3144	139.53	282.39	1.5 ANNUAL	SRCGP4	5
610181.12	4128481	1.2728	140.45	282.39	1.5 ANNUAL	SRCGP4	5
610201.12	4128481	1.23263	141.04	282.39	1.5 ANNUAL	SRCGP4	5
610221.12	4128481	1.19142	141.54	282.39	1.5 ANNUAL	SRCGP4	5
610241.12	4128481	1.1458	142.33	282.39	1.5 ANNUAL	SRCGP4	5
610281.12	4128481	1.05671	143.74	282.39	1.5 ANNUAL	SRCGP4	5
610301.12	4128481	1.01382	144.38	282.39	1.5 ANNUAL	SRCGP4	5
609201.12	4128501	0.04165	110.46	110.46	1.5 ANNUAL	SRCGP4	5
609221.12	4128501	0.04455	110.97	110.97	1.5 ANNUAL	SRCGP4	5
609241.12	4128501	0.04804	112.33	113.45	1.5 ANNUAL	SRCGP4	5
609261.12	4128501	0.05189	113.5	113.5	1.5 ANNUAL	SRCGP4	5
609301.12	4128501	0.0598	113.58	113.58	1.5 ANNUAL	SRCGP4	5
609321.12	4128501	0.06385	113.87	116.02	1.5 ANNUAL	SRCGP4	5
609341.12	4128501	0.06819	115.84	115.84	1.5 ANNUAL	SRCGP4	5
609381.12	4128501	0.07345	115.7	115.7	1.5 ANNUAL	SRCGP4	5
609401.12	4128501	0.07463	115.91	117.52	1.5 ANNUAL	SRCGP4	5
609421.12	4128501	0.07515	117.67	117.67	1.5 ANNUAL	SRCGP4	5
609441.12	4128501	0.07414	117.37	117.37	1.5 ANNUAL	SRCGP4	5
609461.12	4128501	0.07311	117.73	117.73	1.5 ANNUAL	SRCGP4	5
609481.12	4128501	0.07329	118.67	118.67	1.5 ANNUAL	SRCGP4	5
609501.12	4128501	0.07628	119.3	119.3	1.5 ANNUAL	SRCGP4	5
609521.12	4128501	0.08432	119.65	119.65	1.5 ANNUAL	SRCGP4	5
609541.12	4128501	0.09952	119.85	119.85	1.5 ANNUAL	SRCGP4	5
609561.12	4128501	0.12247	120.18	121.43	1.5 ANNUAL	SRCGP4	5
609581.12	4128501	0.15006	121.57	121.57	1.5 ANNUAL	SRCGP4	5
609621.12	4128501	0.21364	121.59	121.59	1.5 ANNUAL	SRCGP4	5
609641.12	4128501	0.24271	122.52	122.52	1.5 ANNUAL	SRCGP4	5
609661.12	4128501	0.27511	123.52	123.52	1.5 ANNUAL	SRCGP4	5
609681.12	4128501	0.3194	123.69	123.69	1.5 ANNUAL	SRCGP4	5
609701.12	4128501	0.35687	124.28	124.91	1.5 ANNUAL	SRCGP4	5
609721.12	4128501	0.42758	124.53	124.53	1.5 ANNUAL	SRCGP4	5
609741.12	4128501	0.50075	125.13	125.13	1.5 ANNUAL	SRCGP4	5
609761.12	4128501	0.57844	125.44	125.44	1.5 ANNUAL	SRCGP4	5
609781.12	4128501	0.65284	126.53	126.53	1.5 ANNUAL	SRCGP4	5
609801.12	4128501	0.74528	126.52	126.52	1.5 ANNUAL	SRCGP4	5
609841.12	4128501	0.9558	126.59	126.59	1.5 ANNUAL	SRCGP4	5
609861.12	4128501	1.05716	127.42	128.86	1.5 ANNUAL	SRCGP4	5
609881.12	4128501	1.14397	129.09	129.09	1.5 ANNUAL	SRCGP4	5
610021.12	4128501	1.58636	133.55	282.39	1.5 ANNUAL	SRCGP4	5
610041.12	4128501	1.60686	133.82	282.39	1.5 ANNUAL	SRCGP4	5
610061.12	4128501	1.5633	136.63	282.39	1.5 ANNUAL	SRCGP4	5
610081.12	4128501	1.56115	136.62	282.39	1.5 ANNUAL	SRCGP4	5
610121.12	4128501	1.5202	136.7	282.39	1.5 ANNUAL	SRCGP4	5
610141.12	4128501	1.46427	138.14	282.39	1.5 ANNUAL	SRCGP4	5
610161.12	4128501	1.40789	139.39	282.39	1.5 ANNUAL	SRCGP4	5
610181.12	4128501	1.34762	140.78	282.39	1.5 ANNUAL	SRCGP4	5
610201.12	4128501	1.30051	141.13	282.39	1.5 ANNUAL	SRCGP4	5

610221.12	4128501	1.25015	141.65	282.39	1.5 ANNUAL	SRCGP4	5
610241.12	4128501	1.19248	142.81	282.39	1.5 ANNUAL	SRCGP4	5
610261.12	4128501	1.13952	143.68	282.39	1.5 ANNUAL	SRCGP4	5
610281.12	4128501	1.09483	143.88	282.39	1.5 ANNUAL	SRCGP4	5
610301.12	4128501	1.04452	144.8	282.39	1.5 ANNUAL	SRCGP4	5
609221.12	4128521	0.04614	111.04	111.04	1.5 ANNUAL	SRCGP4	5
609241.12	4128521	0.04932	111.24	113.45	1.5 ANNUAL	SRCGP4	5
609261.12	4128521	0.05341	113.21	113.21	1.5 ANNUAL	SRCGP4	5
609301.12	4128521	0.06186	113.17	113.17	1.5 ANNUAL	SRCGP4	5
609321.12	4128521	0.0666	113.63	115.89	1.5 ANNUAL	SRCGP4	5
609341.12	4128521	0.07188	115.66	115.66	1.5 ANNUAL	SRCGP4	5
609381.12	4128521	0.07944	115.32	115.32	1.5 ANNUAL	SRCGP4	5
609401.12	4128521	0.08205	115.91	115.91	1.5 ANNUAL	SRCGP4	5
609421.12	4128521	0.08369	117.37	117.37	1.5 ANNUAL	SRCGP4	5
609441.12	4128521	0.08348	117.28	117.28	1.5 ANNUAL	SRCGP4	5
609461.12	4128521	0.08254	117.22	117.22	1.5 ANNUAL	SRCGP4	5
609481.12	4128521	0.08228	117.88	117.88	1.5 ANNUAL	SRCGP4	5
609501.12	4128521	0.08445	118.51	118.51	1.5 ANNUAL	SRCGP4	5
609521.12	4128521	0.0918	119.25	119.25	1.5 ANNUAL	SRCGP4	5
609541.12	4128521	0.10666	119.79	119.79	1.5 ANNUAL	SRCGP4	5
609561.12	4128521	0.13041	120.49	121.58	1.5 ANNUAL	SRCGP4	5
609581.12	4128521	0.16192	121.3	121.3	1.5 ANNUAL	SRCGP4	5
609621.12	4128521	0.2352	122.15	122.15	1.5 ANNUAL	SRCGP4	5
609641.12	4128521	0.27155	122.9	122.9	1.5 ANNUAL	SRCGP4	5
609661.12	4128521	0.31428	123.28	123.28	1.5 ANNUAL	SRCGP4	5
609681.12	4128521	0.36874	123.7	123.7	1.5 ANNUAL	SRCGP4	5
609701.12	4128521	0.41789	124.25	124.25	1.5 ANNUAL	SRCGP4	5
609721.12	4128521	0.50338	124.61	124.61	1.5 ANNUAL	SRCGP4	5
609741.12	4128521	0.59392	125.05	125.05	1.5 ANNUAL	SRCGP4	5
609761.12	4128521	0.69124	125.25	125.25	1.5 ANNUAL	SRCGP4	5
609781.12	4128521	0.7844	126.39	126.39	1.5 ANNUAL	SRCGP4	5
609801.12	4128521	0.9028	126.29	126.29	1.5 ANNUAL	SRCGP4	5
609841.12	4128521	1.15873	126.67	126.67	1.5 ANNUAL	SRCGP4	5
609861.12	4128521	1.27721	127.6	128.26	1.5 ANNUAL	SRCGP4	5
609881.12	4128521	1.39161	128.38	128.38	1.5 ANNUAL	SRCGP4	5
609921.12	4128521	1.5745	130.45	130.45	1.5 ANNUAL	SRCGP4	5
609941.12	4128521	1.66115	130.67	134.33	1.5 ANNUAL	SRCGP4	5
609961.12	4128521	1.72471	131.3	282.39	1.5 ANNUAL	SRCGP4	5
609981.12	4128521	1.76633	132.2	282.39	1.5 ANNUAL	SRCGP4	5
610021.12	4128521	1.80239	133.71	282.39	1.5 ANNUAL	SRCGP4	5
610041.12	4128521	1.79627	134.32	282.39	1.5 ANNUAL	SRCGP4	5
610061.12	4128521	1.74039	136.5	282.39	1.5 ANNUAL	SRCGP4	5
610081.12	4128521	1.72088	136.38	282.39	1.5 ANNUAL	SRCGP4	5
610121.12	4128521	1.63451	136.96	282.39	1.5 ANNUAL	SRCGP4	5
610141.12	4128521	1.56274	138.37	282.39	1.5 ANNUAL	SRCGP4	5
610161.12	4128521	1.489	139.83	282.39	1.5 ANNUAL	SRCGP4	5
610181.12	4128521	1.42277	140.8	282.39	1.5 ANNUAL	SRCGP4	5
610201.12	4128521	1.36827	140.94	282.39	1.5 ANNUAL	SRCGP4	5
610221.12	4128521	1.3051	141.76	282.39	1.5 ANNUAL	SRCGP4	5
610241.12	4128521	1.2432	142.63	282.39	1.5 ANNUAL	SRCGP4	5
610261.12	4128521	1.17787	144.04	282.39	1.5 ANNUAL	SRCGP4	5

610281.12	4128521	1.13093	143.98	282.39	1.5 ANNUAL	SRCGP4	5
610301.12	4128521	1.07518	145.03	282.39	1.5 ANNUAL	SRCGP4	5
609221.12	4128541	0.04837	110.93	110.93	1.5 ANNUAL	SRCGP4	5
609241.12	4128541	0.0514	111.17	113.43	1.5 ANNUAL	SRCGP4	5
609261.12	4128541	0.05538	113.01	113.01	1.5 ANNUAL	SRCGP4	5
609301.12	4128541	0.06411	112.98	112.98	1.5 ANNUAL	SRCGP4	5
609321.12	4128541	0.06934	113.47	115.89	1.5 ANNUAL	SRCGP4	5
609341.12	4128541	0.07547	115.57	115.57	1.5 ANNUAL	SRCGP4	5
609361.12	4128541	0.08063	115.18	115.18	1.5 ANNUAL	SRCGP4	5
609381.12	4128541	0.08532	114.95	114.95	1.5 ANNUAL	SRCGP4	5
609401.12	4128541	0.08961	115.77	115.77	1.5 ANNUAL	SRCGP4	5
609421.12	4128541	0.09277	117.02	117.02	1.5 ANNUAL	SRCGP4	5
609441.12	4128541	0.0938	117.01	117.01	1.5 ANNUAL	SRCGP4	5
609581.12	4128541	0.17624	120.61	120.61	1.5 ANNUAL	SRCGP4	5
609621.12	4128541	0.26343	121.7	121.7	1.5 ANNUAL	SRCGP4	5
609641.12	4128541	0.3092	122.44	122.44	1.5 ANNUAL	SRCGP4	5
609821.12	4128541	1.266	126.29	126.29	1.5 ANNUAL	SRCGP4	5
609841.12	4128541	1.42236	126.64	126.64	1.5 ANNUAL	SRCGP4	5
609861.12	4128541	1.5586	127.67	127.67	1.5 ANNUAL	SRCGP4	5
609881.12	4128541	1.69959	127.9	127.9	1.5 ANNUAL	SRCGP4	5
609921.12	4128541	1.90861	129.31	134.42	1.5 ANNUAL	SRCGP4	5
609941.12	4128541	1.96382	130.8	134.42	1.5 ANNUAL	SRCGP4	5
609961.12	4128541	1.98158	132.86	134.3	1.5 ANNUAL	SRCGP4	5
609981.12	4128541	2.03309	132.72	282.39	1.5 ANNUAL	SRCGP4	5
610021.12	4128541	2.02546	134.06	282.39	1.5 ANNUAL	SRCGP4	5
610041.12	4128541	1.98538	134.97	282.39	1.5 ANNUAL	SRCGP4	5
610061.12	4128541	1.92026	136.34	282.39	1.5 ANNUAL	SRCGP4	5
610101.12	4128541	1.82883	135.98	282.39	1.5 ANNUAL	SRCGP4	5
610121.12	4128541	1.75901	136.43	282.39	1.5 ANNUAL	SRCGP4	5
610141.12	4128541	1.65283	138.79	282.39	1.5 ANNUAL	SRCGP4	5
610161.12	4128541	1.5789	139.39	282.39	1.5 ANNUAL	SRCGP4	5
610181.12	4128541	1.50532	140.01	282.39	1.5 ANNUAL	SRCGP4	5
610221.12	4128541	1.35237	142.17	282.39	1.5 ANNUAL	SRCGP4	5
610241.12	4128541	1.2901	142.52	282.39	1.5 ANNUAL	SRCGP4	5
610261.12	4128541	1.21925	143.91	282.39	1.5 ANNUAL	SRCGP4	5
610281.12	4128541	1.16546	144.08	282.39	1.5 ANNUAL	SRCGP4	5
610301.12	4128541	1.10829	144.9	282.39	1.5 ANNUAL	SRCGP4	5
609221.12	4128561	0.05156	110.7	110.7	1.5 ANNUAL	SRCGP4	5
609241.12	4128561	0.05439	111.14	113.1	1.5 ANNUAL	SRCGP4	5
609261.12	4128561	0.05819	113	113	1.5 ANNUAL	SRCGP4	5
609301.12	4128561	0.06675	112.67	112.67	1.5 ANNUAL	SRCGP4	5
609321.12	4128561	0.07231	113.33	113.33	1.5 ANNUAL	SRCGP4	5
609341.12	4128561	0.07893	115.09	115.09	1.5 ANNUAL	SRCGP4	5
609361.12	4128561	0.08493	114.55	114.55	1.5 ANNUAL	SRCGP4	5
609861.12	4128561	1.91801	127.72	127.72	1.5 ANNUAL	SRCGP4	5
609921.12	4128561	2.3042	128.69	134.47	1.5 ANNUAL	SRCGP4	5
609941.12	4128561	2.25912	132.84	134.33	1.5 ANNUAL	SRCGP4	5
609961.12	4128561	2.26529	134.38	134.38	1.5 ANNUAL	SRCGP4	5
609981.12	4128561	2.2926	134.18	282.17	1.5 ANNUAL	SRCGP4	5
610021.12	4128561	2.24827	134.57	282.39	1.5 ANNUAL	SRCGP4	5
610041.12	4128561	2.17362	135.59	282.39	1.5 ANNUAL	SRCGP4	5

610061.12	4128561	2.09482	136.34	282.39	1.5 ANNUAL	SRCGP4	5
610101.12	4128561	1.95816	135.93	282.39	1.5 ANNUAL	SRCGP4	5
610121.12	4128561	1.86865	136.38	282.39	1.5 ANNUAL	SRCGP4	5
610141.12	4128561	1.73256	139.42	282.39	1.5 ANNUAL	SRCGP4	5
610161.12	4128561	1.64704	139.95	282.39	1.5 ANNUAL	SRCGP4	5
610181.12	4128561	1.569	140.17	282.39	1.5 ANNUAL	SRCGP4	5
610221.12	4128561	1.40861	141.64	282.39	1.5 ANNUAL	SRCGP4	5
610241.12	4128561	1.33351	142.53	282.39	1.5 ANNUAL	SRCGP4	5
610261.12	4128561	1.26133	143.6	282.39	1.5 ANNUAL	SRCGP4	5
610281.12	4128561	1.19529	144.56	282.39	1.5 ANNUAL	SRCGP4	5
610301.12	4128561	1.14496	144.35	282.39	1.5 ANNUAL	SRCGP4	5
609221.12	4128581	0.05607	110.39	110.39	1.5 ANNUAL	SRCGP4	5
609241.12	4128581	0.05868	111.05	112.93	1.5 ANNUAL	SRCGP4	5
609261.12	4128581	0.06202	112.18	112.18	1.5 ANNUAL	SRCGP4	5
609921.12	4128581	2.75441	128.69	134.47	1.5 ANNUAL	SRCGP4	5
609941.12	4128581	2.75264	130.26	282.17	1.5 ANNUAL	SRCGP4	5
609961.12	4128581	2.72177	131.52	282.39	1.5 ANNUAL	SRCGP4	5
609981.12	4128581	2.60243	134.34	282.17	1.5 ANNUAL	SRCGP4	5
610001.12	4128581	2.55495	134.44	282.39	1.5 ANNUAL	SRCGP4	5
610021.12	4128581	2.47303	134.95	282.39	1.5 ANNUAL	SRCGP4	5
610041.12	4128581	2.36552	135.88	282.39	1.5 ANNUAL	SRCGP4	5
610061.12	4128581	2.27277	135.99	282.39	1.5 ANNUAL	SRCGP4	5
610101.12	4128581	2.07944	135.88	282.39	1.5 ANNUAL	SRCGP4	5
610121.12	4128581	1.96326	136.7	282.39	1.5 ANNUAL	SRCGP4	5
610141.12	4128581	1.81978	139.26	282.39	1.5 ANNUAL	SRCGP4	5
610161.12	4128581	1.71878	139.96	282.39	1.5 ANNUAL	SRCGP4	5
610181.12	4128581	1.61699	141.08	282.39	1.5 ANNUAL	SRCGP4	5
610221.12	4128581	1.45556	141.69	282.39	1.5 ANNUAL	SRCGP4	5
610241.12	4128581	1.37547	142.56	282.39	1.5 ANNUAL	SRCGP4	5
610261.12	4128581	1.30195	143.36	282.39	1.5 ANNUAL	SRCGP4	5
610281.12	4128581	1.24142	143.41	282.39	1.5 ANNUAL	SRCGP4	5
610301.12	4128581	1.179	144.05	282.39	1.5 ANNUAL	SRCGP4	5
609941.12	4128601	3.22568	129.71	282.39	1.5 ANNUAL	SRCGP4	5
609961.12	4128601	3.13775	130.8	282.39	1.5 ANNUAL	SRCGP4	5
609981.12	4128601	3.00896	132.16	282.39	1.5 ANNUAL	SRCGP4	5
610001.12	4128601	2.89669	132.54	282.39	1.5 ANNUAL	SRCGP4	5
610021.12	4128601	2.73047	134.12	282.39	1.5 ANNUAL	SRCGP4	5
610041.12	4128601	2.56311	135.67	282.39	1.5 ANNUAL	SRCGP4	5
610061.12	4128601	2.44384	135.56	282.39	1.5 ANNUAL	SRCGP4	5
610101.12	4128601	2.19259	135.79	282.39	1.5 ANNUAL	SRCGP4	5
610121.12	4128601	2.04995	137.03	282.39	1.5 ANNUAL	SRCGP4	5
610141.12	4128601	1.90751	138.79	282.39	1.5 ANNUAL	SRCGP4	5
610161.12	4128601	1.788	139.89	282.39	1.5 ANNUAL	SRCGP4	5
610181.12	4128601	1.68262	140.67	282.39	1.5 ANNUAL	SRCGP4	5
610221.12	4128601	1.50101	141.76	282.39	1.5 ANNUAL	SRCGP4	5
610241.12	4128601	1.42282	142.07	282.39	1.5 ANNUAL	SRCGP4	5
610261.12	4128601	1.34312	143	282.39	1.5 ANNUAL	SRCGP4	5
610301.12	4128601	1.2082	144.15	282.39	1.5 ANNUAL	SRCGP4	5
609981.12	4128621	3.36629	131.41	282.39	1.5 ANNUAL	SRCGP4	5
610001.12	4128621	3.18415	132.07	282.39	1.5 ANNUAL	SRCGP4	5
610021.12	4128621	2.99403	132.83	282.39	1.5 ANNUAL	SRCGP4	5

610041.12	4128621	2.81982	133.14	282.39	1.5 ANNUAL	SRCGP4	5
610081.12	4128621	2.45905	134.91	282.39	1.5 ANNUAL	SRCGP4	5
610101.12	4128621	2.3016	135.54	282.39	1.5 ANNUAL	SRCGP4	5
610121.12	4128621	2.12149	137.81	282.39	1.5 ANNUAL	SRCGP4	5
610241.12	4128621	1.46692	141.71	282.39	1.5 ANNUAL	SRCGP4	5
610261.12	4128621	1.38664	142.27	282.39	1.5 ANNUAL	SRCGP4	5
610281.12	4128621	1.31071	142.98	282.39	1.5 ANNUAL	SRCGP4	5
610301.12	4128621	1.24178	143.54	282.39	1.5 ANNUAL	SRCGP4	5
609541.12	4128641	0.21269	119.55	119.55	1.5 ANNUAL	SRCGP4	5
610041.12	4128641	2.99494	132.88	282.39	1.5 ANNUAL	SRCGP4	5
610081.12	4128641	2.5821	134.6	282.39	1.5 ANNUAL	SRCGP4	5
610101.12	4128641	2.40452	135.31	282.39	1.5 ANNUAL	SRCGP4	5
610121.12	4128641	2.20797	137.65	282.39	1.5 ANNUAL	SRCGP4	5
610141.12	4128641	2.07371	137.78	282.39	1.5 ANNUAL	SRCGP4	5
610161.12	4128641	1.92558	139.3	282.39	1.5 ANNUAL	SRCGP4	5
610181.12	4128641	1.80682	139.85	282.39	1.5 ANNUAL	SRCGP4	5
610201.12	4128641	1.69557	140.55	282.39	1.5 ANNUAL	SRCGP4	5
610221.12	4128641	1.59621	141.05	282.39	1.5 ANNUAL	SRCGP4	5
610261.12	4128641	1.41836	142.2	282.39	1.5 ANNUAL	SRCGP4	5
610281.12	4128641	1.34035	142.69	282.39	1.5 ANNUAL	SRCGP4	5
610301.12	4128641	1.26645	143.33	282.39	1.5 ANNUAL	SRCGP4	5
609521.12	4128661	0.23846	119.11	119.11	1.5 ANNUAL	SRCGP4	5
609541.12	4128661	0.25221	119.55	119.55	1.5 ANNUAL	SRCGP4	5
610081.12	4128661	2.69866	134.27	282.39	1.5 ANNUAL	SRCGP4	5
610101.12	4128661	2.51162	134.63	282.39	1.5 ANNUAL	SRCGP4	5
610121.12	4128661	2.28846	137.49	282.39	1.5 ANNUAL	SRCGP4	5
610141.12	4128661	2.137	137.91	282.39	1.5 ANNUAL	SRCGP4	5
610161.12	4128661	1.97942	139.41	282.39	1.5 ANNUAL	SRCGP4	5
610181.12	4128661	1.86061	139.47	282.39	1.5 ANNUAL	SRCGP4	5
610201.12	4128661	1.74629	139.86	282.39	1.5 ANNUAL	SRCGP4	5
610221.12	4128661	1.63313	140.84	282.39	1.5 ANNUAL	SRCGP4	5
610281.12	4128661	1.35667	142.93	282.39	1.5 ANNUAL	SRCGP4	5
610301.12	4128661	1.28892	142.62	282.39	1.5 ANNUAL	SRCGP4	5
609521.12	4128681	0.28405	119.23	119.23	1.5 ANNUAL	SRCGP4	5
609541.12	4128681	0.30343	119.18	119.18	1.5 ANNUAL	SRCGP4	5
609781.12	4128681	6.42526	126.76	126.76	1.5 ANNUAL	SRCGP4	5
609801.12	4128681	6.88562	127.11	181.5	1.5 ANNUAL	SRCGP4	5
610161.12	4128681	2.03174	138.99	282.39	1.5 ANNUAL	SRCGP4	5
610181.12	4128681	1.90732	138.86	282.39	1.5 ANNUAL	SRCGP4	5
610201.12	4128681	1.78461	139.28	282.39	1.5 ANNUAL	SRCGP4	5
610221.12	4128681	1.67082	139.81	282.39	1.5 ANNUAL	SRCGP4	5
610241.12	4128681	1.56117	140.76	282.39	1.5 ANNUAL	SRCGP4	5
610261.12	4128681	1.4701	140.95	282.39	1.5 ANNUAL	SRCGP4	5
610281.12	4128681	1.38634	141.12	282.39	1.5 ANNUAL	SRCGP4	5
610301.12	4128681	1.30228	141.93	282.39	1.5 ANNUAL	SRCGP4	5
609521.12	4128701	0.34187	119.22	119.22	1.5 ANNUAL	SRCGP4	5
609541.12	4128701	0.37055	119.23	120.32	1.5 ANNUAL	SRCGP4	5
609801.12	4128701	9.15723	126.84	182.23	1.5 ANNUAL	SRCGP4	5
610221.12	4128701	1.67551	140.15	282.39	1.5 ANNUAL	SRCGP4	5
610241.12	4128701	1.57082	140.42	282.39	1.5 ANNUAL	SRCGP4	5
610261.12	4128701	1.47225	140.91	282.39	1.5 ANNUAL	SRCGP4	5

610281.12	4128701	1.39161	140.54	282.39	1.5 ANNUAL	SRCGP4	5
608982.41	4129330	0.1938	106.67	106.67	1.5 ANNUAL	SRCGP4	5
609002.41	4129330	0.20039	106.47	106.47	1.5 ANNUAL	SRCGP4	5
609042.41	4129330	0.21442	107.88	107.88	1.5 ANNUAL	SRCGP4	5
609062.41	4129330	0.22053	107.99	107.99	1.5 ANNUAL	SRCGP4	5
609082.41	4129330	0.22669	108.76	108.76	1.5 ANNUAL	SRCGP4	5
608982.41	4129350	0.18771	106.52	106.52	1.5 ANNUAL	SRCGP4	5
609042.41	4129350	0.20561	108.14	108.14	1.5 ANNUAL	SRCGP4	5
609062.41	4129350	0.21036	108.04	108.04	1.5 ANNUAL	SRCGP4	5
609082.41	4129350	0.21528	108.92	108.92	1.5 ANNUAL	SRCGP4	5
609122.41	4129350	0.22223	109.41	109.41	1.5 ANNUAL	SRCGP4	5
609142.41	4129350	0.22472	109.75	112.02	1.5 ANNUAL	SRCGP4	5
608982.41	4129370	0.18124	106.25	106.25	1.5 ANNUAL	SRCGP4	5
609022.41	4129370	0.19041	105.62	107.91	1.5 ANNUAL	SRCGP4	5
609042.41	4129370	0.19498	106.21	108.62	1.5 ANNUAL	SRCGP4	5
609062.41	4129370	0.20008	108.26	108.26	1.5 ANNUAL	SRCGP4	5
609082.41	4129370	0.20333	108.44	108.44	1.5 ANNUAL	SRCGP4	5
609122.41	4129370	0.20855	109.58	109.58	1.5 ANNUAL	SRCGP4	5
609142.41	4129370	0.21016	110.11	112.05	1.5 ANNUAL	SRCGP4	5
609162.41	4129370	0.21188	111.94	111.94	1.5 ANNUAL	SRCGP4	5
609182.41	4129370	0.21179	111.89	111.89	1.5 ANNUAL	SRCGP4	5
608982.41	4129390	0.17457	106.15	106.15	1.5 ANNUAL	SRCGP4	5
609022.41	4129390	0.18207	105.75	105.75	1.5 ANNUAL	SRCGP4	5
609042.41	4129390	0.1855	106.12	108.6	1.5 ANNUAL	SRCGP4	5
609062.41	4129390	0.18966	108.41	108.41	1.5 ANNUAL	SRCGP4	5
609082.41	4129390	0.19217	108.93	108.93	1.5 ANNUAL	SRCGP4	5
609102.41	4129390	0.19395	109.18	109.18	1.5 ANNUAL	SRCGP4	5
609122.41	4129390	0.19528	109.62	109.62	1.5 ANNUAL	SRCGP4	5
609142.41	4129390	0.19641	110.72	111.81	1.5 ANNUAL	SRCGP4	5
609162.41	4129390	0.19699	111.98	111.98	1.5 ANNUAL	SRCGP4	5
608982.41	4129410	0.16757	105.99	105.99	1.5 ANNUAL	SRCGP4	5
609022.41	4129410	0.17367	106.07	106.07	1.5 ANNUAL	SRCGP4	5
609042.41	4129410	0.17645	106.81	106.81	1.5 ANNUAL	SRCGP4	5
609062.41	4129410	0.17878	107.57	108.43	1.5 ANNUAL	SRCGP4	5
609082.41	4129410	0.1807	108.48	108.48	1.5 ANNUAL	SRCGP4	5
609102.41	4129410	0.18196	109.13	109.13	1.5 ANNUAL	SRCGP4	5
609122.41	4129410	0.18276	109.87	109.87	1.5 ANNUAL	SRCGP4	5
609142.41	4129410	0.18333	111.23	111.23	1.5 ANNUAL	SRCGP4	5
609162.41	4129410	0.18314	112.16	112.16	1.5 ANNUAL	SRCGP4	5
609182.41	4129410	0.18206	112.27	112.27	1.5 ANNUAL	SRCGP4	5
609202.41	4129410	0.1805	112.46	112.46	1.5 ANNUAL	SRCGP4	5
609222.41	4129410	0.17857	113.1	113.1	1.5 ANNUAL	SRCGP4	5
609242.41	4129410	0.17609	113.67	113.67	1.5 ANNUAL	SRCGP4	5
609022.41	4129430	0.16479	105.64	105.64	1.5 ANNUAL	SRCGP4	5
609042.41	4129430	0.16706	106.82	106.82	1.5 ANNUAL	SRCGP4	5
609062.41	4129430	0.16863	107.52	107.52	1.5 ANNUAL	SRCGP4	5
609082.41	4129430	0.16981	108.31	108.31	1.5 ANNUAL	SRCGP4	5
609102.41	4129430	0.17044	108.9	108.9	1.5 ANNUAL	SRCGP4	5
609122.41	4129430	0.1708	109.89	109.89	1.5 ANNUAL	SRCGP4	5
609142.41	4129430	0.17053	110.51	110.51	1.5 ANNUAL	SRCGP4	5
609162.41	4129430	0.16981	111.2	111.2	1.5 ANNUAL	SRCGP4	5

609182.41	4129430	0.1687	112.12	112.12	1.5 ANNUAL	SRCGP4	5
609202.41	4129430	0.16687	112.39	112.39	1.5 ANNUAL	SRCGP4	5
609222.41	4129430	0.16474	113.13	113.13	1.5 ANNUAL	SRCGP4	5
609242.41	4129430	0.16203	113.41	113.41	1.5 ANNUAL	SRCGP4	5
609262.41	4129430	0.15915	114.39	114.39	1.5 ANNUAL	SRCGP4	5
609282.41	4129430	0.15598	115.59	115.59	1.5 ANNUAL	SRCGP4	5
609302.41	4129430	0.15246	116.2	116.2	1.5 ANNUAL	SRCGP4	5
609322.41	4129430	0.14879	116.66	116.66	1.5 ANNUAL	SRCGP4	5
609342.41	4129430	0.1451	117.06	118.17	1.5 ANNUAL	SRCGP4	5
609362.41	4129430	0.14153	118.13	118.13	1.5 ANNUAL	SRCGP4	5
609402.41	4129430	0.13436	120.02	120.02	1.5 ANNUAL	SRCGP4	5
609422.41	4129430	0.13108	120.32	122.41	1.5 ANNUAL	SRCGP4	5
609642.41	4129430	0.10018	129.78	172.13	1.5 ANNUAL	SRCGP4	5
609662.41	4129430	0.09718	129.86	172.13	1.5 ANNUAL	SRCGP4	5
609682.41	4129430	0.09398	130.6	172.13	1.5 ANNUAL	SRCGP4	5
609702.41	4129430	0.09097	131.27	172.13	1.5 ANNUAL	SRCGP4	5
610222.41	4129430	0.05003	149.58	349.54	1.5 ANNUAL	SRCGP4	5
610242.41	4129430	0.05017	150.64	349.54	1.5 ANNUAL	SRCGP4	5
610262.41	4129430	0.0503	151.43	349.54	1.5 ANNUAL	SRCGP4	5
610282.41	4129430	0.05036	152.17	349.54	1.5 ANNUAL	SRCGP4	5
610302.41	4129430	0.05048	152.64	349.54	1.5 ANNUAL	SRCGP4	5
609102.41	4129450	0.15951	108.58	108.58	1.5 ANNUAL	SRCGP4	5
609122.41	4129450	0.15943	109.57	109.57	1.5 ANNUAL	SRCGP4	5
609142.41	4129450	0.15891	110.52	110.52	1.5 ANNUAL	SRCGP4	5
609162.41	4129450	0.15788	111.28	111.28	1.5 ANNUAL	SRCGP4	5
609182.41	4129450	0.15644	112.15	112.15	1.5 ANNUAL	SRCGP4	5
609202.41	4129450	0.15437	112.31	112.31	1.5 ANNUAL	SRCGP4	5
609222.41	4129450	0.15189	112.36	112.36	1.5 ANNUAL	SRCGP4	5
609242.41	4129450	0.14915	112.62	115.91	1.5 ANNUAL	SRCGP4	5
609262.41	4129450	0.14654	114.58	115.91	1.5 ANNUAL	SRCGP4	5
609282.41	4129450	0.14348	115.9	115.9	1.5 ANNUAL	SRCGP4	5
609302.41	4129450	0.14014	116.37	116.37	1.5 ANNUAL	SRCGP4	5
609322.41	4129450	0.13677	116.9	117.55	1.5 ANNUAL	SRCGP4	5
609342.41	4129450	0.13344	117.49	118.66	1.5 ANNUAL	SRCGP4	5
609362.41	4129450	0.13021	118.5	118.5	1.5 ANNUAL	SRCGP4	5
609402.41	4129450	0.12417	119.53	122.13	1.5 ANNUAL	SRCGP4	5
609422.41	4129450	0.12065	120.91	122.48	1.5 ANNUAL	SRCGP4	5
609442.41	4129450	0.1174	122.62	122.62	1.5 ANNUAL	SRCGP4	5
609462.41	4129450	0.11486	123.41	123.41	1.5 ANNUAL	SRCGP4	5
609482.41	4129450	0.1127	123.9	123.9	1.5 ANNUAL	SRCGP4	5
609502.41	4129450	0.1086	124.3	124.3	1.5 ANNUAL	SRCGP4	5
609582.41	4129450	0.10217	126.13	171.85	1.5 ANNUAL	SRCGP4	5
609602.41	4129450	0.09968	127.07	172.08	1.5 ANNUAL	SRCGP4	5
609622.41	4129450	0.09704	127.59	172.13	1.5 ANNUAL	SRCGP4	5
609642.41	4129450	0.09413	128.27	172.13	1.5 ANNUAL	SRCGP4	5
609682.41	4129450	0.08778	130.77	172.13	1.5 ANNUAL	SRCGP4	5
609702.41	4129450	0.08513	131.41	172.13	1.5 ANNUAL	SRCGP4	5
610022.41	4129450	0.0353	142.28	349.54	1.5 ANNUAL	SRCGP4	5
610042.41	4129450	0.03632	143.15	349.54	1.5 ANNUAL	SRCGP4	5
610062.41	4129450	0.03766	143.71	349.54	1.5 ANNUAL	SRCGP4	5
610082.41	4129450	0.03887	145.09	349.54	1.5 ANNUAL	SRCGP4	5

610202.41	4129450	0.04562	149.34	349.54	1.5 ANNUAL	SRCGP4	5
610222.41	4129450	0.04615	150.05	349.54	1.5 ANNUAL	SRCGP4	5
610242.41	4129450	0.04646	150.92	349.54	1.5 ANNUAL	SRCGP4	5
610262.41	4129450	0.04665	151.75	349.54	1.5 ANNUAL	SRCGP4	5
610282.41	4129450	0.04682	152.32	349.54	1.5 ANNUAL	SRCGP4	5
610302.41	4129450	0.04707	152.5	349.54	1.5 ANNUAL	SRCGP4	5
609002.41	4129470	0.14667	104.91	104.91	1.5 ANNUAL	SRCGP4	5
609022.41	4129470	0.14786	105.54	105.54	1.5 ANNUAL	SRCGP4	5
609042.41	4129470	0.14908	107.02	107.02	1.5 ANNUAL	SRCGP4	5
609062.41	4129470	0.14944	107.32	107.32	1.5 ANNUAL	SRCGP4	5
609202.41	4129470	0.14283	111.91	111.91	1.5 ANNUAL	SRCGP4	5
609222.41	4129470	0.14038	112.24	112.24	1.5 ANNUAL	SRCGP4	5
609242.41	4129470	0.13769	112.61	115.91	1.5 ANNUAL	SRCGP4	5
609262.41	4129470	0.13506	114.28	115.91	1.5 ANNUAL	SRCGP4	5
609282.41	4129470	0.13217	115.58	115.58	1.5 ANNUAL	SRCGP4	5
609302.41	4129470	0.12907	115.98	115.98	1.5 ANNUAL	SRCGP4	5
609322.41	4129470	0.12601	116.61	117.2	1.5 ANNUAL	SRCGP4	5
609342.41	4129470	0.12302	117.46	117.46	1.5 ANNUAL	SRCGP4	5
609362.41	4129470	0.12014	118.3	118.3	1.5 ANNUAL	SRCGP4	5
609402.41	4129470	0.11481	119.4	119.4	1.5 ANNUAL	SRCGP4	5
609422.41	4129470	0.11186	120.59	121.21	1.5 ANNUAL	SRCGP4	5
609442.41	4129470	0.10928	121.56	123.36	1.5 ANNUAL	SRCGP4	5
609462.41	4129470	0.10685	122.78	123.65	1.5 ANNUAL	SRCGP4	5
609482.41	4129470	0.10233	124.09	124.09	1.5 ANNUAL	SRCGP4	5
609502.41	4129470	0.10095	124.65	124.65	1.5 ANNUAL	SRCGP4	5
609522.41	4129470	0.0997	125.13	125.13	1.5 ANNUAL	SRCGP4	5
609542.41	4129470	0.09837	125.69	125.69	1.5 ANNUAL	SRCGP4	5
609602.41	4129470	0.0931	126.79	171.85	1.5 ANNUAL	SRCGP4	5
609622.41	4129470	0.09072	127.28	172.13	1.5 ANNUAL	SRCGP4	5
609642.41	4129470	0.088	128.18	172.13	1.5 ANNUAL	SRCGP4	5
609662.41	4129470	0.08542	128.71	172.13	1.5 ANNUAL	SRCGP4	5
609682.41	4129470	0.08281	129.56	172.13	1.5 ANNUAL	SRCGP4	5
609702.41	4129470	0.08047	130.16	172.13	1.5 ANNUAL	SRCGP4	5
609742.41	4129470	0.07517	132.93	172.13	1.5 ANNUAL	SRCGP4	5
609762.41	4129470	0.07249	133.51	349.54	1.5 ANNUAL	SRCGP4	5
609782.41	4129470	0.0693	133.81	349.54	1.5 ANNUAL	SRCGP4	5
609962.41	4129470	0.03291	140	349.54	1.5 ANNUAL	SRCGP4	5
609982.41	4129470	0.03201	141.03	349.54	1.5 ANNUAL	SRCGP4	5
610002.41	4129470	0.03187	141.82	349.54	1.5 ANNUAL	SRCGP4	5
610022.41	4129470	0.03229	142.46	349.54	1.5 ANNUAL	SRCGP4	5
610042.41	4129470	0.03312	143.03	349.54	1.5 ANNUAL	SRCGP4	5
610062.41	4129470	0.03421	143.69	349.54	1.5 ANNUAL	SRCGP4	5
610082.41	4129470	0.03528	145.07	349.54	1.5 ANNUAL	SRCGP4	5
610102.41	4129470	0.03653	146.08	349.54	1.5 ANNUAL	SRCGP4	5
610122.41	4129470	0.03787	146.7	349.54	1.5 ANNUAL	SRCGP4	5
610142.41	4129470	0.03922	147.01	349.54	1.5 ANNUAL	SRCGP4	5
610162.41	4129470	0.04015	148.45	349.54	1.5 ANNUAL	SRCGP4	5
610182.41	4129470	0.04103	149.52	349.54	1.5 ANNUAL	SRCGP4	5
610222.41	4129470	0.0427	150.09	349.54	1.5 ANNUAL	SRCGP4	5
610242.41	4129470	0.0433	150.31	349.54	1.5 ANNUAL	SRCGP4	5
610262.41	4129470	0.04317	152.53	349.54	1.5 ANNUAL	SRCGP4	5

610302.41	4129470	0.04397	152.34	349.54	1.5 ANNUAL	SRCGP4	5
609002.41	4129490	0.13909	105	105	1.5 ANNUAL	SRCGP4	5
609022.41	4129490	0.13984	105.66	105.66	1.5 ANNUAL	SRCGP4	5
609042.41	4129490	0.14065	107.23	107.23	1.5 ANNUAL	SRCGP4	5
609062.41	4129490	0.14077	107.86	107.86	1.5 ANNUAL	SRCGP4	5
609082.41	4129490	0.14055	108.45	108.45	1.5 ANNUAL	SRCGP4	5
609102.41	4129490	0.14008	109.22	109.22	1.5 ANNUAL	SRCGP4	5
609122.41	4129490	0.13936	110.26	110.26	1.5 ANNUAL	SRCGP4	5
609142.41	4129490	0.13811	110.73	110.73	1.5 ANNUAL	SRCGP4	5
609162.41	4129490	0.13646	110.96	110.96	1.5 ANNUAL	SRCGP4	5
609222.41	4129490	0.1299	112.07	112.07	1.5 ANNUAL	SRCGP4	5
609242.41	4129490	0.12732	112.67	114.04	1.5 ANNUAL	SRCGP4	5
609262.41	4129490	0.12477	114.2	114.2	1.5 ANNUAL	SRCGP4	5
609402.41	4129490	0.10631	119.8	119.8	1.5 ANNUAL	SRCGP4	5
609422.41	4129490	0.10375	120.83	120.83	1.5 ANNUAL	SRCGP4	5
609442.41	4129490	0.10154	121.66	121.66	1.5 ANNUAL	SRCGP4	5
609462.41	4129490	0.09972	121.99	121.99	1.5 ANNUAL	SRCGP4	5
609482.41	4129490	0.09799	122.55	122.55	1.5 ANNUAL	SRCGP4	5
609502.41	4129490	0.09646	122.96	125.36	1.5 ANNUAL	SRCGP4	5
609522.41	4129490	0.09344	124.28	125.36	1.5 ANNUAL	SRCGP4	5
609542.41	4129490	0.09204	125.26	125.26	1.5 ANNUAL	SRCGP4	5
609582.41	4129490	0.0891	125.94	171.65	1.5 ANNUAL	SRCGP4	5
609602.41	4129490	0.08721	126.32	171.85	1.5 ANNUAL	SRCGP4	5
609682.41	4129490	0.07784	129.28	172.13	1.5 ANNUAL	SRCGP4	5
609702.41	4129490	0.07576	129.85	349.54	1.5 ANNUAL	SRCGP4	5
609742.41	4129490	0.0713	132.1	349.54	1.5 ANNUAL	SRCGP4	5
609762.41	4129490	0.06886	133.04	349.54	1.5 ANNUAL	SRCGP4	5
609782.41	4129490	0.06601	133.66	349.54	1.5 ANNUAL	SRCGP4	5
609802.41	4129490	0.06238	134.49	349.54	1.5 ANNUAL	SRCGP4	5
609822.41	4129490	0.05809	135.26	349.54	1.5 ANNUAL	SRCGP4	5
609842.41	4129490	0.0534	135.77	349.54	1.5 ANNUAL	SRCGP4	5
609862.41	4129490	0.04853	136.27	349.54	1.5 ANNUAL	SRCGP4	5
609882.41	4129490	0.04344	137.75	349.54	1.5 ANNUAL	SRCGP4	5
609962.41	4129490	0.03143	139.47	349.54	1.5 ANNUAL	SRCGP4	5
609982.41	4129490	0.03018	140.69	349.54	1.5 ANNUAL	SRCGP4	5
610002.41	4129490	0.0298	141.17	349.54	1.5 ANNUAL	SRCGP4	5
610022.41	4129490	0.02992	141.86	349.54	1.5 ANNUAL	SRCGP4	5
610042.41	4129490	0.03043	142.65	349.54	1.5 ANNUAL	SRCGP4	5
610062.41	4129490	0.03129	143.31	349.54	1.5 ANNUAL	SRCGP4	5
610082.41	4129490	0.03236	143.96	349.54	1.5 ANNUAL	SRCGP4	5
610102.41	4129490	0.03328	145.82	349.54	1.5 ANNUAL	SRCGP4	5
610122.41	4129490	0.03454	146.41	349.54	1.5 ANNUAL	SRCGP4	5
610142.41	4129490	0.03572	147.26	349.54	1.5 ANNUAL	SRCGP4	5
610182.41	4129490	0.03774	149.25	349.54	1.5 ANNUAL	SRCGP4	5
610222.41	4129490	0.03958	149.74	349.54	1.5 ANNUAL	SRCGP4	5
610242.41	4129490	0.04018	150.31	349.54	1.5 ANNUAL	SRCGP4	5
610262.41	4129490	0.04027	152.25	349.54	1.5 ANNUAL	SRCGP4	5
610302.41	4129490	0.04113	152.2	349.54	1.5 ANNUAL	SRCGP4	5
609002.41	4129510	0.13151	104.49	104.49	1.5 ANNUAL	SRCGP4	5
609022.41	4129510	0.13188	105.07	105.07	1.5 ANNUAL	SRCGP4	5
609042.41	4129510	0.13217	106.18	106.18	1.5 ANNUAL	SRCGP4	5

609062.41	4129510	0.13204	106.92	106.92	1.5 ANNUAL	SRCGP4	5
609082.41	4129510	0.13177	108.11	108.11	1.5 ANNUAL	SRCGP4	5
609102.41	4129510	0.13105	108.86	108.86	1.5 ANNUAL	SRCGP4	5
609122.41	4129510	0.13004	109.66	110.12	1.5 ANNUAL	SRCGP4	5
609142.41	4129510	0.12881	110.84	110.84	1.5 ANNUAL	SRCGP4	5
609162.41	4129510	0.12701	110.96	110.96	1.5 ANNUAL	SRCGP4	5
609202.41	4129510	0.12258	110.73	110.73	1.5 ANNUAL	SRCGP4	5
609222.41	4129510	0.12035	111.83	111.83	1.5 ANNUAL	SRCGP4	5
609242.41	4129510	0.11801	113.18	113.18	1.5 ANNUAL	SRCGP4	5
609262.41	4129510	0.11546	113.91	113.91	1.5 ANNUAL	SRCGP4	5
609302.41	4129510	0.11028	115.02	115.02	1.5 ANNUAL	SRCGP4	5
609322.41	4129510	0.1078	115.81	117.58	1.5 ANNUAL	SRCGP4	5
609342.41	4129510	0.10546	117.47	117.47	1.5 ANNUAL	SRCGP4	5
609362.41	4129510	0.10317	118.61	118.61	1.5 ANNUAL	SRCGP4	5
609382.41	4129510	0.101	119.47	119.47	1.5 ANNUAL	SRCGP4	5
609462.41	4129510	0.0932	121.48	121.48	1.5 ANNUAL	SRCGP4	5
609482.41	4129510	0.09159	122.23	122.23	1.5 ANNUAL	SRCGP4	5
609502.41	4129510	0.09017	122.8	122.8	1.5 ANNUAL	SRCGP4	5
609522.41	4129510	0.08879	123.57	124.84	1.5 ANNUAL	SRCGP4	5
609542.41	4129510	0.08626	124.95	124.95	1.5 ANNUAL	SRCGP4	5
609582.41	4129510	0.08355	125.59	170.29	1.5 ANNUAL	SRCGP4	5
609602.41	4129510	0.08178	126.09	171.73	1.5 ANNUAL	SRCGP4	5
609622.41	4129510	0.07936	127.89	171.73	1.5 ANNUAL	SRCGP4	5
609642.41	4129510	0.07712	128.75	171.85	1.5 ANNUAL	SRCGP4	5
609662.41	4129510	0.07501	129.23	172.08	1.5 ANNUAL	SRCGP4	5
609682.41	4129510	0.07296	129.85	349.54	1.5 ANNUAL	SRCGP4	5
609762.41	4129510	0.06558	132.18	349.54	1.5 ANNUAL	SRCGP4	5
609782.41	4129510	0.063	133.19	349.54	1.5 ANNUAL	SRCGP4	5
609802.41	4129510	0.05986	134.04	349.54	1.5 ANNUAL	SRCGP4	5
609822.41	4129510	0.05599	135.09	349.54	1.5 ANNUAL	SRCGP4	5
609842.41	4129510	0.05174	135.69	349.54	1.5 ANNUAL	SRCGP4	5
609862.41	4129510	0.04725	136.21	349.54	1.5 ANNUAL	SRCGP4	5
609882.41	4129510	0.04242	137.73	349.54	1.5 ANNUAL	SRCGP4	5
609902.41	4129510	0.03828	138.35	349.54	1.5 ANNUAL	SRCGP4	5
609922.41	4129510	0.03481	138.75	349.54	1.5 ANNUAL	SRCGP4	5
609942.41	4129510	0.03195	139.49	349.54	1.5 ANNUAL	SRCGP4	5
609982.41	4129510	0.02874	140.07	349.54	1.5 ANNUAL	SRCGP4	5
610002.41	4129510	0.02803	140.72	349.54	1.5 ANNUAL	SRCGP4	5
610082.41	4129510	0.02958	143.83	349.54	1.5 ANNUAL	SRCGP4	5
610102.41	4129510	0.03055	144.86	349.54	1.5 ANNUAL	SRCGP4	5
610122.41	4129510	0.03164	145.72	349.54	1.5 ANNUAL	SRCGP4	5
610142.41	4129510	0.03283	146.21	349.54	1.5 ANNUAL	SRCGP4	5
610162.41	4129510	0.03376	147.83	349.54	1.5 ANNUAL	SRCGP4	5
610182.41	4129510	0.03473	148.84	349.54	1.5 ANNUAL	SRCGP4	5
610222.41	4129510	0.0366	149.61	349.54	1.5 ANNUAL	SRCGP4	5
610242.41	4129510	0.03717	150.71	349.54	1.5 ANNUAL	SRCGP4	5
610262.41	4129510	0.03756	151.88	349.54	1.5 ANNUAL	SRCGP4	5
610302.41	4129510	0.0385	152.04	349.54	1.5 ANNUAL	SRCGP4	5
609002.41	4129530	0.12434	104.22	104.22	1.5 ANNUAL	SRCGP4	5
609022.41	4129530	0.12446	104.93	104.93	1.5 ANNUAL	SRCGP4	5
609042.41	4129530	0.1244	105.82	105.82	1.5 ANNUAL	SRCGP4	5

609062.41	4129530	0.12406	106.63	106.63	1.5 ANNUAL	SRCGP4	5
609082.41	4129530	0.12347	107.51	107.51	1.5 ANNUAL	SRCGP4	5
609102.41	4129530	0.12257	108.3	108.3	1.5 ANNUAL	SRCGP4	5
609122.41	4129530	0.12122	108.46	110.74	1.5 ANNUAL	SRCGP4	5
609142.41	4129530	0.11989	109.69	110.33	1.5 ANNUAL	SRCGP4	5
609162.41	4129530	0.11824	110.72	110.72	1.5 ANNUAL	SRCGP4	5
609202.41	4129530	0.11389	110.76	110.76	1.5 ANNUAL	SRCGP4	5
609222.41	4129530	0.11165	111.45	111.45	1.5 ANNUAL	SRCGP4	5
609242.41	4129530	0.10949	113.19	113.51	1.5 ANNUAL	SRCGP4	5
609262.41	4129530	0.10708	113.71	113.71	1.5 ANNUAL	SRCGP4	5
609302.41	4129530	0.10234	114.75	117.33	1.5 ANNUAL	SRCGP4	5
609322.41	4129530	0.10017	116.3	117.71	1.5 ANNUAL	SRCGP4	5
609342.41	4129530	0.09805	117.78	117.78	1.5 ANNUAL	SRCGP4	5
609362.41	4129530	0.09599	118.77	118.77	1.5 ANNUAL	SRCGP4	5
609382.41	4129530	0.09394	119.79	119.79	1.5 ANNUAL	SRCGP4	5
609402.41	4129530	0.09178	120.76	120.76	1.5 ANNUAL	SRCGP4	5
609422.41	4129530	0.09004	121.13	121.13	1.5 ANNUAL	SRCGP4	5
609442.41	4129530	0.08837	121.75	121.75	1.5 ANNUAL	SRCGP4	5
609542.41	4129530	0.0811	124.25	124.25	1.5 ANNUAL	SRCGP4	5
609582.41	4129530	0.07851	125.19	125.19	1.5 ANNUAL	SRCGP4	5
609602.41	4129530	0.07683	125.9	171.65	1.5 ANNUAL	SRCGP4	5
609642.41	4129530	0.07273	128.06	349.54	1.5 ANNUAL	SRCGP4	5
609662.41	4129530	0.07052	129.38	349.54	1.5 ANNUAL	SRCGP4	5
609682.41	4129530	0.06861	130.15	349.54	1.5 ANNUAL	SRCGP4	5
609742.41	4129530	0.06381	131.92	349.54	1.5 ANNUAL	SRCGP4	5
609762.41	4129530	0.06212	132.45	349.54	1.5 ANNUAL	SRCGP4	5
609862.41	4129530	0.04606	135.93	349.54	1.5 ANNUAL	SRCGP4	5
609882.41	4129530	0.04174	136.87	349.54	1.5 ANNUAL	SRCGP4	5
609902.41	4129530	0.03769	137.6	349.54	1.5 ANNUAL	SRCGP4	5
609922.41	4129530	0.0342	138.03	349.54	1.5 ANNUAL	SRCGP4	5
609942.41	4129530	0.03095	139.75	349.54	1.5 ANNUAL	SRCGP4	5
609962.41	4129530	0.02888	139.79	349.54	1.5 ANNUAL	SRCGP4	5
610002.41	4129530	0.02663	140.01	349.54	1.5 ANNUAL	SRCGP4	5
610022.41	4129530	0.02609	141.31	349.54	1.5 ANNUAL	SRCGP4	5
610042.41	4129530	0.02605	142.41	349.54	1.5 ANNUAL	SRCGP4	5
610062.41	4129530	0.02635	143.64	349.54	1.5 ANNUAL	SRCGP4	5
610162.41	4129530	0.03086	148.02	349.54	1.5 ANNUAL	SRCGP4	5
610182.41	4129530	0.03192	148.56	349.54	1.5 ANNUAL	SRCGP4	5
610222.41	4129530	0.03386	149.28	349.54	1.5 ANNUAL	SRCGP4	5
610242.41	4129530	0.03436	151.06	349.54	1.5 ANNUAL	SRCGP4	5
610262.41	4129530	0.03499	151.6	349.54	1.5 ANNUAL	SRCGP4	5
610282.41	4129530	0.03571	151.1	349.54	1.5 ANNUAL	SRCGP4	5
610302.41	4129530	0.03606	151.76	349.54	1.5 ANNUAL	SRCGP4	5
609122.41	4129550	0.11336	108.51	108.51	1.5 ANNUAL	SRCGP4	5
609142.41	4129550	0.11192	109.69	110.52	1.5 ANNUAL	SRCGP4	5
609162.41	4129550	0.11014	110.33	110.33	1.5 ANNUAL	SRCGP4	5
609202.41	4129550	0.10597	110.82	110.82	1.5 ANNUAL	SRCGP4	5
609222.41	4129550	0.10378	111.25	112.74	1.5 ANNUAL	SRCGP4	5
609242.41	4129550	0.10175	113	113	1.5 ANNUAL	SRCGP4	5
609262.41	4129550	0.09946	113.07	113.07	1.5 ANNUAL	SRCGP4	5
609282.41	4129550	0.09729	113.68	113.68	1.5 ANNUAL	SRCGP4	5

609302.41	4129550	0.09522	114.62	114.62	1.5 ANNUAL	SRCGP4	5
609322.41	4129550	0.09323	115.75	118.81	1.5 ANNUAL	SRCGP4	5
609342.41	4129550	0.09137	118.05	118.17	1.5 ANNUAL	SRCGP4	5
609362.41	4129550	0.08953	118.71	118.71	1.5 ANNUAL	SRCGP4	5
609382.41	4129550	0.08781	118.99	118.99	1.5 ANNUAL	SRCGP4	5
609402.41	4129550	0.08623	119.51	121.33	1.5 ANNUAL	SRCGP4	5
609422.41	4129550	0.08414	121.43	121.43	1.5 ANNUAL	SRCGP4	5
609442.41	4129550	0.08268	121.99	121.99	1.5 ANNUAL	SRCGP4	5
609482.41	4129550	0.08042	122.01	122.01	1.5 ANNUAL	SRCGP4	5
609502.41	4129550	0.07932	122.42	122.42	1.5 ANNUAL	SRCGP4	5
609522.41	4129550	0.07812	123.49	123.9	1.5 ANNUAL	SRCGP4	5
609582.41	4129550	0.0739	124.83	124.83	1.5 ANNUAL	SRCGP4	5
609602.41	4129550	0.07226	125.86	349.54	1.5 ANNUAL	SRCGP4	5
609622.41	4129550	0.07056	126.54	349.54	1.5 ANNUAL	SRCGP4	5
609642.41	4129550	0.06864	127.61	349.54	1.5 ANNUAL	SRCGP4	5
609662.41	4129550	0.06681	128.36	349.54	1.5 ANNUAL	SRCGP4	5
609682.41	4129550	0.06507	129.15	349.54	1.5 ANNUAL	SRCGP4	5
609722.41	4129550	0.06196	130.84	349.54	1.5 ANNUAL	SRCGP4	5
609742.41	4129550	0.06051	131.7	349.54	1.5 ANNUAL	SRCGP4	5
609762.41	4129550	0.05899	132.43	349.54	1.5 ANNUAL	SRCGP4	5
609782.41	4129550	0.05707	133.5	349.54	1.5 ANNUAL	SRCGP4	5
609802.41	4129550	0.05465	134.61	349.54	1.5 ANNUAL	SRCGP4	5
609822.41	4129550	0.05175	135.41	349.54	1.5 ANNUAL	SRCGP4	5
609862.41	4129550	0.04462	136.53	349.54	1.5 ANNUAL	SRCGP4	5
609882.41	4129550	0.04078	136.83	349.54	1.5 ANNUAL	SRCGP4	5
609922.41	4129550	0.03347	138.02	349.54	1.5 ANNUAL	SRCGP4	5
609942.41	4129550	0.03043	138.83	349.54	1.5 ANNUAL	SRCGP4	5
609962.41	4129550	0.02791	140.04	349.54	1.5 ANNUAL	SRCGP4	5
610002.41	4129550	0.02521	140.53	349.54	1.5 ANNUAL	SRCGP4	5
610022.41	4129550	0.02456	141.3	349.54	1.5 ANNUAL	SRCGP4	5
610042.41	4129550	0.02429	142.51	349.54	1.5 ANNUAL	SRCGP4	5
610062.41	4129550	0.02443	143.57	349.54	1.5 ANNUAL	SRCGP4	5
610082.41	4129550	0.02485	144.65	349.54	1.5 ANNUAL	SRCGP4	5
610102.41	4129550	0.02555	145.44	349.54	1.5 ANNUAL	SRCGP4	5
610122.41	4129550	0.02643	145.97	349.54	1.5 ANNUAL	SRCGP4	5
610162.41	4129550	0.02824	148.17	349.54	1.5 ANNUAL	SRCGP4	5
610182.41	4129550	0.02934	148.25	349.54	1.5 ANNUAL	SRCGP4	5
610202.41	4129550	0.03038	148.49	349.54	1.5 ANNUAL	SRCGP4	5
610222.41	4129550	0.0313	148.98	349.54	1.5 ANNUAL	SRCGP4	5
610242.41	4129550	0.03177	151.23	349.54	1.5 ANNUAL	SRCGP4	5
610282.41	4129550	0.03329	151.01	349.54	1.5 ANNUAL	SRCGP4	5
610302.41	4129550	0.03373	151.6	349.54	1.5 ANNUAL	SRCGP4	5
608982.41	4129570	0.11138	103.83	103.83	1.5 ANNUAL	SRCGP4	5
609002.41	4129570	0.11123	104.4	104.4	1.5 ANNUAL	SRCGP4	5
609022.41	4129570	0.11095	105.21	105.21	1.5 ANNUAL	SRCGP4	5
609042.41	4129570	0.11045	106.01	106.01	1.5 ANNUAL	SRCGP4	5
609062.41	4129570	0.10974	106.87	106.87	1.5 ANNUAL	SRCGP4	5
609082.41	4129570	0.10878	107.62	107.62	1.5 ANNUAL	SRCGP4	5
609102.41	4129570	0.10753	108.15	108.15	1.5 ANNUAL	SRCGP4	5
609122.41	4129570	0.10605	108.51	108.51	1.5 ANNUAL	SRCGP4	5
609142.41	4129570	0.10455	109.72	109.72	1.5 ANNUAL	SRCGP4	5

609162.41	4129570	0.10268	109.89	109.89	1.5 ANNUAL	SRCGP4	5
609202.41	4129570	0.09868	110.55	110.55	1.5 ANNUAL	SRCGP4	5
609222.41	4129570	0.09662	111.04	112.51	1.5 ANNUAL	SRCGP4	5
609242.41	4129570	0.09472	112.61	112.61	1.5 ANNUAL	SRCGP4	5
609282.41	4129570	0.09065	113.38	113.38	1.5 ANNUAL	SRCGP4	5
609302.41	4129570	0.08876	114.14	114.14	1.5 ANNUAL	SRCGP4	5
609322.41	4129570	0.08695	114.89	118.81	1.5 ANNUAL	SRCGP4	5
609342.41	4129570	0.08529	116.55	118.81	1.5 ANNUAL	SRCGP4	5
609362.41	4129570	0.08369	118.33	118.33	1.5 ANNUAL	SRCGP4	5
609382.41	4129570	0.08216	118.65	118.65	1.5 ANNUAL	SRCGP4	5
609402.41	4129570	0.08076	119.04	119.04	1.5 ANNUAL	SRCGP4	5
609422.41	4129570	0.07923	120.26	120.64	1.5 ANNUAL	SRCGP4	5
609442.41	4129570	0.07787	120.9	120.9	1.5 ANNUAL	SRCGP4	5
609482.41	4129570	0.07556	122.01	122.01	1.5 ANNUAL	SRCGP4	5
609502.41	4129570	0.07458	122.35	123.76	1.5 ANNUAL	SRCGP4	5
609522.41	4129570	0.07339	123.89	123.89	1.5 ANNUAL	SRCGP4	5
609582.41	4129570	0.06959	124.82	349.54	1.5 ANNUAL	SRCGP4	5
609602.41	4129570	0.06811	125.73	349.54	1.5 ANNUAL	SRCGP4	5
609622.41	4129570	0.06653	126.47	349.54	1.5 ANNUAL	SRCGP4	5
609642.41	4129570	0.06481	127.4	349.54	1.5 ANNUAL	SRCGP4	5
609662.41	4129570	0.06313	128.17	349.54	1.5 ANNUAL	SRCGP4	5
609682.41	4129570	0.06154	128.95	349.54	1.5 ANNUAL	SRCGP4	5
609742.41	4129570	0.05754	131.15	349.54	1.5 ANNUAL	SRCGP4	5
609762.41	4129570	0.05611	132.25	349.54	1.5 ANNUAL	SRCGP4	5
609782.41	4129570	0.05452	133.08	349.54	1.5 ANNUAL	SRCGP4	5
609802.41	4129570	0.05247	134.08	349.54	1.5 ANNUAL	SRCGP4	5
609822.41	4129570	0.04994	134.88	349.54	1.5 ANNUAL	SRCGP4	5
609862.41	4129570	0.04335	136.66	349.54	1.5 ANNUAL	SRCGP4	5
609882.41	4129570	0.03974	137.14	349.54	1.5 ANNUAL	SRCGP4	5
609902.41	4129570	0.03609	137.8	349.54	1.5 ANNUAL	SRCGP4	5
609922.41	4129570	0.03276	138.17	349.54	1.5 ANNUAL	SRCGP4	5
609942.41	4129570	0.02984	138.55	349.54	1.5 ANNUAL	SRCGP4	5
609962.41	4129570	0.02711	140.2	349.54	1.5 ANNUAL	SRCGP4	5
610002.41	4129570	0.02423	140.01	349.54	1.5 ANNUAL	SRCGP4	5
610022.41	4129570	0.02329	141.25	349.54	1.5 ANNUAL	SRCGP4	5
610042.41	4129570	0.02297	141.64	349.54	1.5 ANNUAL	SRCGP4	5
610062.41	4129570	0.02301	142.07	349.54	1.5 ANNUAL	SRCGP4	5
610082.41	4129570	0.02332	142.75	349.54	1.5 ANNUAL	SRCGP4	5
610102.41	4129570	0.02376	144.01	349.54	1.5 ANNUAL	SRCGP4	5
610122.41	4129570	0.02428	145.94	349.54	1.5 ANNUAL	SRCGP4	5
610162.41	4129570	0.02592	148.03	349.54	1.5 ANNUAL	SRCGP4	5
610202.41	4129570	0.02792	148.61	349.54	1.5 ANNUAL	SRCGP4	5
610222.41	4129570	0.02885	149.06	349.54	1.5 ANNUAL	SRCGP4	5
610242.41	4129570	0.02942	151.09	349.54	1.5 ANNUAL	SRCGP4	5
610282.41	4129570	0.03098	151.07	349.54	1.5 ANNUAL	SRCGP4	5
610302.41	4129570	0.03154	151.37	349.54	1.5 ANNUAL	SRCGP4	5
608982.41	4129590	0.10526	103.1	103.1	1.5 ANNUAL	SRCGP4	5
609002.41	4129590	0.10503	103.98	104.52	1.5 ANNUAL	SRCGP4	5
609022.41	4129590	0.10454	104.61	106.05	1.5 ANNUAL	SRCGP4	5
609042.41	4129590	0.10399	105.81	105.81	1.5 ANNUAL	SRCGP4	5
609062.41	4129590	0.10324	107.05	107.05	1.5 ANNUAL	SRCGP4	5

609082.41	4129590	0.1022	108.04	108.04	1.5 ANNUAL	SRCGP4	5
609102.41	4129590	0.10089	108.61	108.61	1.5 ANNUAL	SRCGP4	5
609122.41	4129590	0.09927	108.55	108.55	1.5 ANNUAL	SRCGP4	5
609142.41	4129590	0.09771	109.58	109.58	1.5 ANNUAL	SRCGP4	5
609162.41	4129590	0.09585	109.57	109.57	1.5 ANNUAL	SRCGP4	5
609202.41	4129590	0.09202	110.21	110.21	1.5 ANNUAL	SRCGP4	5
609222.41	4129590	0.09016	111.02	112.47	1.5 ANNUAL	SRCGP4	5
609242.41	4129590	0.08837	112.45	112.45	1.5 ANNUAL	SRCGP4	5
609282.41	4129590	0.08464	113.1	113.1	1.5 ANNUAL	SRCGP4	5
609302.41	4129590	0.08294	113.92	113.92	1.5 ANNUAL	SRCGP4	5
609322.41	4129590	0.08134	115.03	115.03	1.5 ANNUAL	SRCGP4	5
609342.41	4129590	0.07983	116.23	116.23	1.5 ANNUAL	SRCGP4	5
609362.41	4129590	0.0784	117.59	117.59	1.5 ANNUAL	SRCGP4	5
609382.41	4129590	0.07704	118.02	118.02	1.5 ANNUAL	SRCGP4	5
609402.41	4129590	0.07579	118.17	120.49	1.5 ANNUAL	SRCGP4	5
609422.41	4129590	0.07443	120.25	120.25	1.5 ANNUAL	SRCGP4	5
609442.41	4129590	0.07327	120.67	120.67	1.5 ANNUAL	SRCGP4	5
609482.41	4129590	0.07117	121.82	121.82	1.5 ANNUAL	SRCGP4	5
609502.41	4129590	0.07023	122.41	123.92	1.5 ANNUAL	SRCGP4	5
609522.41	4129590	0.06915	123.94	123.94	1.5 ANNUAL	SRCGP4	5
609562.41	4129590	0.06675	124.45	349.54	1.5 ANNUAL	SRCGP4	5
609582.41	4129590	0.06566	124.79	349.54	1.5 ANNUAL	SRCGP4	5
609602.41	4129590	0.06409	126.52	349.54	1.5 ANNUAL	SRCGP4	5
609622.41	4129590	0.06263	127.18	349.54	1.5 ANNUAL	SRCGP4	5
609642.41	4129590	0.06113	127.76	349.54	1.5 ANNUAL	SRCGP4	5
609662.41	4129590	0.0596	128.48	349.54	1.5 ANNUAL	SRCGP4	5
609682.41	4129590	0.05827	128.83	349.54	1.5 ANNUAL	SRCGP4	5
609722.41	4129590	0.05547	131.33	349.54	1.5 ANNUAL	SRCGP4	5
609742.41	4129590	0.05446	131.71	349.54	1.5 ANNUAL	SRCGP4	5
609762.41	4129590	0.05333	132.39	349.54	1.5 ANNUAL	SRCGP4	5
609782.41	4129590	0.05203	132.97	349.54	1.5 ANNUAL	SRCGP4	5
609862.41	4129590	0.04234	135.92	349.54	1.5 ANNUAL	SRCGP4	5
609882.41	4129590	0.03892	136.77	349.54	1.5 ANNUAL	SRCGP4	5
609902.41	4129590	0.03545	137.54	349.54	1.5 ANNUAL	SRCGP4	5
609922.41	4129590	0.03208	138.43	349.54	1.5 ANNUAL	SRCGP4	5
609942.41	4129590	0.02918	138.82	349.54	1.5 ANNUAL	SRCGP4	5
609962.41	4129590	0.02654	139.98	349.54	1.5 ANNUAL	SRCGP4	5
609982.41	4129590	0.02459	140.45	349.54	1.5 ANNUAL	SRCGP4	5
610082.41	4129590	0.02175	142.44	349.54	1.5 ANNUAL	SRCGP4	5
610102.41	4129590	0.02211	143.29	349.54	1.5 ANNUAL	SRCGP4	5
610122.41	4129590	0.02275	143.54	349.54	1.5 ANNUAL	SRCGP4	5
610162.41	4129590	0.02387	147.71	349.54	1.5 ANNUAL	SRCGP4	5
610202.41	4129590	0.02575	148.25	349.54	1.5 ANNUAL	SRCGP4	5
610222.41	4129590	0.02661	148.96	349.54	1.5 ANNUAL	SRCGP4	5
610242.41	4129590	0.02723	150.85	349.54	1.5 ANNUAL	SRCGP4	5
610282.41	4129590	0.02885	150.82	349.54	1.5 ANNUAL	SRCGP4	5
610302.41	4129590	0.02937	151.72	349.54	1.5 ANNUAL	SRCGP4	5

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Operational Emissions Calculations

Evergreen Valley College FMP - Operational emissions

OPERATIONAL EMISSIONS - Criteria Air Pollutants

Source	Tons per year				Pounds per day			
	ROG	NOx	Total PM ₁₀	Total PM _{2.5}	ROG	NOx	Total PM ₁₀	Total PM _{2.5}
Proposed 2030 FMP								
Area	3.18	0.00	0.00	0.00	17.4	0.0	0.0	0.0
Mobile	2.63	2.75	7.52	2.03	14.4	15.1	41.2	11.1
Natural Gas	0.30	2.73	0.21	0.21	1.65	14.96	1.14	1.1
TOTAL - Proposed under FMP	6.11	5.49	7.73	2.24	33.5	30.1	42.3	12.3
Existing								
Area	2.85	0.00	0.00	0.00	15.6	0.0	0.0	0.0
Mobile	3.27	4.45	6.10	1.67	17.9	24.4	33.4	9.2
Natural Gas	0.25	2.27	0.17	0.17	1.4	12.4	0.9	0.9
TOTAL - Existing	6.37	6.72	6.27	1.85	34.9	36.8	34.4	10.1
Net Change								
Area	0.33	0.00	0.00	0.00	1.8	0.0	0.0	0.0
Mobile	-0.64	-1.69	1.42	0.36	-3.5	-9.3	7.8	2.0
Natural Gas	0.05	0.46	0.04	0.04	0.3	2.5	0.2	0.2
TOTAL - Proposed under FMP	-0.26	-1.23	1.45	0.39	-1.4	-6.7	8.0	2.2

Estimated separately outside CalEEMod

Estimated separately outside CalEEMod

VMT Adjustment

CalEEMod default VMT/year	14,634,687.2 FMP	
CalEEMod default VMT/year	11,449,129.5 existing	
VMT/year based on traffic report	20,248,740.0 FMP	1.38361276
VMT/year based on traffic report	16,330,830.0 existing	1.42638181

Based on the Central Plant Load Study for the Campus,
Existing Natural Gas Use at Campus

Existing peak heating demand = 21420 MBTU/hr = 46267.2 MMBTU/year

Future peak heating demand = 25,785 MBTU/hr = 55695.6 MMBTU/year

Annual demand assumes 180 days of heating per year and 12 hours per day

Total for 2020 = 46267.2 mmBTU

Total for 2030 = 55695.6 mmBTU

From Central Plant Load Study		
FMP New Buildings	Area (sqft)	Heating Demand (MBH)
Student Services	75,000	1,732
Language Arts	60,000	1,386
Sequoia Nursing	20,000	462
General Education	34,000	785
Total new	189,000	4,365

Natural Gas Emission Factors from CalEEMod Appendix D, Table 8.2 for non-residential uses,

Scenario	Emission Factors (lb/MMBTU)						Emissions tons/year				Emissions lbs/day				Emissions tons/year	
	ROG	NOx	PM ₁₀	PM _{2.5}	CO ₂	CH ₄	ROG	NOx	PM ₁₀	PM _{2.5}	ROG	NOx	PM ₁₀	PM _{2.5}	CO ₂	CH ₄
Existing (2020)	0.0107843	0.0980392	0.007451	0.007451	117.64706	0.002254	0.2	2.3	0.2	0.2	1.4	12.4	0.9	0.9	2469.0	0.05
Project (2030)	0.0107843	0.0980392	0.007451	0.007451	117.64706	0.002254	0.3	2.7	0.2	0.2	1.6	15.0	1.1	1.1	2972.1	0.06

Appendix D

Table 8.2 Natural Gas Emission Factors

Land Use Type	TOG, lb/MMBTU	ROG, lb/MMBTU	SO ₂ , lb/MMBTU	NOX, lb/MMBTU	PB, lb/MMBTU	PM10, lb/MMBTU	PM2_5, lb/MMBTU	CO, lb/MMBTU	CO2_NBIO, lb/MMBTU	CH4, lb/MMBTU	N2O, lb/MMBTU
Residential	0.01078431	0.01078431	0.00058824	0.09215686	4.90196E-07	0.00745098	0.00745098	0.03921569	117.647059	0.0022549	0.00215686
Nonresidential	0.01078431	0.01078431	0.00058824	0.09803922	4.90196E-07	0.00745098	0.00745098	0.08235294	117.647059	0.0022549	0.00215686

CalEEMod Outputs for Operational Emissions

EVC FMP - 2020 Existing Operational - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**EVC FMP - 2020 Existing Operational****Santa Clara County, Annual****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Junior College (2yr)	644.45	1000sqft	60.00	644,445.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	58
Climate Zone	4			Operational Year	2020
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Area of academic core

Vehicle Trips - Adjusted based on project traffic study

Energy Use -

Water And Wastewater - 100% aerobic treatment assumed

Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	14.79	60.00
tblVehicleTrips	ST_TR	11.23	3.67
tblVehicleTrips	SU_TR	1.21	0.40
tblVehicleTrips	WD_TR	20.25	8.98

tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	SepticTankPercent	10.33	0.00

2.0 Emissions Summary

2.1 Overall Construction

Construction emissions not estimated in this run

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	2.8535	6.00E-05	5.96E-03	0		2.00E-05	2.00E-05		2.00E-05	2.00E-05	0	0.0115	0.0115	3.00E-05	0	0.0123
Energy	0.0943	0.8574	0.7202	5.14E-03		0.0652	0.0652		0.0652	0.0652	0	1,490.26	1,490.26	0.108	0.028	1,501.31
Mobile	2.2902	3.1181	22.2888	0.0431	4.2324	0.0456	4.278	1.13	0.0428	1.1728	0	3,973.40	3,973.40	0.2729	0.1992	4,039.59
Waste						0	0		0	0	170.0638	0	170.0638	10.0505	0	421.3259
Water						0	0		0	0	11.1835	31.8358	43.0193	0.0436	0.0249	51.544
Total	5.2380	3.9755	23.0149	0.0482	4.2324	0.1108	4.3432	1.13	0.108	1.238	181.2473	5,495.50	5,676.75	10.475	0.2522	6,013.78

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	2.8535	6.0000e-005	5.9600e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0115	0.0115	3.0000e-005	0.0000	0.0123
Energy	0.0943	0.8574	0.7202	5.1400e-003		0.0652	0.0652		0.0652	0.0652	0.0000	1,490.2570	1,490.2570	0.1080	0.0280	1,501.3103
Mobile	2.2902	3.1181	22.2888	0.0431	4.2324	0.0456	4.2780	1.1300	0.0428	1.1728	0.0000	3,973.3968	3,973.3968	0.2729	0.1992	4,039.5869
Waste						0.0000	0.0000		0.0000	0.0000	170.0638	0.0000	170.0638	10.0505	0.0000	421.3259

Water						0.0000	0.0000		0.0000	0.0000	11.1835	31.8358	43.0193	0.0436	0.0249	51.5440
Total	5.2380	3.9755	23.0149	0.0482	4.2324	0.1108	4.3432	1.1300	0.1080	1.2380	181.2473	5,495.5012	5,676.7485	10.4750	0.2522	6,013.7793

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction emissions not estimated in this run

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	2.2902	3.1181	22.2888	0.0431	4.2324	0.0456	4.2780	1.1300	0.0428	1.1728	0.0000	3,973.3968	3,973.3968	0.2729	0.1992	4,039.5869
Unmitigated	2.2902	3.1181	22.2888	0.0431	4.2324	0.0456	4.2780	1.1300	0.0428	1.1728	0.0000	3,973.3968	3,973.3968	0.2729	0.1992	4,039.5869

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Junior College (2yr)	5,787.12	2,365.11	257.78	11,449,129	11,449,129
Total	5,787.12	2,365.11	257.78	11,449,129	11,449,129

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Junior College (2yr)	9.50	7.30	7.30	6.40	88.60	5.00	92	7	1

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
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Junior College (2yr)	0.566081	0.054633	0.191878	0.117238	0.020772	0.004815	0.008393	0.006391	0.000990	0.000417	0.024374	0.000959	0.003058
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5.0 Energy Detail

Historical Energy Use: Y

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						0.0000	0.0000		0.0000	0.0000	0.0000	556.9113	556.9113	0.0901	0.0109	562.4182
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	556.9113	556.9113	0.0901	0.0109	562.4182
NaturalGas Mitigated	0.0943	0.8574	0.7202	5.1400e-003		0.0652	0.0652		0.0652	0.0652	0.0000	933.3457	933.3457	0.0179	0.0171	938.8921
NaturalGas Unmitigated	0.0943	0.8574	0.7202	5.1400e-003		0.0652	0.0652		0.0652	0.0652	0.0000	933.3457	933.3457	0.0179	0.0171	938.8921

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Junior College (2yr)	1.74902e+07	0.0943	0.8574	0.7202	5.1400e-003		0.0652	0.0652		0.0652	0.0652	0.0000	933.3457	933.3457	0.0179	0.0171	938.8921
Total		0.0943	0.8574	0.7202	5.1400e-003		0.0652	0.0652		0.0652	0.0652	0.0000	933.3457	933.3457	0.0179	0.0171	938.8921

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Junior College (2yr)	1.74902e+07	0.0943	0.8574	0.7202	5.1400e-003		0.0652	0.0652		0.0652	0.0652	0.0000	933.3457	933.3457	0.0179	0.0171	938.8921
Total		0.0943	0.8574	0.7202	5.1400e-003		0.0652	0.0652		0.0652	0.0652	0.0000	933.3457	933.3457	0.0179	0.0171	938.8921

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Junior College (2yr)	6.01912e+006	556.9113	0.0901	0.0109	562.4182
Total		556.9113	0.0901	0.0109	562.4182

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Junior College (2yr)	6.01912e+006	556.9113	0.0901	0.0109	562.4182
Total		556.9113	0.0901	0.0109	562.4182

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	2.8535	6.0000e-005	5.9600e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0115	0.0115	3.0000e-005	0.0000	0.0123
Unmitigated	2.8535	6.0000e-005	5.9600e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0115	0.0115	3.0000e-005	0.0000	0.0123

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
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SubCategory	tons/yr										MT/yr					
Architectural Coating	0.3360					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.5169					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.6000e-004	6.0000e-005	5.9600e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0115	0.0115	3.0000e-005	0.0000	0.0123
Total	2.8535	6.0000e-005	5.9600e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0115	0.0115	3.0000e-005	0.0000	0.0123

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	0.3360					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.5169					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.6000e-004	6.0000e-005	5.9600e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0115	0.0115	3.0000e-005	0.0000	0.0123
Total	2.8535	6.0000e-005	5.9600e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0115	0.0115	3.0000e-005	0.0000	0.0123

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	43.0193	0.0436	0.0249	51.5440
Unmitigated	43.0193	0.0436	0.0249	51.5440

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
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Land Use	Mgal	MT/yr			
Junior College (2yr)	31.6096 / 49.4407	43.0193	0.0436	0.0249	51.5440
Total		43.0193	0.0436	0.0249	51.5440

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Junior College (2yr)	31.6096 / 49.4407	43.0193	0.0436	0.0249	51.5440
Total		43.0193	0.0436	0.0249	51.5440

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	170.0638	10.0505	0.0000	421.3259
Unmitigated	170.0638	10.0505	0.0000	421.3259

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Junior College (2yr)	837.79	170.0638	10.0505	0.0000	421.3259
Total		170.0638	10.0505	0.0000	421.3259

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Junior College (2yr)	837.79	170.0638	10.0505	0.0000	421.3259
Total		170.0638	10.0505	0.0000	421.3259

9.0 Operational Offroad

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

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

EVC - 2030 FMP Existing Buildings - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**EVC - 2030 FMP Existing Buildings
Santa Clara County, Annual****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Junior College (2yr)	341.01	1000sqft	60.00	341,014.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	58
Climate Zone	4			Operational Year	2030
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - area of academic core

Vehicle Trips - adjusted based on project traffic study

Energy Use -

Water And Wastewater - 100% aerobic treatment assumed

Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	7.83	60.00
tblVehicleTrips	ST_TR	11.23	3.92
tblVehicleTrips	SU_TR	1.21	4.20
tblVehicleTrips	WD_TR	20.25	9.60

tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	SepticTankPercent	10.33	0.00

2.0 Emissions Summary

2.1 Overall Construction

Construction emissions not estimated in this run

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	1.5099	3.00E-05	3.12E-03	0		1.00E-05	1.00E-05		1.00E-05	1.00E-05	0	6.09E-03	6.09E-03	2.00E-05	0	6.49E-03
Energy	0.0499	0.4537	0.3811	2.72E-03		0.0345	0.0345		0.0345	0.0345	0	788.5832	788.5832	0.0571	0.0148	794.4322
Mobile	0.9007	0.9446	9.024	0.0196	2.5653	0.0125	2.5778	0.6847	0.0116	0.6963	0	1,914.91	1,914.91	0.1068	0.0816	1,941.91
Waste						0	0		0	0	89.9879	0	89.9879	5.3181	0	222.9413
Water						0	0		0	0	5.9178	16.8459	22.7636	0.0231	0.0132	27.2744
Total	2.4605	1.3983	9.4082	0.0224	2.5653	0.047	2.6123	0.6847	0.0461	0.7308	95.9057	2,720.35	2,816.25	5.5052	0.1097	2,986.57

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	1.5099	3.00E-05	3.12E-03	0		1.00E-05	1.00E-05		1.00E-05	1.00E-05	0	6.09E-03	6.09E-03	2.00E-05	0	6.49E-03
Energy	0.0499	0.4537	0.3811	2.72E-03		0.0345	0.0345		0.0345	0.0345	0	788.5832	788.5832	0.0571	0.0148	794.4322
Mobile	0.9007	0.9446	9.024	0.0196	2.5653	0.0125	2.5778	0.6847	0.0116	0.6963	0	1,914.91	1,914.91	0.1068	0.0816	1,941.91
Waste						0	0		0	0	89.9879	0	89.9879	5.3181	0	222.9413

Water						0	0		0	0	5.9178	16.8459	22.7636	0.0231	0.0132	27.2744
Total	2.4605	1.3983	9.4082	0.0224	2.5653	0.047	2.6123	0.6847	0.0461	0.7308	95.9057	2,720.35	2,816.25	5.5052	0.1097	2,986.57

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction emissions not estimated in this run

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.9007	0.9446	9.0240	0.0196	2.5653	0.0125	2.5778	0.6847	0.0116	0.6963	0.0000	1,914.9138	1,914.9138	0.1068	0.0816	1,941.9143
Unmitigated	0.9007	0.9446	9.0240	0.0196	2.5653	0.0125	2.5778	0.6847	0.0116	0.6963	0.0000	1,914.9138	1,914.9138	0.1068	0.0816	1,941.9143

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Junior College (2yr)	3,273.73	1,336.77	1432.26	6,942,987	6,942,987
Total	3,273.73	1,336.77	1,432.26	6,942,987	6,942,987

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Junior College (2yr)	9.50	7.30	7.30	6.40	88.60	5.00	92	7	1

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Junior College (2yr)	0.577192	0.056815	0.182253	0.115088	0.020149	0.005398	0.008219	0.006132	0.000852	0.000335	0.024205	0.000837	0.002526

5.0 Energy Detail

Historical Energy Use: Y

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						0.0000	0.0000		0.0000	0.0000	0.0000	294.6948	294.6948	0.0477	5.7800e-003	297.6088
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	294.6948	294.6948	0.0477	5.7800e-003	297.6088
NaturalGas Mitigated	0.0499	0.4537	0.3811	2.7200e-003		0.0345	0.0345		0.0345	0.0345	0.0000	493.8885	493.8885	9.4700e-003	9.0500e-003	496.8234
NaturalGas Unmitigated	0.0499	0.4537	0.3811	2.7200e-003		0.0345	0.0345		0.0345	0.0345	0.0000	493.8885	493.8885	9.4700e-003	9.0500e-003	496.8234

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Junior College (2yr)	9.25512e+006	0.0499	0.4537	0.3811	2.7200e-003		0.0345	0.0345		0.0345	0.0345	0.0000	493.8885	493.8885	9.4700e-003	9.0500e-003	496.8234
Total		0.0499	0.4537	0.3811	2.7200e-003		0.0345	0.0345		0.0345	0.0345	0.0000	493.8885	493.8885	9.4700e-003	9.0500e-003	496.8234

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					

Junior College (2yr)	9.25512e+006	0.0499	0.4537	0.3811	2.7200e-003		0.0345	0.0345		0.0345	0.0345	0.0000	493.8885	493.8885	9.4700e-003	9.0500e-003	496.8234
Total		0.0499	0.4537	0.3811	2.7200e-003		0.0345	0.0345		0.0345	0.0345	0.0000	493.8885	493.8885	9.4700e-003	9.0500e-003	496.8234

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Junior College (2yr)	3.18507e+006	294.6948	0.0477	5.7800e-003	297.6088
Total		294.6948	0.0477	5.7800e-003	297.6088

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Junior College (2yr)	3.18507e+006	294.6948	0.0477	5.7800e-003	297.6088
Total		294.6948	0.0477	5.7800e-003	297.6088

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	1.5099	3.0000e-005	3.1200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.0900e-003	6.0900e-003	2.0000e-005	0.0000	6.4900e-003
Unmitigated	1.5099	3.0000e-005	3.1200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.0900e-003	6.0900e-003	2.0000e-005	0.0000	6.4900e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1778					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.3318					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.9000e-004	3.0000e-005	3.1200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.0900e-003	6.0900e-003	2.0000e-005	0.0000	6.4900e-003
Total	1.5099	3.0000e-005	3.1200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.0900e-003	6.0900e-003	2.0000e-005	0.0000	6.4900e-003

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1778					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.3318					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.9000e-004	3.0000e-005	3.1200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.0900e-003	6.0900e-003	2.0000e-005	0.0000	6.4900e-003
Total	1.5099	3.0000e-005	3.1200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.0900e-003	6.0900e-003	2.0000e-005	0.0000	6.4900e-003

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	22.7636	0.0231	0.0132	27.2744
Unmitigated	22.7636	0.0231	0.0132	27.2744

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Junior College (2yr)	16.7262 / 26.1615	22.7636	0.0231	0.0132	27.2744
Total		22.7636	0.0231	0.0132	27.2744

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Junior College (2yr)	16.7262 / 26.1615	22.7636	0.0231	0.0132	27.2744
Total		22.7636	0.0231	0.0132	27.2744

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	89.9879	5.3181	0.0000	222.9413
Unmitigated	89.9879	5.3181	0.0000	222.9413

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Junior College (2yr)	443.31	89.9879	5.3181	0.0000	222.9413
Total		89.9879	5.3181	0.0000	222.9413

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Junior College (2yr)	443.31	89.9879	5.3181	0.0000	222.9413
Total		89.9879	5.3181	0.0000	222.9413

9.0 Operational Offroad

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

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

EVC - 2030 FMP - New & Renovated Buildings - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**EVC - 2030 FMP - New & Renovated Buildings
Santa Clara County, Annual****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Junior College (2yr)	377.79	1000sqft	60.00	377,788.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	58
Climate Zone	4			Operational Year	2030
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - area of academic core

Vehicle Trips - adjusted based on project traffic study

Water And Wastewater - 100% aerobic treatment assumed

Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	8.67	60.00
tblVehicleTrips	ST_TR	11.23	3.92
tblVehicleTrips	SU_TR	1.21	4.20
tblVehicleTrips	WD_TR	20.25	9.60
tblWater	AerobicPercent	87.46	100.00

tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	SepticTankPercent	10.33	0.00

2.0 Emissions Summary

2.1 Overall Construction

Construction emissions not estimated in this run

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	1.6728	3.00E-05	3.45E-03	0		1.00E-05	1.00E-05		1.00E-05	1.00E-05	0	6.75E-03	6.75E-03	2.00E-05	0	7.19E-03
Energy	0.0487	0.443	0.3721	2.66E-03		0.0337	0.0337		0.0337	0.0337	0	748.5844	748.5844	0.0523	0.0141	754.0839
Mobile	0.9978	1.0465	9.9972	0.0218	2.842	0.0138	2.8558	0.7585	0.0129	0.7714	0	2,121.41	2,121.41	0.1184	0.0905	2,151.32
Waste						0	0		0	0	99.695	0	99.695	5.8918	0	246.99
Water						0	0		0	0	6.556	18.6628	25.2188	0.0256	0.0146	30.2162
Total	2.7193	1.4895	10.3727	0.0244	2.842	0.0475	2.8895	0.7585	0.0466	0.8051	106.251	2,888.67	2,994.92	6.0881	0.1191	3,182.62

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	1.6728	3.0000e-005	3.4500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.7500e-003	6.7500e-003	2.0000e-005	0.0000	7.1900e-003
Energy	0.0487	0.4430	0.3721	2.6600e-003		0.0337	0.0337		0.0337	0.0337	0.0000	748.5844	748.5844	0.0523	0.0141	754.0839
Mobile	0.9978	1.0465	9.9972	0.0218	2.8420	0.0138	2.8558	0.7585	0.0129	0.7714	0.0000	2,121.4128	2,121.4128	0.1184	0.0905	2,151.3249
Waste						0.0000	0.0000		0.0000	0.0000	99.6950	0.0000	99.6950	5.8918	0.0000	246.9900

Water						0.0000	0.0000		0.0000	0.0000	6.5560	18.6628	25.2188	0.0256	0.0146	30.2162
Total	2.7193	1.4895	10.3727	0.0244	2.8420	0.0475	2.8895	0.7585	0.0466	0.8051	106.2510	2,888.6668	2,994.9178	6.0881	0.1191	3,182.6221

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction emissions not estimated in this run

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.9978	1.0465	9.9972	0.0218	2.8420	0.0138	2.8558	0.7585	0.0129	0.7714	0.0000	2,121.4128	2,121.4128	0.1184	0.0905	2,151.3249
Unmitigated	0.9978	1.0465	9.9972	0.0218	2.8420	0.0138	2.8558	0.7585	0.0129	0.7714	0.0000	2,121.4128	2,121.4128	0.1184	0.0905	2,151.3249

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Junior College (2yr)	3,626.76	1,480.93	1586.71	7,691,700	7,691,700
Total	3,626.76	1,480.93	1,586.71	7,691,700	7,691,700

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Junior College (2yr)	9.50	7.30	7.30	6.40	88.60	5.00	92	7	1

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Junior College (2yr)	0.577192	0.056815	0.182253	0.115088	0.020149	0.005398	0.008219	0.006132	0.000852	0.000335	0.024205	0.000837	0.002526

5.0 Energy Detail

Historical Energy Use: N

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						0.0000	0.0000		0.0000	0.0000	0.0000	266.3523	266.3523	0.0431	5.2200e-003	268.9861
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	266.3523	266.3523	0.0431	5.2200e-003	268.9861
NaturalGas Mitigated	0.0487	0.4430	0.3721	2.6600e-003		0.0337	0.0337		0.0337	0.0337	0.0000	482.2321	482.2321	9.2400e-003	8.8400e-003	485.0978
NaturalGas Unmitigated	0.0487	0.4430	0.3721	2.6600e-003		0.0337	0.0337		0.0337	0.0337	0.0000	482.2321	482.2321	9.2400e-003	8.8400e-003	485.0978

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Junior College (2yr)	9.03669e+006	0.0487	0.4430	0.3721	2.6600e-003		0.0337	0.0337		0.0337	0.0337	0.0000	482.2321	482.2321	9.2400e-003	8.8400e-003	485.0978
Total		0.0487	0.4430	0.3721	2.6600e-003		0.0337	0.0337		0.0337	0.0337	0.0000	482.2321	482.2321	9.2400e-003	8.8400e-003	485.0978

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Junior College (2yr)	9.03669e+006	0.0487	0.4430	0.3721	2.6600e-003		0.0337	0.0337		0.0337	0.0337	0.0000	482.2321	482.2321	9.2400e-003	8.8400e-003	485.0978

Total		0.0487	0.4430	0.3721	2.6600e-003		0.0337	0.0337		0.0337	0.0337	0.0000	482.2321	482.2321	9.2400e-003	8.8400e-003	485.0978
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5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Junior College (2yr)	2.87874e+006	266.3523	0.0431	5.2200e-003	268.9861
Total		266.3523	0.0431	5.2200e-003	268.9861

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Junior College (2yr)	2.87874e+006	266.3523	0.0431	5.2200e-003	268.9861
Total		266.3523	0.0431	5.2200e-003	268.9861

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	1.6728	3.0000e-005	3.4500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.7500e-003	6.7500e-003	2.0000e-005	0.0000	7.1900e-003
Unmitigated	1.6728	3.0000e-005	3.4500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.7500e-003	6.7500e-003	2.0000e-005	0.0000	7.1900e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1970					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.4755					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.2000e-004	3.0000e-005	3.4500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.7500e-003	6.7500e-003	2.0000e-005	0.0000	7.1900e-003
Total	1.6728	3.0000e-005	3.4500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.7500e-003	6.7500e-003	2.0000e-005	0.0000	7.1900e-003

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1970					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.4755					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.2000e-004	3.0000e-005	3.4500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.7500e-003	6.7500e-003	2.0000e-005	0.0000	7.1900e-003
Total	1.6728	3.0000e-005	3.4500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.7500e-003	6.7500e-003	2.0000e-005	0.0000	7.1900e-003

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	25.2188	0.0256	0.0146	30.2162
Unmitigated	25.2188	0.0256	0.0146	30.2162

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Junior College (2yr)	18.5302 / 28.9832	25.2188	0.0256	0.0146	30.2162
Total		25.2188	0.0256	0.0146	30.2162

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Junior College (2yr)	18.5302 / 28.9832	25.2188	0.0256	0.0146	30.2162
Total		25.2188	0.0256	0.0146	30.2162

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	99.6950	5.8918	0.0000	246.9900
Unmitigated	99.6950	5.8918	0.0000	246.9900

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Junior College (2yr)	491.13	99.6950	5.8918	0.0000	246.9900

Total		99.6950	5.8918	0.0000	246.9900
-------	--	---------	--------	--------	----------

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Junior College (2yr)	491.13	99.6950	5.8918	0.0000	246.9900
Total		99.6950	5.8918	0.0000	246.9900

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation

Appendix C

Transportation

Transportation Analysis for the Evergreen Valley College Facilities Master Plan



HEXAGON TRANSPORTATION CONSULTANTS, INC.



Evergreen Valley College Master Plan

Traffic Analysis



Prepared for:

Environmental Science Associates



June 10, 2021



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Executive Summary

This report presents the results of the transportation analysis conducted for the proposed Evergreen Valley College (EVC) Vision 2030 Facilities Master Plan. The study was conducted for the purpose of identifying the potential transportation impacts related to an increase in student enrollment through 2030, at EVC hereinafter called the “project”.

The project site is actually a Santa Clara County pocket, but it is surrounded by San Jose. The Community College District has the approval authority for the project and is the lead agency for the environmental review. However, since any project transportation impacts would occur in San Jose, the project was evaluated following the standards and methodologies established in the City of San Jose’s Transportation Analysis Handbook, adopted in April 2020.

EVC projects an increase in enrollment of 1,638 on-campus students by 2030, which is an increase of approximately 23 percent of the on-campus student population over the current enrollment. The EVC Facilities Master Plan provides a framework for the development of the institution through 2030 to accommodate increased enrollment through new and improved facilities on campus. The master plan also recommends vehicular access and circulation changes to the campus by adding a driveway south of San Felipe Road and Yerba Buena Road with an internal connection to Paseo De Arboles.

CEQA Transportation Impacts

Project Vehicle Miles Traveled (VMT) Impacts and Mitigation Measures

The daily VMT per student would increase by 0.03, from 6.39 VMT under existing conditions to 6.42 VMT by 2030. This is because while improved transit service in the area would result in higher transit and lower vehicle mode shares, the student population in the area would grow at a much lower rate than the student enrollment. Mitigation measures are required to reduce the VMT impact.

Mitigation Measures: The project should implement a Transportation Demand Management (TDM) plan that will reduce student and staff VMT by 0.5% bringing the daily student VMT from 6.42 in 2030 to 6.39. With the implementation of a TDM plan, the project impact on VMT would be *less than significant*. The following VMT mitigation measures could be implemented through the TDM plan to achieve a less than significant impact:

- Commute Trip Reduction Marketing/Educational Campaign: promote the use of transit, shared rides, walking, and bicycling through a TDM Coordinator
- Bicycle Storage: provide safe storage (lockers or bike rooms) for staff and students to park their bicycles to encourage commuting by bicycle

- Subsidized or Discounted Transit Program: continue to provide subsidized/discounted transit passes
- Free Direct Shuttle/Bus Service: consider providing shuttle service between the school and areas with high concentrations of students

Cumulative VMT Impact Analysis

Projects must demonstrate consistency with the *Envision San Jose 2040 General Plan* to address cumulative impacts. Consistency with the City's General Plan is based on the project's density, design, and conformance to the General Plan goals and policies. If a project is determined to be inconsistent with the General Plan, a cumulative impact analysis is required as part of the City's *Transportation Analysis Handbook*.

The project is consistent with the General Plan goals and policies for the following reasons:

- The project site has an internal transit center, which is serviced by two VTA bus routes.
- The project would slightly increase the employment density in the project area, and the proposed density would be consistent with the General Plan Land Use Designation.
- The project would provide improvements to pedestrian connectivity in the vicinity of the campus.

Therefore, based on the project description, the proposed project would be consistent with *Envision San Jose 2040 General Plan*. The project would be considered as part of the cumulative solution to meet the General Plan's long-range transportation goals and would result in a less-than-significant cumulative impact.

Local Transportation Analysis

Project Trip Generation

Based on trip generation rates recommended by the Institute of Transportation Engineers (ITE), it is estimated that the proposed project would generate 170 net new trips (138 in and 32 out) during the AM peak period and 170 net new trips (95 in and 75 out) during the PM peak period.

Intersection Traffic Operations

Based on the City of San Jose intersection operations analysis criteria, none of the study intersections would be adversely affected by the project.

Driveway Traffic Operations

The results of the driveway level of service analysis show that under project conditions all campus driveways would operate at an acceptable level of service.

Other Transportation Issues

The proposed site plan shows adequate site access. The project would enhance pedestrian circulation by providing improved pedestrian access. Hexagon has the following recommendations resulting from the site access analysis.

- The Yerba Buena Road and new driveway intersection should operate with a stop sign on the driveway. It should be designed according to the City of San Jose Geometric Guidelines. The recommended lane configuration for the intersection is one southbound shared left-right lane, eastbound two through lanes and one left-turn only lane, and westbound one through lane and

one shared through right-turn lane. The minimum storage length of the eastbound left-turn pocket should be 100 feet.

- Project specific design, including internal circulation, should be reviewed, and approved by applicable emergency service providers, per Fire Code requirements.
- Additional pedestrian paths or sidewalks should be added along the internal roads to improve pedestrian connections from Yerba Buena Road and San Felipe Road to the campus including the proposed new driveway. It also recommended that a formalized pedestrian path be provided between the campus and the commercial development on the northwest corner of Yerba Buena Road and San Felipe Road.
- It is recommended that bicycle facilities like bicycle rooms and bicycle lockers be installed to improve bicycle access to the campus.
- Increasing parking may encourage driving, which is counter-productive to the City's goal of decreasing VMT. To reduce parking demand on the campus, alternative modes of transportation like public transportation, carpooling, and bicycling should be strongly encouraged.

Table ES- 1
Intersection Level of Service Summary

#	Intersection	Peak Hour	Count Date ¹	Traffic Control ²	Existing Conditions		Background Conditions					
					No Project		No Project		with Project			
					Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Incr. in Critical Delay (sec)	Incr. in Critical V/C
1	San Felipe Road and Yerba Buena Road	AM	2/7/19	Signal	42.0	D	45.2	D	45.2	D	-0.2	-0.024
		PM	2/7/19		35.7	D	41.2	D	41.5	D	1.1	0.000
2	Nieman Boulevard/Silver Creek Valley Road and Yerba Buena Road	AM	11/17/16	Signal	39.9	D	41.5	D	43.3	D	3.7	0.038
		PM	11/17/16		37.7	D	37.9	D	38.6	D	1.8	0.026
3	San Felipe Road and Paseo de Arboles	AM	2/7/19	Signal	16.9	B	23.0	C	22.3	C	-0.5	0.005
		PM	2/7/19		15.0	B	31.7	C	31.6	C	0.2	0.004

Note:
¹ A growth factor of 1% was applied per year from previous existing count date if older than 2019 to estimate new count data.
² Delays based on average delay for signalized intersections.

1. Introduction

This report presents the results of the transportation analysis conducted for the proposed Evergreen Valley College (EVC) Vision 2030 Facilities Master Plan. The study was conducted for the purpose of identifying the potential transportation impacts related to an increase in student enrollment through 2030, hereinafter called the “project”.

The college is located in the southeast part of San Jose near the east foothills (see Figure 1). The Community College District has the approval authority for the project and is the lead agency for the environmental review. However, since any project transportation impacts would occur in San Jose, the project was evaluated following the standards and methodologies established in the City of San Jose’s Transportation Analysis Handbook, adopted in April 2020.

Project Description

EVC forecasts an increase in enrollment of 1,638 on-campus students by 2030, which is an increase of approximately 23 percent of the on-campus student population over the current enrollment. The EVC Facilities Master Plan provides a framework for the development of the campus through 2030 to accommodate increased enrollment through new and improved facilities. The master plan also recommends vehicular access and circulation changes to the campus by adding a new driveway to Yerba Buena Road with an internal connection to Paseo De Arboles (see Figure 2).

Based on the City of San Jose’s Transportation Analysis Policy (Policy 5-1) and the Transportation Analysis Handbook, the Transportation Analysis report for the project includes a California Environmental Quality Act (CEQA) transportation analysis and a Local Transportation Analysis (LTA). Although the project would generate greater than 100 new peak-hour vehicle trips, which requires an analysis according to the guidelines set forth by the Congestion Management Program (CMP) of the Santa Clara Valley Transportation Authority (VTA), there are no CMP facilities located in the vicinity of the project site.

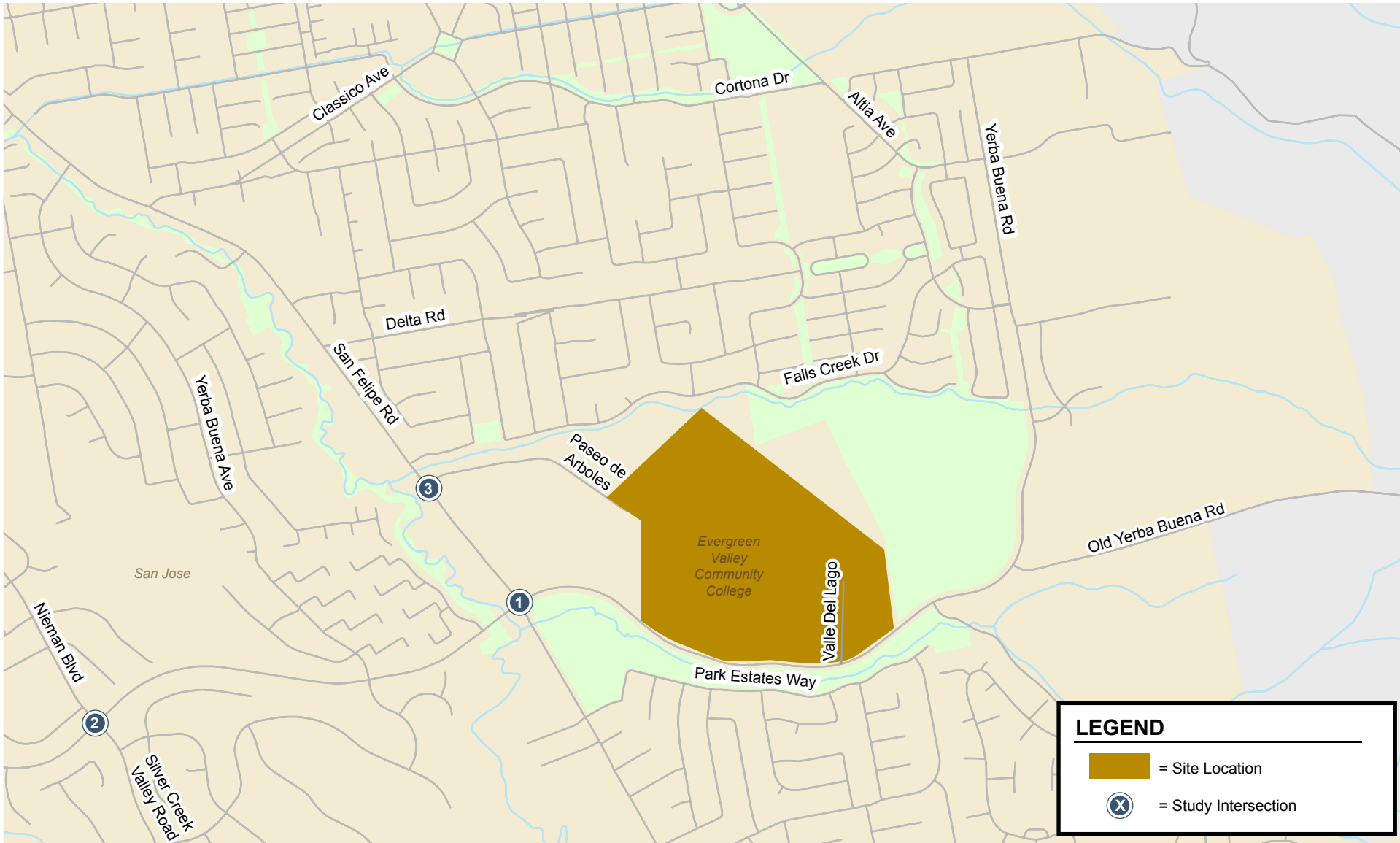


Figure 1
Site Location and Study Intersections



Figure 2
Project Site Plan

Transportation Policies

To align the City of San Jose's transportation analysis guidelines with State of California Senate Bill 743 (SB 743) and the City's goals as set forth in the Envision San Jose 2040 General Plan, the City of San Jose adopted Transportation Analysis Policy 5-1. The policy establishes the thresholds for transportation impacts under the California Environmental Quality Act (CEQA) based on vehicle miles traveled (VMT) instead of intersection level of service (LOS).

The Transportation Analysis Policy aligns with the Envision San Jose 2040 General Plan which seeks to focus new development growth within Planned Growth Areas, bringing together office, residential, and service land uses to internalize trips and reduce VMT. VMT-based policies support dense, mixed-use, infill projects as established in the General Plan's Planned Growth Areas. The Envision San Jose 2040 General Plan contains the following policies to encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT:

- Accommodate and encourage the use of non-automobile transportation modes to achieve San Jose's mobility goals and reduce vehicle trip generation and VMT (TR-1.1);
- Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects (TR-1.2);
- Increase substantially the proportion of commute travel using modes other than the single-occupant vehicle in order to meet the City's mode split targets for San Jose residents and workers (TR-1.3);
- Through the entitlement process for new development, projects shall be required to fund or construct needed transportation improvements for all transportation modes, giving first consideration to improvement of bicycling, walking and transit facilities and services that encourage reduced vehicle travel demand (TR-1.4);
- Actively coordinate with regional transportation, land use planning, and transit agencies to develop a transportation network with complementary land uses that encourage travel by bicycling, walking and transit, and ensure that regional greenhouse gas emissions standards are met (TR-1.8);
- Coordinate the planning and implementation of citywide bicycle and pedestrian facilities and supporting infrastructure. Give priority to bicycle and pedestrian safety and access improvements at street crossings and near areas with higher pedestrian concentrations (school, transit, shopping, hospital, and mixed-use areas) (TR-2.1);
- Provide a continuous pedestrian and bicycle system to enhance connectivity throughout the City by completing missing segments. Eliminate or minimize physical obstacles and barriers that impede pedestrian and bicycle movement on City streets. Include consideration of grade-separated crossings at railroad tracks and freeways. Provide safe bicycle and pedestrian connections to all facilities regularly accessed by the public, including the Mineta San Jose International Airport (TR-2.2);
- Integrate the financing, design and construction of pedestrian and bicycle facilities with street projects. Build pedestrian and bicycle improvements at the same time as improvements for vehicular circulation (TR-2.5);
- Require new development where feasible to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements (TR-2.8);

- As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute towards transit ridership, and require that new development is designed to accommodate and provide direct access to transit facilities (TR-3.3);
- Support the development of amenities and land use and development types and intensities that increase daily ridership on the VTA, BART, Caltrain, ACE and Amtrak California systems and provide positive fiscal, economic, and environmental benefits to the community (TR-4.1);
- Promote transit-oriented development with reduced parking requirements and promote amenities around appropriate transit hubs and stations to facilitate the use of available transit services (TR-8.1);
- Support using parking supply limitations and pricing as strategies to encourage the use of non-automobile modes (TR-8.3);
- Discourage, as part of the entitlement process, the provision of parking spaces significantly above the number of spaces required by code for a given use (TR-8.4);
- Allow reduced parking requirements for mixed-use developments and for developments providing shared parking or a comprehensive transportation demand management (TDM) program, or developments located near major transit hubs or within Urban Villages and other Growth Areas (TR-8.6);
- Within new development, create and maintain a pedestrian-friendly environment by connecting the internal components with safe, convenient, accessible, and pleasant pedestrian facilities and by requiring pedestrian connections between building entrances, other site features, and adjacent public streets (CD-3.3);
- Create a pedestrian-friendly environment by connecting new residential development with safe, convenient, accessible, and pleasant pedestrian facilities. Provide such connections between new development, its adjoining neighborhood, transit access points, schools, parks, and nearby commercial areas (LU-9.1);
- Facilitate the development of housing close to jobs to provide residents with the opportunity to live and work in the same community (LU-10.5);

CEQA Transportation Analysis Scope and Methodology

The CEQA Transportation Analysis includes an evaluation of vehicle miles traveled (VMT).

VMT Analysis

The City of San Jose's Transportation Analysis Policy establishes procedures for determining project impacts on VMT based on project description, characteristics, and/or location. The City of San Jose defines VMT as the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT is calculated using the Origin-Destination VMT method, which measures the full distance of personal motorized vehicle-trips with one end within the project.

A project's VMT is compared to the appropriate thresholds of significance based on the project location and type of development.

The City's VMT Policy does not address schools. For assessing the VMT for this school project, the school's VMT was divided by the number of students to determine VMT per student. If the VMT per student under project conditions would be equal to or lower than the VMT per student without the project, the project was considered to have a less than significant VMT impact.

Local Transportation Analysis Scope

A local transportation analysis (LTA) identifies transportation operational issues that may arise due to a development project, evaluates the effects of the project on transportation, access, circulation, and related safety elements in the proximate area of the project, and supplements the VMT analysis.

As part of the LTA, a project is required to conduct an intersection operations analysis for any signalized intersections within a half mile of the project and at any signalized intersections currently operating at LOS D or worse within one mile of the project. The AM and PM peak-hour traffic operations conditions were evaluated for the three signalized intersections listed below.

1. San Felipe Road and Yerba Buena Road
2. Neiman Boulevard/Silver Creek Valley Road and Yerba Buena Road
3. San Felipe Road and Paseo de Arboles

Traffic conditions at the study intersections were analyzed for both the weekday AM and PM peak hours of adjacent street traffic. The AM peak hour is expected to occur between 7:00 AM and 9:00 AM and the PM peak hour is expected to occur between 4:00 PM and 6:00 PM on a regular weekday. These are the peak commute hours during which most traffic congestion occurs on the roadways.

Intersection operations conditions were evaluated for the following scenarios:

- **Existing Conditions.** Existing traffic volumes at the study intersections were obtained from traffic counts. Due to Covid-19 and regional shelter-in-place orders, new traffic counts do not represent typical traffic conditions. Therefore, a growth rate of 1% per year was applied to the traffic counts that were more than two years old to estimate the traffic volumes for existing conditions. The study intersections were evaluated with a level of service analysis using Traffix software in accordance with the 2000 Highway Capacity Manual methodology.
- **Background Conditions.** Background traffic volumes reflect traffic added by nearby approved projects that are not yet completed or occupied. The added traffic from approved but not yet completed developments was provided by the City of San Jose.
- **Background Plus Project Conditions.** Background plus project conditions reflect projected traffic volumes on the planned roadway network with completion of the project and approved developments. Background plus project traffic volumes were estimated by adding to background traffic volumes the additional traffic generated by the project.

The LTA also includes a vehicle queuing analysis, an evaluation of potential project adverse effects on bicycle, pedestrian, and transit facilities, and a review of site access, on-site circulation, and parking demand.

Intersection Operations Analysis Methodology

This section presents the methods used to determine the traffic operations conditions at the study intersections and the impacts of the project on intersection operations. It includes descriptions of the data requirements, the analysis methodologies, and the applicable level of service standards for identifying deficiencies.

Data Requirements

The data required for the analysis were obtained from the City of San Jose. The following data were collected from these sources:

- existing traffic volumes
- approved project trips

- existing lane configurations
- signal timing and phasing

Level of Service Standards and Analysis Methodologies

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. However, the study intersections are analyzed using the City of San Jose methodology and thresholds since the project site is surrounded by the City of San Jose. The various analysis methods are described below.

Signalized Intersections

The City of San Jose level of service methodology for signalized intersections is the 2000 *Highway Capacity Manual* (HCM) method. This method is applied using the TRAFFIX software. The 2000 HCM operations method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. The City of San Jose level of service standard for all signalized intersections is LOS D or better. The correlation between average control delay and level of service is shown in Table 1.

Intersection Vehicle Queuing Analysis

For selected high-demand movements at the study intersections, the estimated maximum vehicle queues were compared to the existing or planned storage capacity. The queuing analysis is presented for informational purposes only, since the City of San Jose has not defined a policy related to queuing. Vehicle queues were calculated using a Poisson probability distribution, which estimates the probability of “n” vehicles for a vehicle movement using the following formula:

$$P(x = n) = \frac{\lambda^n e^{-(\lambda)}}{n!}$$

Where:

$P(x = n)$ = probability of “n” vehicles in queue per lane

n = number of vehicles in the queue per lane

λ = average # of vehicles in the queue per lane (vehicles per hr. per lane/signal cycles per hr.)

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles per signal cycle for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement.

For signalized intersections, the 95th percentile queue length value indicates that during the peak hour, a queue of this length or less would occur on 95 percent of the signal cycles. Or, a queue length larger than the 95th percentile queue would only occur on 5 percent of the signal cycles (about 3 cycles during the peak hour for a signal with a 60-second cycle length). Therefore, left-turn pocket storage designs based on the 95th percentile queue length would ensure that storage space would be exceeded only 5 percent of the time for a signalized movement.

Table 1
Signalized Intersection Level of Service Definitions Based on Control Delay

Level of Service	Description	Average Control Delay Per Vehicle (sec.)
A	Signal progression is extremely favorable. Most vehicles arrive during the green phase and do not stop at all. Short cycle lengths may also contribute to the very low vehicle delay.	10.0 or less
B+	Operations characterized by good signal progression and/or short cycle lengths.	10.1 to 12.0
B	More vehicles stop than with LOS A, causing higher levels of average vehicle delay.	12.1 to 18.0
B-		18.1 to 20.0
C+	Higher delays may result from fair signal progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though many still pass through the	20.1 to 23.0
C		23.1 to 32.0
C-		32.1 to 35.0
D+	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lengths, or high volume-to-capacity (V/C) ratios. Many vehicles stop and	35.1 to 39.0
D		39.1 to 51.0
D-		51.1 to 55.0
E+	This is considered to be the limit of acceptable delay. These high delay values generally indicate poor signal progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Individual cycle failures occur frequently.	55.1 to 60.0
E		60.1 to 75.0
E-		75.1 to 80.0
F	This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major-contributing causes of such delay levels.	greater than 80.0

Source: Transportation Research Board, *Highway Capacity Manual 2000* (Washington, D.C., 2000) p10-16.

Adverse Intersection Operations Effects

The criteria used to determine intersection operations effects on signalized intersections are based on City of San Jose Level of Service standards.

The project is said to create an adverse effect at a signalized intersection in the City of San Jose if for either peak hour:

1. The level of service at the intersection degrades from an acceptable LOS D or better under background conditions to an unacceptable LOS E or F under background plus project conditions, or
2. The level of service at the intersection is an unacceptable LOS E or F under background conditions and the addition of project trips cause both the critical-movement delay at the intersection to increase by four (4) or more seconds and the volume-to-capacity ratio (V/C) to increase by one percent (.01) or more.

An exception to rule #2 above applies when the addition of project trips reduces the amount of average delay for critical movements (i.e., the change in average delay for critical movements is negative). In this case, a deficiency is identified if there is an increase in the critical V/C value by .01 or more.

Adverse effects at signalized intersections can be addressed by one of the following approaches:

- Construct improvements to the subject intersection or other roadway segments of the citywide transportation system to increase overall capacity, or
- Reduce project-generated vehicle trips (e.g., implement a “trip cap”) to eliminate the adverse operational effects and restore intersection operations to background conditions. The extent of trip reduction should be set at a level that is realistically attainable through proven methods of reducing trips.

Report Organization

This report has a total of five chapters. Chapter 2 describes existing transportation conditions including the existing roadway network, transit service, and bicycle and pedestrian facilities. Chapter 3 describes the CEQA transportation analysis, including the project VMT impact analysis and a cumulative transportation impact assessment. Chapter 4 describes the local transportation analysis including operations of study intersections, the methods used to estimate project-generated traffic, the project's effects on the study intersections, and an analysis of other transportation issues including intersection vehicle queuing, site access and circulation, parking, and potential project effects on transit services, and bicycle and pedestrian facilities. Chapter 5 presents the conclusions of the transportation analysis.

2. Existing Conditions

This chapter describes the existing conditions of the transportation system within the study area of the project. It describes transportation facilities in the vicinity of the project site, including the roadway network, transit service, and pedestrian and bicycle facilities. The analysis of existing intersection operations is included as part of the Local Transportation Analysis (see Chapter 4).

Existing Roadway Network

Regional access to the project site is provided via US 101. Direct access to the site is provided via Yerba Buena Road and San Felipe Road. These facilities are described below.

US 101 is a north/south, eight-lane freeway (three mixed-flow lanes and one HOV lane in each direction) in the vicinity of the site. US 101 extends northward through San Francisco and southward through San Jose. Access to and from the project study area is provided via a full interchange at Yerba Buena Road.

Yerba Buena Road is a four lane, east-west roadway that transitions from Sylvandale Avenue at Kauai Drive in the west and continues northward to Fowler Road in the east. It has a raised, landscaped median with left-turn pockets provided at intersections. Yerba Buena Road has a posted speed limit of 40 miles per hour (mph) east of San Felipe Road and a posted speed limit of 45 mph west of San Felipe Road. Yerba Buena Road includes sidewalks along the north side of the road beginning north of Old Yerba Buena Road to San Felipe Road. West of San Felipe Road, Yerba Buena Road has sidewalks along both sides of the street. Bike lanes are provided along both sides of the street, beginning at the Montgomery Hill Trail in the east and continuing westward. Parking is prohibited along both sides of the street. Yerba Buena Road provides direct access to the campus.

San Felipe Road is a two-lane, north-west roadway that extends from Felix Road in the south to Aborn Road in the north, where it transitions into White Road. It has a raised, landscaped median with left-turn pockets provided at intersections. It has a posted speed limit of 45 mph. Sidewalks exist along both sides of the street in the project vicinity. Bicycle facilities exist along both sides of the road between The Villages Parkway in the south and Aborn Road in the north. Parking is allowed north of Bowery Lane along the southbound side of the road. San Felipe Road provides direct access to the campus via Paseo de Arboles and also provides access via its intersection with Yerba Buena Road.

Neiman Boulevard/Silver Creek Valley Road is a two lane, north-south roadway west of the project site. Neiman Boulevard extends from Capitol Expressway in the north to Yerba Buena Road in the south after which it transitions into Silver Creek Valley Road as a four-lane roadway. It has a posted speed limit of 40 mph and center turn lanes, which provide access to residential communities on either side of the roadway. Bicycle facilities and sidewalks exist on both sides of the roadway with parking

allowed only along some portions of the street. Silver Creek Valley Road extends from Yerba Buena Road to Blossom Hill Road at US 101. It has a raised, landscaped median with left-turn pockets provided at intersections, a posted speed limit of 45 mph, and sidewalks and bicycle facilities along both sides of the street in the project vicinity.

Existing Pedestrian, Bicycle, and Transit Facilities

San Jose desires to provide a safe, efficient, economically, and environmentally sensitive transportation system that balances the needs of bicyclists, pedestrians, and public transit riders with those of cars and trucks. The existing bicycle, pedestrian and transit facilities in the study area are described below.

Existing Pedestrian Facilities

Pedestrian facilities in the study area consist of sidewalks along the network of public streets. Sidewalks are found along all previously described local roadways in the study area. Crosswalks with pedestrian signal heads and push buttons are located at all signalized intersections in the study area. Rapid Rectangular Flashing Beacons (RRFB) and a high visibility crosswalk exists crossing Yerba Buena Road, east of Valle Del Lago, which connects to the Yerba Buena Creek Trail. The Evergreen Creek Trail provides access to the campus from the residential neighborhood in the north, the Montgomery Hill Trail provides access to the campus from Montgomery Hill Park in the east, and a footbridge over Yerba Buena Creek provides access to the campus from the open space and residential neighborhoods to the south. There are also dirt foot paths to and from the transit stops along Yerba Buena and the commercial buildings at the corner of Yerba Buena Road and San Felipe Road. The existing pedestrian network provides access between the campus site and nearby transit stops.

Existing Bicycle Facilities

There are a number of roadways in the project study area that have Class II bike lanes (see Figure 3). Bike lanes currently exist on the following roadway segments:

- Yerba Buena Road, between Montgomery Hill Trail and Neiman Boulevard
- San Felipe Road, between The Villages Parkway and Aborn Road
- Yerba Buena Avenue, between Deer Isle Drive and Greenleaf Lane
- Nieman Boulevard between East Capitol Expressway and Silver Creek Valley Road
- Silver Creek Valley Road between Yerba Buena Road and Coyote Road
- Yerba Buena Road between Nieman Boulevard and Edenwood Drive (protected bike lane)

There are three Class I bike paths in the project vicinity. The Evergreen Creek Trail runs north of the site, between San Felipe Road and the Montgomery Hill Trail. The Montgomery Hill Trail runs along the east side of the site, connecting to the Evergreen Creek Trail and Yerba Buena Road. The Yerba Buena Creek Trail runs along Park Estates Way.

Existing Transit Services

Existing transit services to the campus are provided by the Santa Clara Valley Transportation Authority (VTA) (see Figure 4). Routes 31 and 42 have bus stops of the campus, east of Valle Del Lago. All the VTA bus routes within the project vicinity and their current headways are summarized in Table 2. Pedestrian facilities from the project site to the nearest bus stops are continuous. Transit service near the project site is temporarily reduced due to COVID-19 and shelter-in-place.

Table 2
Existing Bus Routes

Bus Route	Route Description	Closest Stop and Distance to Project Site	Weekday Hours of Operation ¹	Headway (minutes) ¹
Local Route 31	Evergreen Valley College - Eastridge	On site	6:30 AM - 6:30 PM	45
Local Route 39	The Villages - Eastridge Transit Center	On San Felipe Road, 2,310 feet	7:00 AM - 6:30 PM	60
Local Route 42	Evergreen Valley College - Santa Teresa Light Rail Station	On site	6:00 AM - 6:30 PM	60
1. Approximate weekday operation hours and headways during peak commute periods in the project area, as of November 2020.				

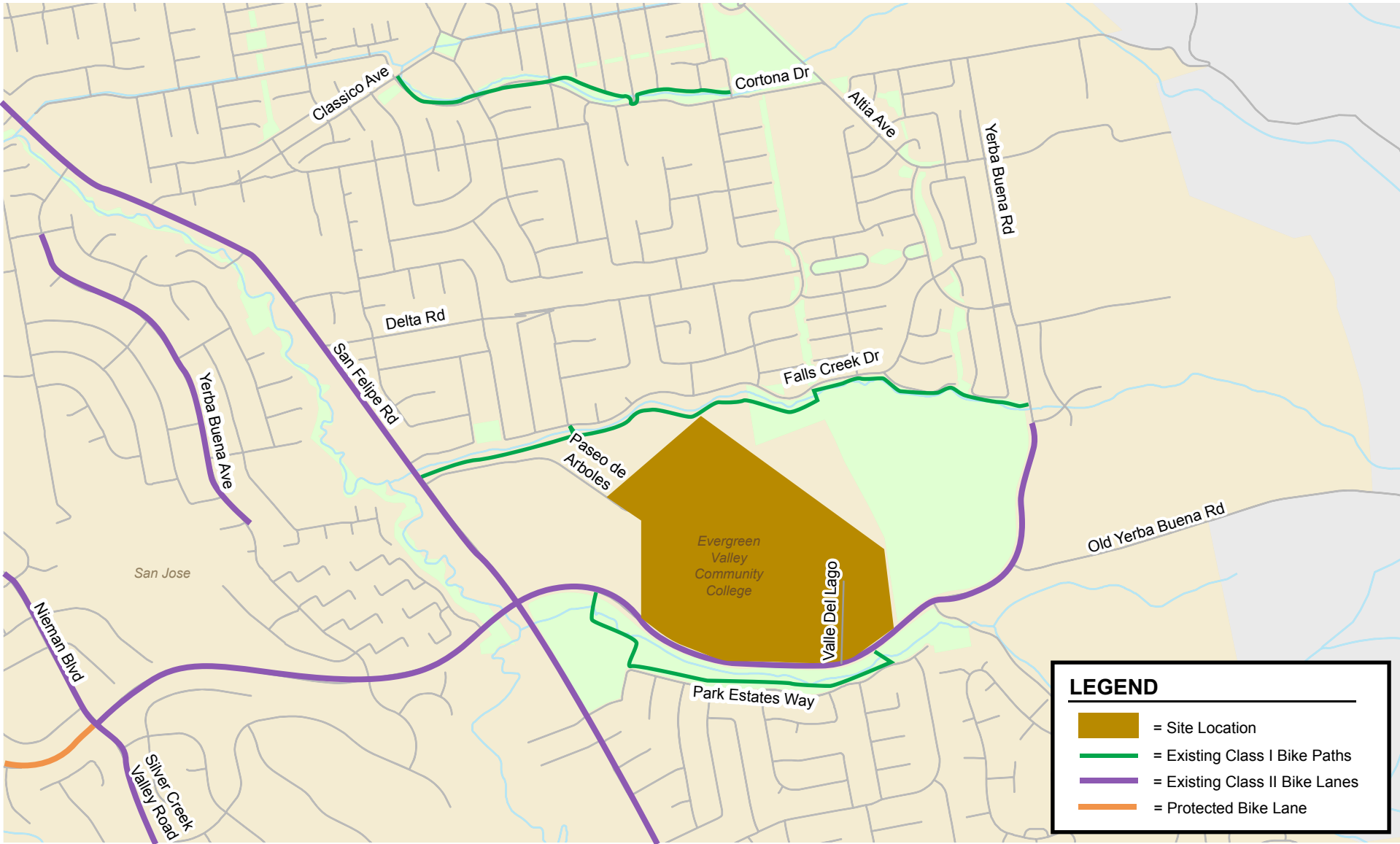


Figure 3
Existing Bicycle Facilities

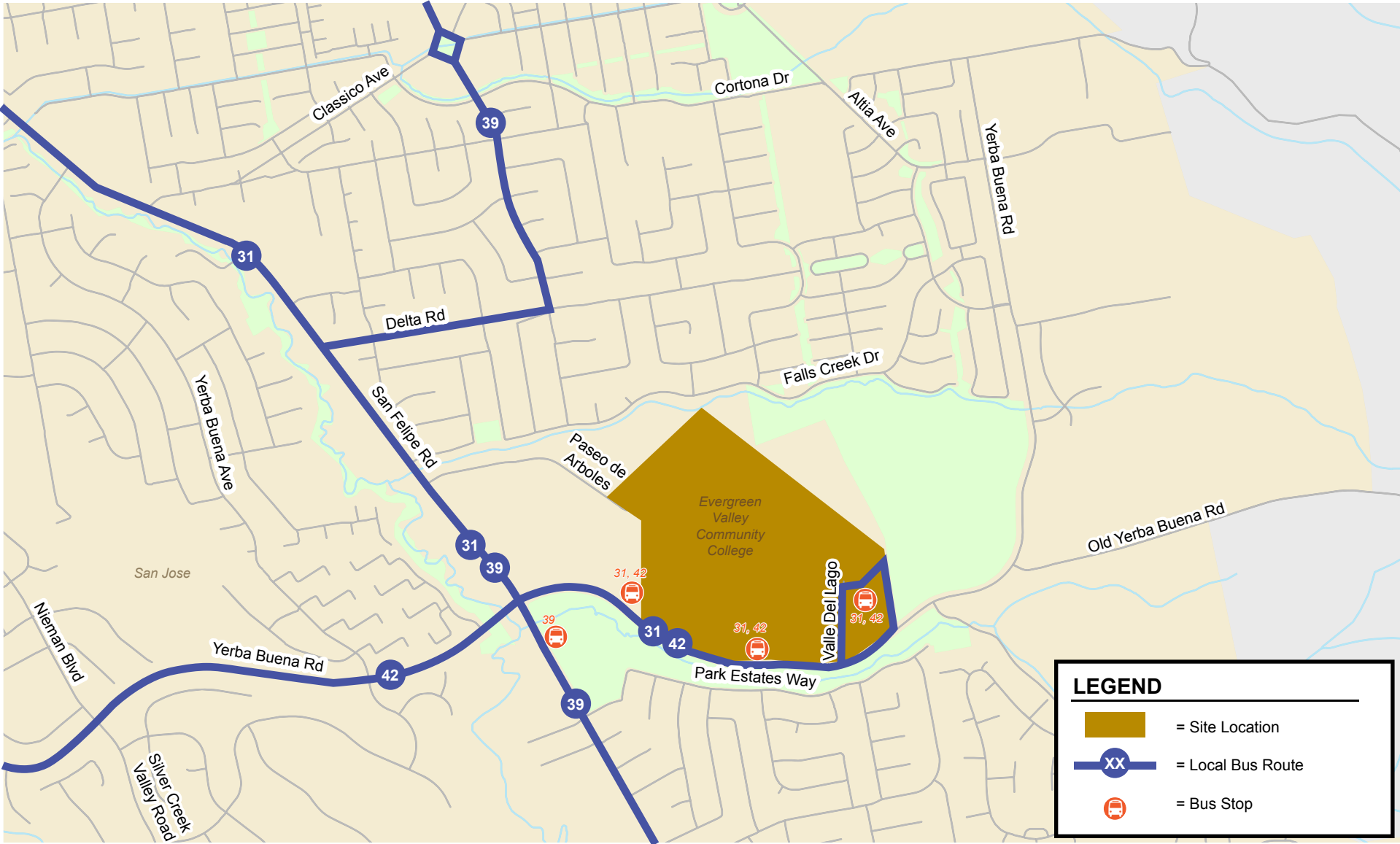


Figure 4
Existing Transit Services

Existing Intersection Lane Configurations

The existing lane configurations at the study intersections are shown on Figure 5.

Existing Traffic Volumes

Due to the COVID-19 pandemic, current traffic counts may not accurately reflect traffic conditions at the completion of the project. Year 2019 traffic counts were available at the intersections of San Felipe Road and Yerba Buena Road and San Felipe Road and Paseo de Arboles. Year 2016 counts were available for the Nieman Boulevard/Silver Creek Valley Road and Yerba Buena Road intersection in the San Jose 2019 count database. A growth factor of 1% per year was applied to estimate 2021 conditions for counts older than two years.

Existing traffic volumes at the study intersections are shown in Figure 6. Traffic counts are included in Appendix A and traffic volumes are included in Appendix B.

Existing Intersection Traffic Operations

Intersection levels of service were evaluated against the standards of the City of San Jose. The results of the analysis show that all signalized study intersections are currently operating at acceptable levels of service of D or better during the AM and PM peak hours of traffic (see Table 3).

The intersection levels of service calculation sheets are included in Appendix C.

Table 3
Existing Level of Service

#	Intersection	Peak Hour	Count Date ¹	Traffic Control ²	Existing Conditions	
					Avg. Delay (sec)	LOS
1	San Felipe Road and Yerba Buena Road	AM	2/7/19	Signal	42.0	D
		PM	2/7/19		35.7	D
2	Nieman Boulevard/Silver Creek Valley Road and Yerba Buena Road	AM	11/17/16	Signal	39.9	D
		PM	11/17/16		37.7	D
3	San Felipe Road and Paseo de Arboles	AM	2/7/19	Signal	16.9	B
		PM	2/7/19		15.0	B

Note:

¹ A growth factor of 1% was applied per year from previous existing count date if older than 2019 to estimate new count data.

² Delays based on average delay for signalized intersections.

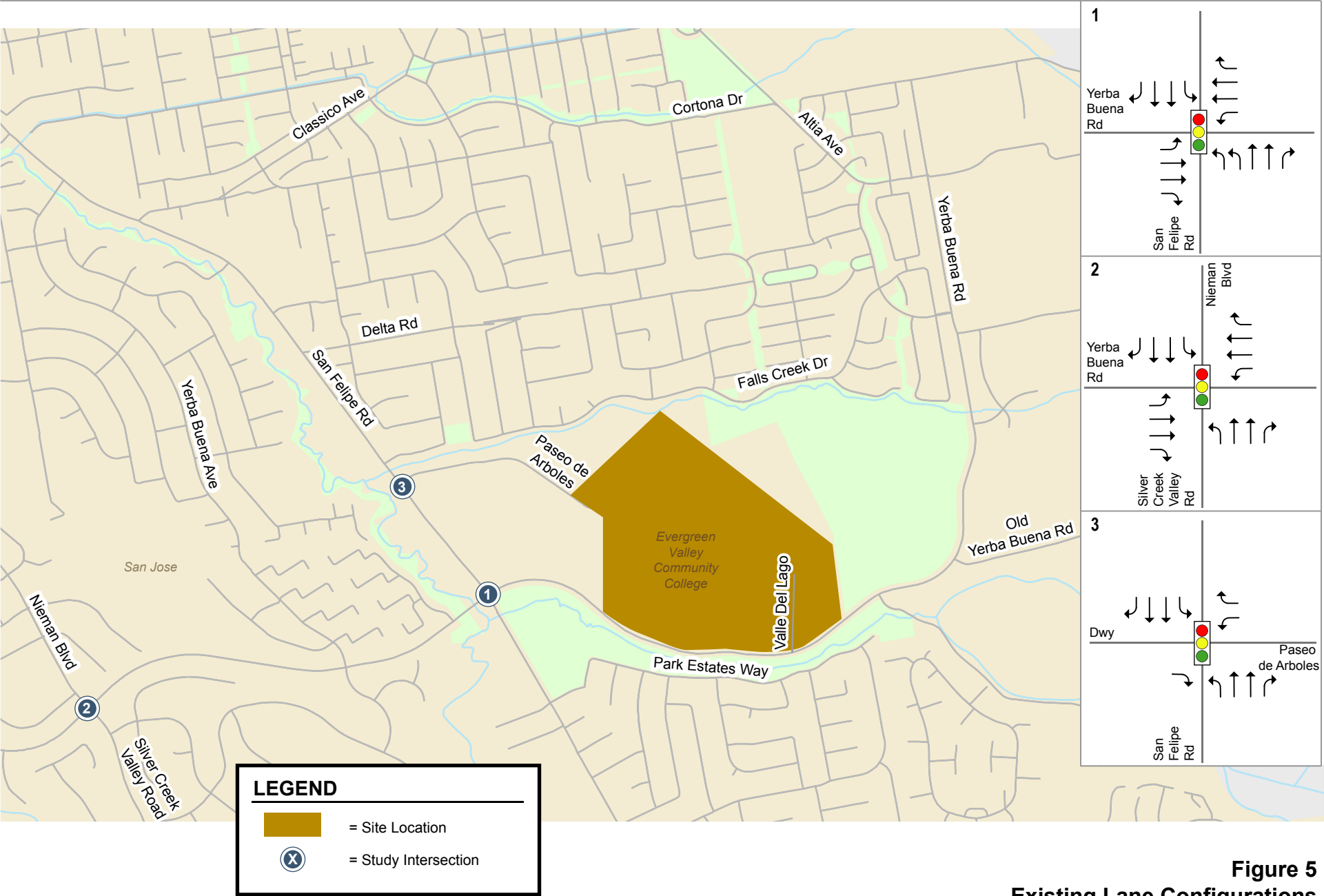


Figure 5
Existing Lane Configurations

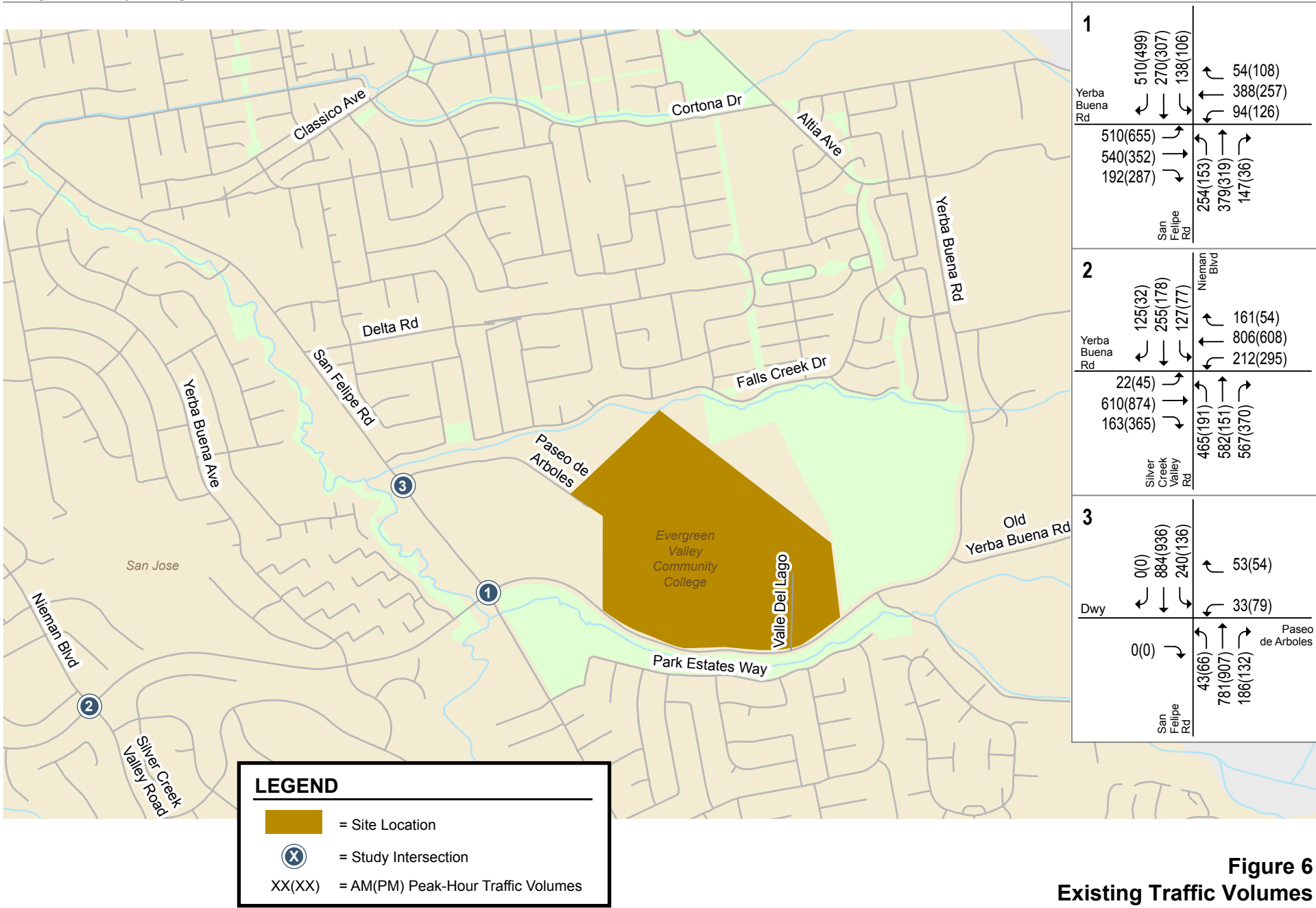


Figure 6
Existing Traffic Volumes

3. CEQA Transportation Analysis

This chapter describes the CEQA transportation analysis, including the project VMT analysis, mitigation measures to reduce VMT impact, and cumulative transportation analysis.

Project Level VMT Analysis

The effect on VMT by increasing the on-campus student enrollment by 1,638, from 7,006 today to 8,644 by the year 2030 at EVC was evaluated with the City of San Jose's Travel Demand Forecasting (TDF) model using existing (2015) and year 2030 land use and demographic projections. Table 4 presents a summary of the results. Note that faculty and staff trips are also included in the totals.

Table 4
VMT Analysis

VMT Analysis	Existing No Project	2030 with Project	Difference
Number of students	7,006	8,644	1,638
Vehicle Mode Share	90%	87%	-3%
Number of Daily Vehicle Trips	5,788	6,899	1,111
Vehicle Occupancy (Students/Vehicle trips)	1.21	1.25	0.04
Daily Campus VMT	44,742	55,476	10,734
Average Trip Length	7.73	8.04	0.31
Daily VMT per Student	6.39	6.42	0.03

The table shows that the daily VMT per student would increase by 0.03, from 6.39 VMT under existing conditions to 6.42 VMT by 2030. The reason for this increase in VMT is that, while improved transit service in the area would result in higher transit and lower vehicle mode shares, the student enrollment would grow faster than the student population in the vicinity of the campus. Thus, more students will come from outside the area. For example, the enrollment at EVC would increase by 23 percent but the number of students living within 10 miles of the EVC campus would increase by only 14 percent,

meaning that more students have to travel farther to get to campus, increasing the average trip length and therefore resulting in a VMT impact. Mitigation measures are required to reduce the VMT impact.

Mitigation Measures: The project should implement a Transportation Demand Management (TDM) plan that will reduce student and staff VMT by 0.5%, bringing the daily student VMT from 6.39 in 2030 to 6.42. With the implementation of a TDM plan, the project impact on VMT would be *less than significant*. The following VMT mitigation measures could be implemented through the TDM plan to achieve a less than significant impact:

- Commute Trip Reduction Marketing/Educational Campaign: promote the use of transit, shared rides, walking, and bicycling through a TDM Coordinator
- Bicycle Storage: provide safe storage (lockers or bike rooms) for staff and students to park their bicycles to encourage commuting by bicycle
- Subsidized or Discounted Transit Program: continue to provide subsidized/discounted transit passes
- Free Direct Shuttle/Bus Service: consider providing shuttle service between the school and areas with high concentrations of students

Cumulative VMT Impact Analysis

Projects must demonstrate consistency with the *Envision San Jose 2040 General Plan* to address cumulative impacts. Consistency with the City's General Plan is based on the project's density, design, and conformance to the General Plan goals and policies. If a project is determined to be inconsistent with the General Plan, a cumulative impact analysis is required as part of the City's *Transportation Analysis Handbook*.

The project is consistent with the General Plan goals and policies for the following reasons:

- The project site has an internal transit center, which is serviced by two VTA bus routes.
- The project would slightly increase the employment density in the project area, and the proposed density would be consistent with the General Plan Land Use Designation.
- The project would provide improvements to pedestrian connectivity in the vicinity of the campus.

Therefore, based on the project description, the proposed project would be consistent with *Envision San Jose 2040 General Plan*. The project would be considered as part of the cumulative solution to meet the General Plan's long-range transportation goals and would result in a less-than-significant cumulative impact.

4. Local Transportation Analysis

This chapter describes the local transportation analysis (LTA) including the method by which project traffic is estimated, intersection operations analysis for existing, background and background plus project conditions, and any adverse effects to intersection level of service caused by the project. The transportation network under background conditions would be the same as the existing transportation network. Under background plus project conditions, a new driveway to the project site would be added on Yerba Buena Road, east of San Felipe Road, along the western edge of the athletic field on site.

Intersection Operations Analysis

The San Jose intersection analysis methodology and standards are described in Chapter 1.

Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site is estimated for the AM and PM peak hours. As part of the project trip distribution, the directions to and from which the project trips would travel are estimated. In the project trip assignment, the project trips are assigned to specific streets and intersections. These procedures are described below.

Trip Generation

Vehicle trips generated by the project were estimated using the trip rates published in the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10th Edition (2017) for "Junior/Community College" (Land Use 540) located in a general Urban/Suburban area. Table 5 shows that the project would generate 180 trips (146 inbound and 34 outbound) during the AM peak hour and 180 trips (101 inbound and 79 outbound) during the PM peak hour.

Trip Adjustments and Reductions

In accordance with San Jose's Transportation Analysis Handbook (April 2020, Section 4.8, "Intersection Operations Analysis"), the project is eligible for adjustments and reductions to the baseline trip generation. Based on the 2020 San Jose guidelines, the project qualifies for a location-based adjustment. The location-based adjustment reflects the project's vehicle mode share based on the "place type" in which the project is located per the San Jose Travel Demand Model. The project's place type was obtained from the San Jose VMT Evaluation Tool. Based on the VMT Evaluation Tool, the project site is located within a suburban with single family homes place type. Therefore, the baseline project trips were adjusted to reflect the mode share associated with this place type.

Office developments within suburbs with single family homes have a vehicle mode share of 95 percent (according to Table 6 of the City's Transportation Analysis Handbook). It is assumed that the EVC will

have similar commuting patterns as that of an office. Thus, a 5 percent reduction was applied to the project trip generation estimates based on the location-based vehicle mode share outputs produced from the San Jose Travel Demand Model.

The project would create a VMT impact, therefore a trip reduction program is necessary. As described in the previous chapter, TDM measures achieving a trip reduction of 0.5 percent would need to be applied to mitigate the VMT impact. Therefore, a 0.5 percent trip reduction was applied to the project trip generation estimates.

Net Project Trips

After applying the trip rates to the proposed project and applying the appropriate trip adjustments, the project would generate 170 net new trips (138 in and 32 out) during the AM peak period and 170 net new trips (95 in and 75 out) during the PM peak period (see Table 5).

Table 5
Project Trip Generation Estimates

Land Use	Size	AM Peak Hour				PM Peak Hour			
		Rate	Trip			Rate	Trip		
			In	Out	Total		In	Out	Total
Proposed Land Uses									
Junior/Community College	1,638 Students	0.110	146	34	180	0.110	101	79	180
	Location-Based Vehicle Mode Share (5%) ²		(7)	(2)	(9)		(5)	(4)	(9)
	TDM Reduction (.5%) ³		(1)	0	(1)		(1)	0	(1)
Net Project Trips			138	32	170		95	75	170
Source: ITE Trip Generation Manual, 10 th Edition 2017									
Notes:									
1. Junior/Community College (Land Use 540), average rates expressed in trips per student are used.									
2. The project site is located within a suburban with single-family homes area based on the City of San Jose VMT Evaluation Tool (February 28, 2019). A 5% reduction was applied based on the office location-based vehicle mode share percentage outputs from Table 6 of the City of San Jose Transportation Analysis Handbook 2018 (TA Handbook). It is assumed that the college will have similar commute travel patterns to an office.									
3. TDM reduction required to mitigate VMT impact described in Chapter 3.									

Trip Distribution and Assignment

The trip distribution pattern for the project was estimated based on existing travel patterns on the surrounding roadway system and the locations of complementary land uses. The peak-hour vehicle trips associated with the project were added to the roadway network in accordance with the trip distribution pattern, the roadway network connections, and the locations of the campus driveways. Students and faculty/staff are expected to come from throughout San Jose in addition to from the Evergreen area. Therefore, 50 percent of the trips were distributed to the residential areas around the campus, and the remaining portion of trips were distributed west along Yerba Buena Road towards US 101.

Driveways providing access to the campus parking lots are located along San Felipe Road and Yerba Buena Road. 75 percent of the new campus trips were assigned to the west campus parking lots because they would have the highest increase in the number of parking spaces under the 2030 master plan. 20 percent of the project trips were assigned to the east campus parking lots since some of the proposed new buildings would be developed in this portion of the campus. Although there are no improvements planned for the south campus parking, some new students are expected to use this parking lot. Therefore, 5 percent of the project trips were assigned to south campus parking lot.

A majority of the project trips to the west campus parking lot were assigned to the new driveway proposed on Yerba Buena Road, as compared to the San Felipe Road and Paseo De Arboles driveway. Per the 2030 master plan, the new driveway would serve as the main entry to the campus with an internal connection to Paseo de Arboles. Trips assigned to the east and south parking lots were equally split between the driveways providing access to those parking lots.

Trip distribution and trip assignment are shown on Figure 7 and Figure 8, respectively. Figure 9 shows the trip assignment at the project driveways.

Roadway Network and Traffic Volumes under Background Conditions

The roadway network under background conditions is the same as the roadway network under existing conditions. Under background conditions, the approved but not yet constructed trips were added to existing volumes. The added traffic from approved but not yet constructed developments was obtained from the City of San Jose and is included in Appendix D. Background traffic volumes are shown on Figure 10.

Roadway Network and Traffic Volumes under Background plus Project Conditions

The roadway network under Project conditions has the addition of the new driveway proposed on Yerba Buena Road providing access to the west campus parking lot. 40 percent of the existing trips at the San Felipe Road and Paseo De Arboles were redistributed to the new driveway to reflect changes in travel patterns that would occur due to the proposed change in vehicular access and internal circulation. Project trips were added to adjusted background trips for background plus project volumes. Background plus project traffic volumes are shown on Figure 11.

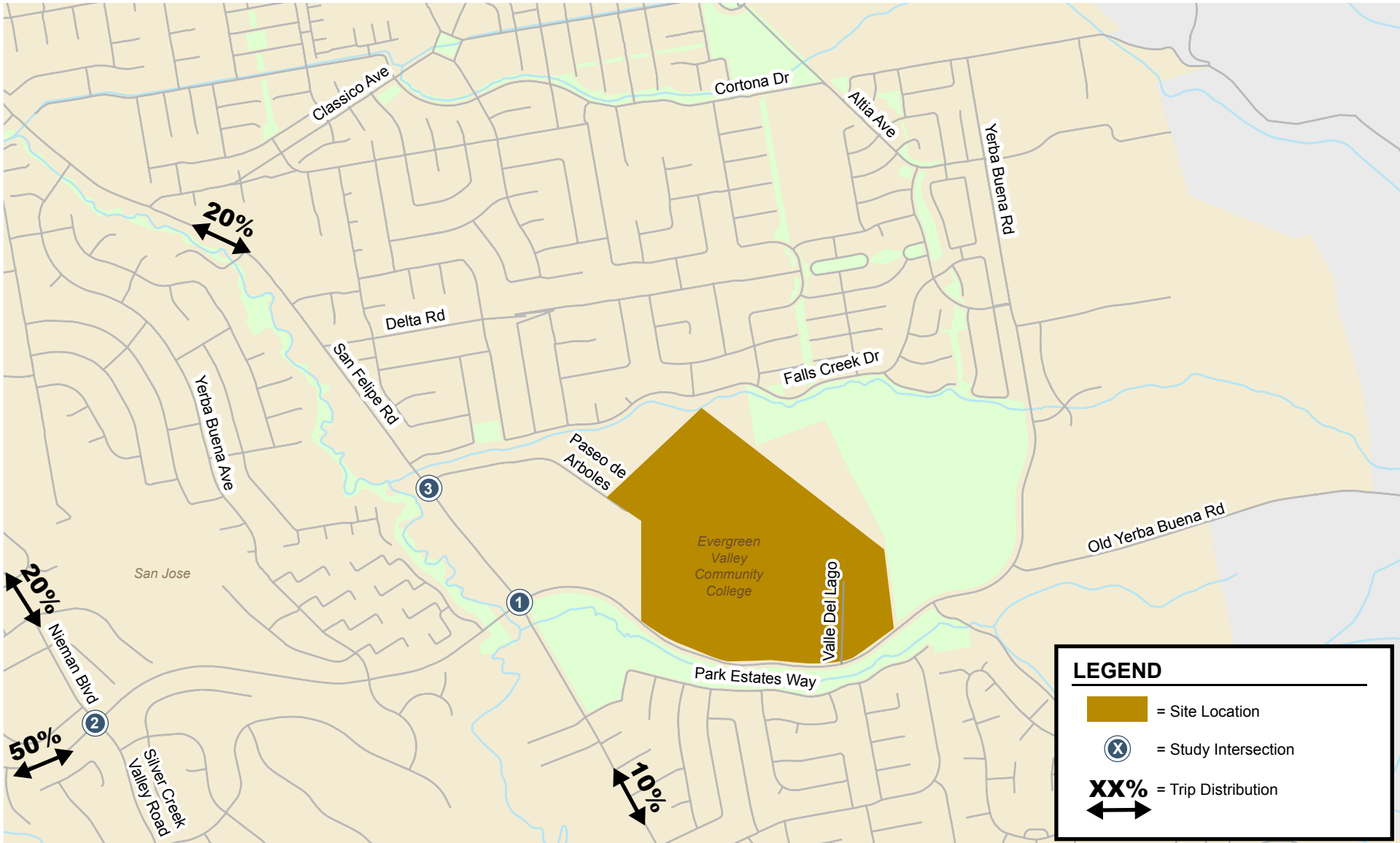


Figure 7
Project Trip Distribution

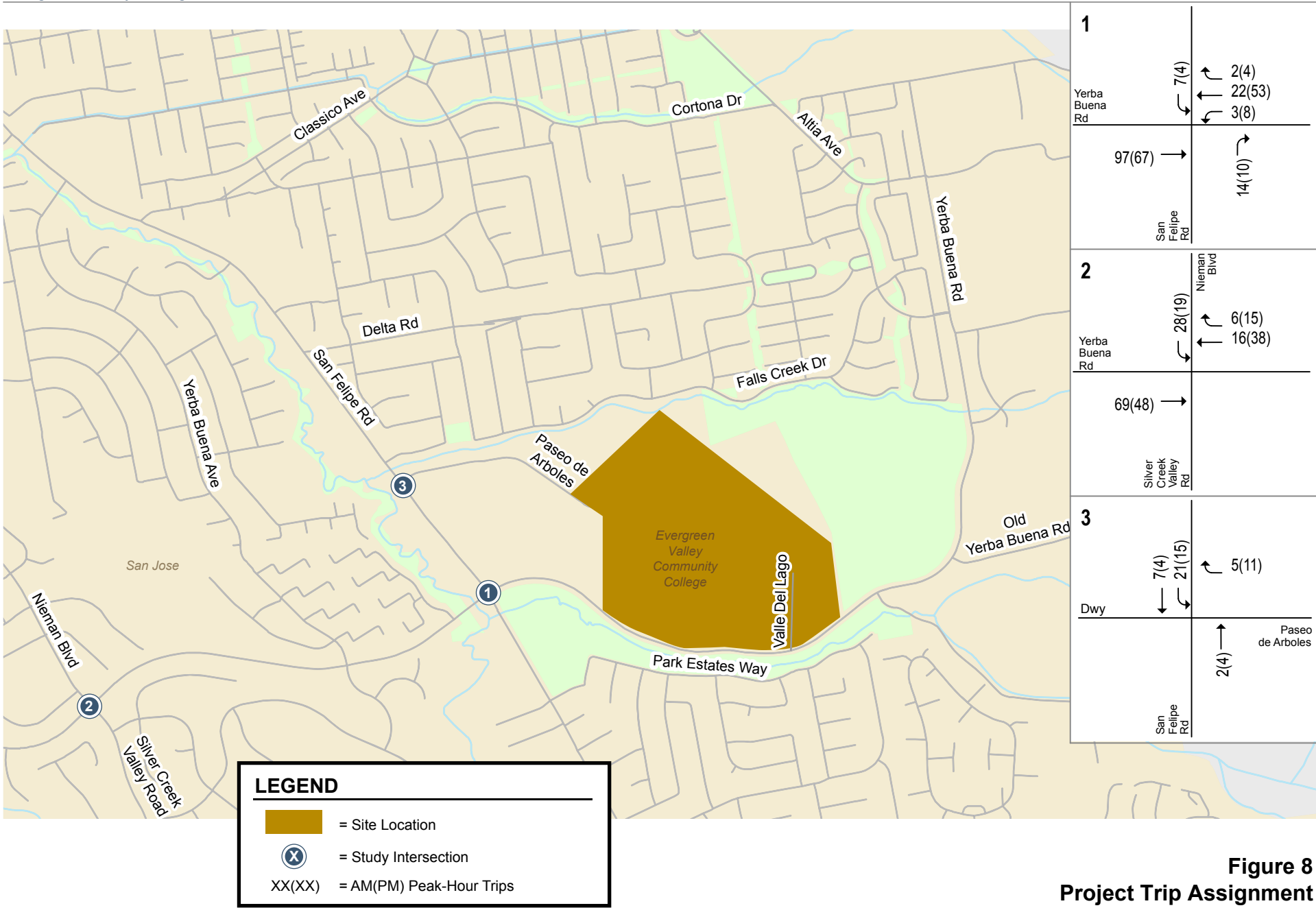
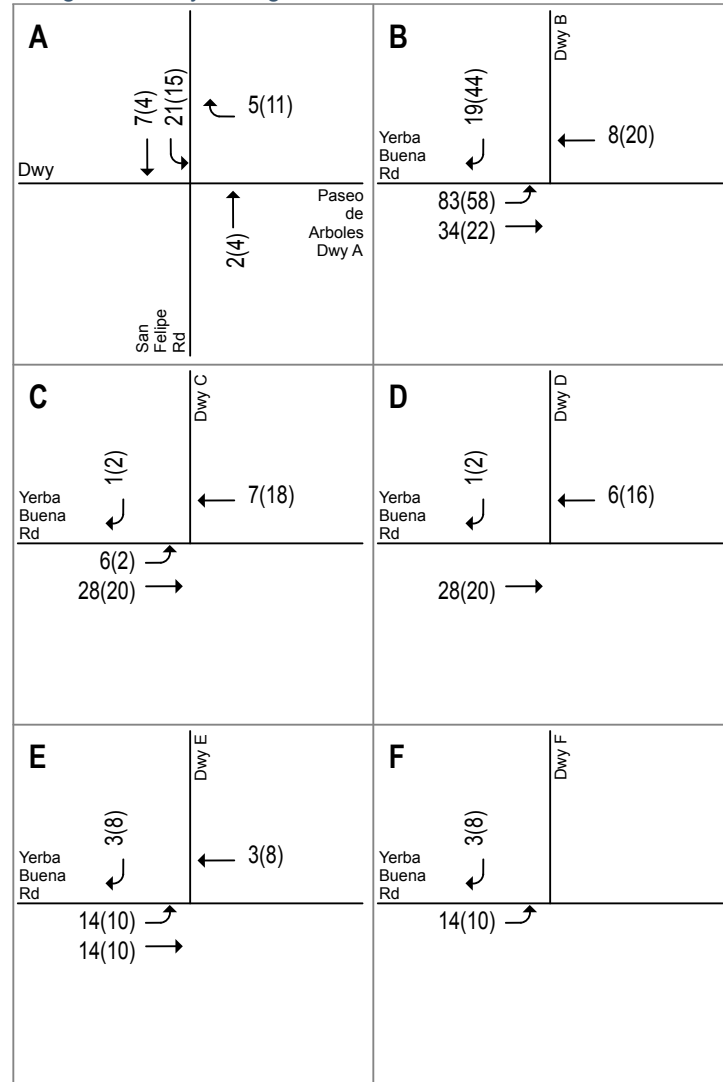


Figure 8
Project Trip Assignment



LEGEND

- = Project Driveway
- XX(XX) = AM(PM) Peak-Hour Trips



Key

- Transit Station
- Arterial Road
- Campus Entry
- On Campus Vehicular Circulation
- Drop Off
- Entry Plaza
- Parking
- 1/4 Mile Radius

Figure 9
Trip Assignment at Driveways

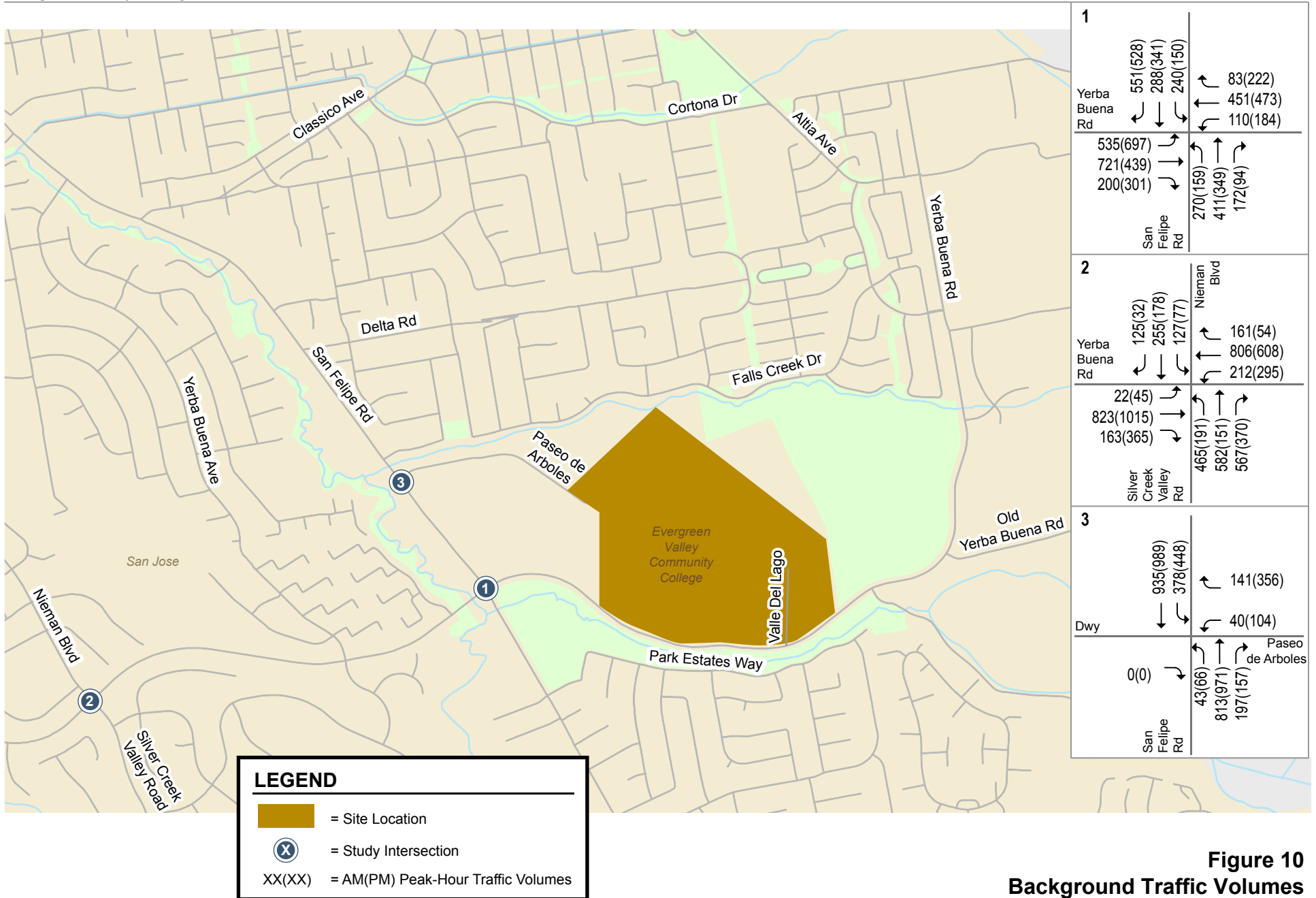


Figure 10
Background Traffic Volumes

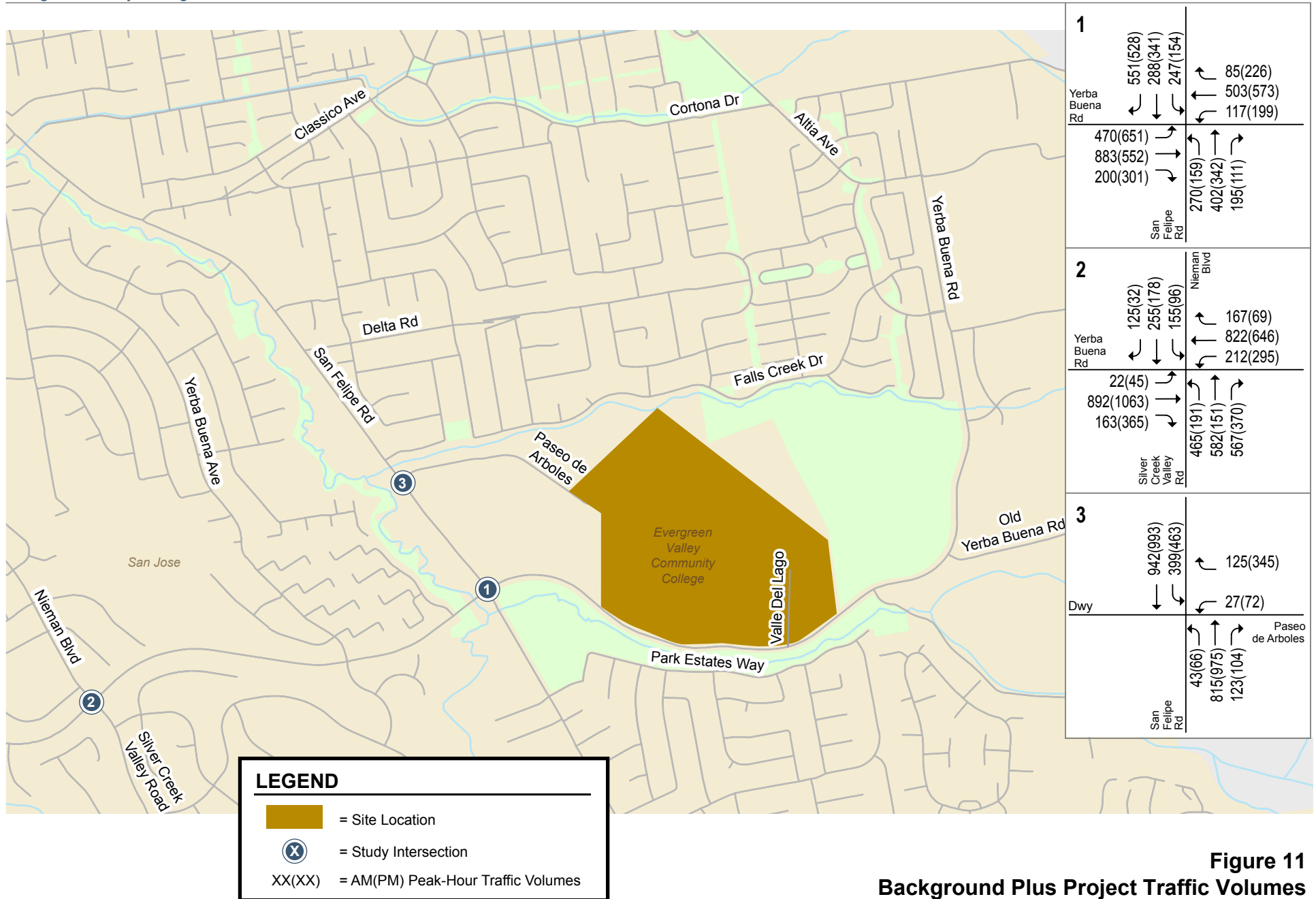


Figure 11
Background Plus Project Traffic Volumes

Intersection Traffic Operations under Background and Project Conditions

Intersection traffic operations at the study intersections were evaluated against the City of San Jose level of service standard (LOS D). The results of the intersection level of service analysis (see Table 6) show that all of the signalized study intersections would operate at an acceptable level of service, LOS D or better, during the AM and PM peak hours under background and background plus project conditions.

The intersection level of service calculation sheets are included in Appendix C.

Table 6
Background Plus Project Intersection Levels of Service

#	Intersection	Peak Hour	Traffic Control ¹	Background Conditions					
				No Project		with Project			
				Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Incr. in Critical Delay (sec)	Incr. in Critical V/C
1	San Felipe Road and Yerba Buena Road	AM	Signal	45.2	D	45.2	D	-0.2	-0.024
		PM		41.2	D	41.5	D	1.1	0.000
2	Nieman Boulevard/Silver Creek Valley Road and Yerba Buena Road	AM	Signal	41.5	D	43.3	D	3.7	0.038
		PM		37.9	D	38.6	D	1.8	0.026
3	San Felipe Road and Paseo de Arboles	AM	Signal	23.0	C	22.3	C	-0.5	0.005
		PM		31.7	C	31.6	C	0.2	0.004

Note:
¹ Delays based on average delay for signalized intersections.

Vehicular Access and Circulation

The site access and circulation evaluation is based on the Evergreen Valley College Facilities Master Plan, Initial Study and Environmental Checklist, March 2021. Site access and on-site vehicular circulation were reviewed in accordance with generally accepted traffic engineering standards.

Site Access and Circulation

The Evergreen Valley College campus is served by two arterials, San Felipe Road, which provides vehicular access to the west side of the campus via Paseo de Arboles, which is signalized, and Yerba Buena Road, which provides access to the south and east areas of campus via four driveways, which are unsignalized. All entries provide access to major surface parking lots on the campus. The south parking lot has no internal vehicular connection to the east and the west parking lots. The east and west parking lots are connected via an internal road along the northern edge of the campus.

The two driveways that provide access to the east parking lot are also internally connected with a westbound one-way circulation roadway loop. The campus bus stops are located on this roadway loop. Valle del Lago, which is one of the driveways that provides access to the east parking lot, also leads towards a roundabout in the heart of campus. The master plan proposes to disconnect Valle Del Lago from the roundabout and re-purpose the roundabout as a pedestrian plaza.

The master plan also proposes the addition of one new vehicular access point, which would serve as the primary entrance to the campus. It would be located to the east of the existing San Felipe Road and Yerba Buena Road intersection and at the western edge of the campus athletic fields. The entrance would be intended to serve the southwest sector of campus, providing a second point of access to the west parking lots and public access to the west end of a future Athletic Zone. The new West Yerba

Buena Street entrance is planned to extend to Paseo de Arboles to provide continuous access to the west parking lots.

Driveway Operations

The San Felipe Road and Paseo De Arboles driveway operates as an all-way access signalized driveway and provides access to the west campus parking lot. The west driveway providing access to the south parking lot accommodates an eastbound left-turn in, westbound right-turn in, and southbound right-turn out. The east driveway providing access to the south parking lot operates with only right-in and right-out movements allowed. The Valle Del Lago driveway and the East Driveway providing access to the east parking lots accommodate all turning movements. These driveways would continue to operate similarly under project conditions.

As described in the previous section, a new driveway would be added east of San Felipe Road and Yerba Buena Road to provide access to the campus. Per the 2030 Master Plan, this driveway would operate as the main entrance to the college and would provide access to the southwest sector of the campus, including access to the west parking lots and public access to the west end of a future Athletic Zone.

Estimated total campus traffic volumes with the project at the driveways are shown on Figure 12. Traffic operations at the unsignalized driveways were evaluated with the unsignalized intersection methodology from the 2000 Highway Capacity Manual, using Traffix. The results of the driveway level of service analysis (see Table 7) show that all driveways would operate acceptably at an LOS C or better under project conditions.

As shown in Table 7, the new driveway is assumed to operate with a stop sign on the driveway. The driveway intersection would not meet a signal warrant. The intersection would operate acceptably at an LOS B during both peak hours.


The driveway level of service calculation sheets are included in Appendix C. Signal Warrant analysis sheets for the new driveway are included in Appendix E.

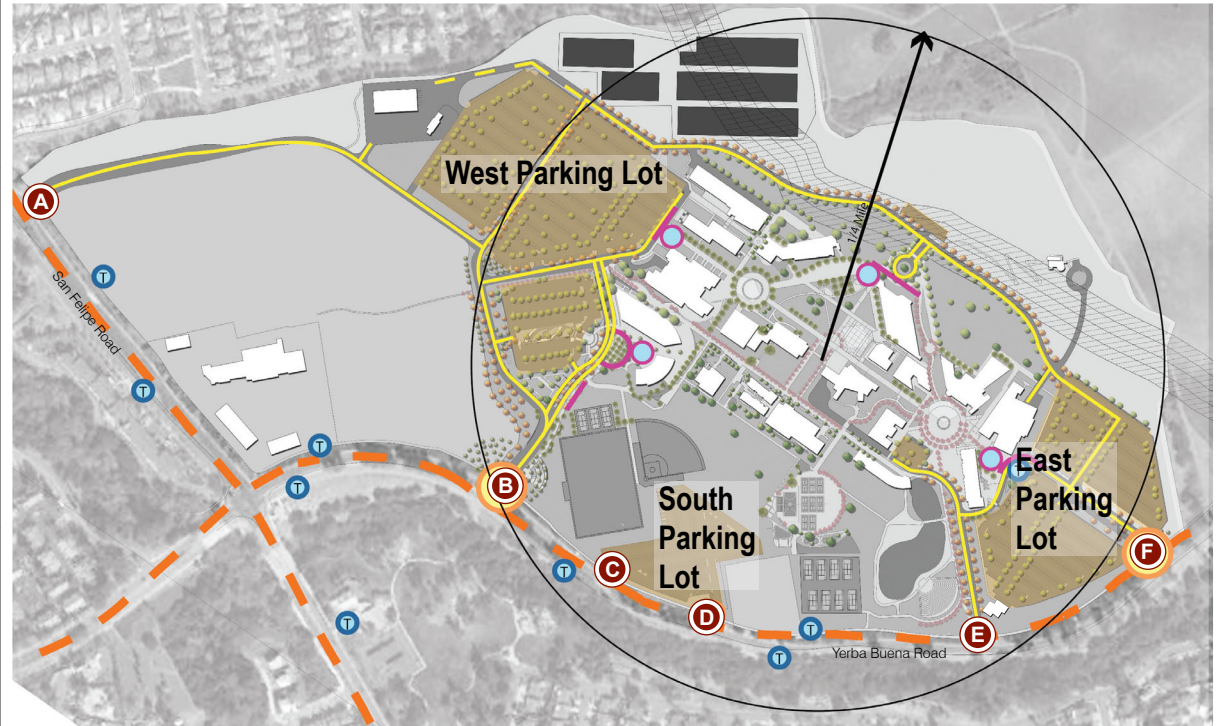
Recommendation

It is recommended that the Yerba Buena Road and New Driveway intersection have a stop sign on the driveway. The recommended lane configuration for the intersection is a southbound shared left-right lane, eastbound two through lanes and left-turn only lane, and westbound one through lane and one shared through right-turn lane. Figure 13 illustrates the recommended new driveway design.

A <div> <div> Dwy 942(993) 399(463) </div> <div> 125(345) 27(72) </div> </div> <div> San Felipe Rd 43(66) 815(975) 123(104) </div>	B <div> Yerba Buena Rd 53(98) </div> <div> Dwy B 652(899) </div> <div> 157(111) 1167(705) </div>
C <div> Yerba Buena Rd 12(40) </div> <div> Dwy C 640(859) </div> <div> 73(59) 1094(646) </div>	D <div> Yerba Buena Rd 12(40) </div> <div> Dwy D 628(819) </div> <div> 1094(646) </div>
E <div> Yerba Buena Rd 18(62) </div> <div> Dwy E 610(757) </div> <div> 62(50) 1032(596) </div>	F <div> Yerba Buena Rd 18(62) </div> <div> Dwy F 2(6) 5(4) 592(695) </div> <div> 62(50) 970(546) </div>

LEGEND

-  = Project Driveway
- XX(XX) = AM(PM) Peak-Hour Traffic Volumes



Key









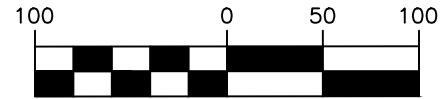
-  Transit Station
-  Arterial Road
-  Campus Entry
-  On Campus Vehicular Circulation
-  Drop Off
-  Entry Plaza
-  Parking
-  1/4 Mile Radius

Figure 12
Background Plus Project Volumes at Project Driveways

GRAPHIC SCALE



1 INCH = 100 FEET



DRAWN RR	SCALE 1" = 100'
CHECKED ----	DATE 6/8/2021

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CITY OF SAN JOSE

EVERGREEN VALLEY COLLEGE MASTER PLAN
 DRIVEWAY B AND YERBA BUENA ROAD
 CONCEPTUAL INTERSECTION LAYOUT

FIGURE NO.

13

Table 7
Driveway Intersection Levels of Service

#	Intersection	Peak Hour	Signal Control	Background Plus Project	
				Delay (sec)	LOS
A	San Felipe Road and Paseo De Arboles	AM	Signal ²	22.3	C
		PM		31.6	C
B	Yerba Buena Road and New Driveway	AM	OWSC ¹	10.8	B
		PM		12.8	B
C	Yerba Buena Road and Driveway to South Campus Parking (West)	AM	OWSC ¹	10.4	B
		PM		11.7	B
D	Yerba Buena Road and Driveway to South Campus Parking (East)	AM	OWSC ¹	10.3	B
		PM		11.5	B
E	Yerba Buena Road and Valle Del Lago	AM	OWSC ¹	10.3	B
		PM		11.4	B
F	Yerba Buena Road and Driveway to East Campus Parking (East)	AM	OWSC ¹	11.9	B
		PM		12.1	B

Note:
OWSC = One-Way Stop Control
¹ Delays based on the stop controlled approach for OWSC intersections.
² Delays based on average delay for signalized intersections

Sight Distance at Project Driveways

Driveway locations were evaluated to determine if the sight distance at the driveways would be adequate. Driveways should be free and clear of any obstructions to optimize sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and other vehicles traveling on adjacent roadways. Any landscaping and signage should be located in such a way as to ensure an unobstructed view for drivers entering and exiting the site. Adequate sight distance reduces the likelihood of a collision at driveways and provides drivers with the ability to locate sufficient gaps in traffic to exit a driveway. Sight distance of a driveway is evaluated based on the stopping sight distance recommended by Caltrans for a given design speed. San Felipe Road has a posted speed limit of 45 mph and Yerba Buena Road has a posted speed limit of 40 mph for which the Caltrans stopping sight distance is 300 feet and 275 feet respectively. There is no on street parking or landscape obstructions near any of the existing driveways or the new proposed driveway. Sight distance is adequate at all driveways.

Driveway Design

According to the City of San Jose Geometric Guidelines, the width of a two-way driveway should be a minimum of 20 feet. All existing project driveways meet this requirement.

Recommendation:

The proposed new driveway on Yerba Buena Road should be designed according to the City of San Jose Geometric Guidelines as shown on Figure 13.

Service and Emergency Vehicle Access

The master plan does not provide a detailed service and emergency access vehicle plan. The proposed service vehicle changes described in the master plan include removing service vehicles from primary pedestrian circulation near the Gullo 1 Student Center and reconfiguring service access at the new pedestrian plaza at the internal roundabout, which would be disconnected from Valle del Lago.

Recommendation

Project specific design, including internal circulation, should be reviewed, and approved by applicable emergency service providers, per Fire Code requirements.

Vehicle Queuing Analysis

The analysis of intersection levels of service and driveway levels of service was supplemented with a vehicle queuing analysis for left turn lanes and stop-controlled approaches at intersections where the project would add a substantial number of trips to the left-turn movements of signalized intersections or stop-controlled approaches for driveways (see Table 8 and Table 9) as compared to background conditions. This analysis provides a basis for estimating future storage requirements at the intersections under background conditions. Vehicle queues were estimated using Poisson probability distribution, described in Chapter 1. The following movements were selected for evaluation:

- Nieman Boulevard and Yerba Buena Road – Southbound left-turn
- San Felipe Road and Yerba Buena Road –Westbound left-turn
- New Driveway and Yerba Buena Road – Eastbound left-turn
- San Felipe Road and Paseo De Arboles – Southbound left-turn
- Valle Del Lago and Yerba Buena Road – Eastbound left-turn
- East Campus Driveway and Yerba Buena Road – Eastbound left-turn

San Felipe Road and Yerba Buena Road

Under existing conditions, the westbound left-turn movement at San Felipe Road and Yerba Buena Road was calculated to have sufficient storage during both peak hours. Under background conditions, the estimated 95th percentile queue for the westbound left-turn movement during the PM peak hour was calculated to exceed the storage length by one vehicle, and under background plus project conditions the 95th percentile queue was calculated to exceed the storage length by one additional vehicle. This left turn pocket could be lengthened by cutting into the median, if desired.

New Driveway and Yerba Buena Road

Under project conditions, a new driveway would be added east of San Felipe Road and Yerba Buena Road to provide access to the campus. As shown in Figure 13, the driveway would operate with a southbound shared left-right lane. The median on Yerba Buena Road would be modified to provide a left-turn lane. To accommodate the estimated left turn volume, the minimum storage length of the new eastbound left-turn pocket should be 100 feet.

Recommendation:

Provide a minimum of 100 feet of storage for the new left turn pocket on Yerba Buena Road at the proposed new driveway.

Table 8
Intersection Vehicle Queuing Analysis

Measurement	Nieman Boulevard & Yerba Buena Road		San Felipe Road & Yerba Buena Road	
	SBL		WBL	
	AM	PM	AM	PM
Existing				
Cycle/Delay ¹ (sec)	120	115	156	140
Volume (vphpl)	127	77	94	126
Total 95th %. Queue (veh.)	8	5	8	9
Total 95th %. Queue (ft.) ²	200	125	200	225
Total Storage	225	225	275	275
Adequate (Y/N)	Y	Y	Y	Y
Background				
Cycle/Delay ¹ (sec)	120	115	156	140
Volume (vphpl)	127	77	110	184
Total 95th %. Queue (veh.)	8	5	9	12
Total 95th %. Queue (ft.) ²	200	125	225	300
Total Storage	225	225	275	275
Adequate (Y/N)	Y	Y	Y	N
Background Plus Project				
Cycle/Delay ¹ (sec)	120	115	156	140
Volume (vphpl)	155	96	117	199
Total 95th %. Queue (veh.)	9	6	9	13
Total 95th %. Queue (ft.) ²	225	150	225	325
Total Storage	225	225	275	275
Adequate (Y/N)	Y	Y	Y	N
Notes: SBL = southbound left; EBL = eastbound left; ¹ Vehicle queue calculations for signalized intersections based on cycle length. ² Assumes 25 Feet Per Vehicle Queued.				

Table 9
Driveway Queuing Analysis

Measurement	New dwy & Yerba Buena Road ²		San Felipe Road & Paseo De Arboles ¹		Valle Del Lago & Yerba Buena Road ²		East Campus Dwy & Yerba Buena Road ²	
	EBL		SBL		EBL		EBL	
	AM	PM	AM	PM	AM	PM	AM	PM
Existing								
Cycle/Delay (sec)	--	--	102	102	8.5	8.1	8.5	7.9
Volume (vphpl)	--	--	240	136	48	40	48	40
Total 95th %. Queue (veh.)	--	--	11	7	1	1	1	1
Total 95th %. Queue (ft.) ³	--	--	275	175	25	25	25	25
Total Storage	--	--	225	225	200	200	225	225
Adequate (Y/N)	--	--	N	Y	Y	Y	Y	Y
Background								
Cycle/Delay (sec)	--	--	102	102	8.9	9.3	8.8	9.2
Volume (vphpl)	--	--	378	448	48	40	48	40
Total 95th %. Queue (veh.)	--	--	16	19	1	1	1	1
Total 95th %. Queue (ft.) ³	--	--	400	475	25	25	25	25
Total Storage	--	--	225	225	200	200	225	225
Adequate (Y/N)	--	--	N	N	Y	Y	Y	Y
Background Plus Project								
Cycle/Delay (sec)	9.6	10.5	102	102	8.9	9.4	8.9	9.2
Volume (vphpl)	157	111	399	463	62	50	62	50
Total 95th %. Queue (veh.)	2	1	17	19	1	1	1	1
Total 95th %. Queue (ft.) ³	50	25	425	475	25	25	25	25
Total Storage	100	100	225	225	200	200	225	225
Adequate (Y/N)	Y	Y	N	N	Y	Y	Y	Y
Notes:								
SBL = southbound left; EBL = eastbound left;								
¹ Vehicle queue calculations for signalized intersections based on cycle length.								
² Vehicle queue calculations for unsignalized intersections based on movement delay.								
³ Assumes 25 Feet Per Vehicle Queued.								

San Felipe Road and Paseo De Arboles

Under existing conditions, the estimated 95th percentile queue for the southbound left-turn movement at San Felipe Road and Paseo de Arboles was calculated to exceed the storage length by two vehicles during the AM peak hour. Under background conditions, the estimated 95th percentile queue for the southbound left-turn movement was calculated to exceed the storage length by seven vehicles during the AM peak hour and 10 vehicles during the PM peak hour. Under background plus project conditions the estimated 95th percentile queue for the southbound left-turn movement was calculated to exceed the storage length by one additional vehicle during the AM peak hour.

Some vehicles, instead of turning southbound left at Paseo de Arboles, could make a left at Yerba Buena Road and use the campus driveways on Yerba Buena Road to access the campus, and therefore reduce the southbound left-turn queue at this intersection.

Pedestrian, Bicycle and Transit Facilities

Pedestrian Facilities

The project proposes several improvements that would increase pedestrian safety within the EVC campus as listed below:

- Re-purpose the roundabout at the end of Valle Del Lago as a pedestrian plaza.
- Remove service vehicle access from primary pedestrian circulation at the Gullo I Student Center.
- Improve existing and create new pedestrian gateways to the campus where main pedestrian walkways terminate at parking and drop-off zones. These gateways would reflect a consistent landscape/hardscape character and signage program to assist in wayfinding and to signify pedestrian entry to the campus.
- Extend and improve a series of east-west and north-south pedestrian walkways to provide visual access and support physical movement through the campus from edge to edge.
- Provide parallel parking and bike paths on both sides of internal roads, which would also serve as traffic calming measures.

Most internal roads in the campus do not have sidewalks. Paseo de Arboles has a pedestrian path along its eastern side. There is a north south pedestrian path from Yerba Buena Road, parallel to Valle Del Lago, which leads to the campus. There are also some dirt paths between the commercial development on the northwest corner of Yerba Buena Road and San Felipe Road and the campus.

Recommendations

It is recommended that additional pedestrian paths or sidewalks be added along the internal roads to improve pedestrian connections from Yerba Buena Road and San Felipe Road to the campus including adding a sidewalk along the proposed new driveway. It also recommended that a formalized pedestrian path be provided between the campus and the commercial development on the northwest corner of Yerba Buena Road and San Felipe Road.

Bicycle Facilities

The project site is near existing bike lanes on Yerba Buena Road and San Felipe Road. The San Jose Better Bike Plan 2025 also proposes protected bike lanes on Yerba Buena Road and San Felipe Road, which would provide direct access to the campus. The existing and proposed network of bicycle facilities provide good connectivity to the residential neighborhoods near the campus.

The project proposes to provide bike paths on both sides of internal roads. The project would not remove any existing bicycle facilities, nor would it conflict with any adopted plans or policies for new bicycle facilities.

Recommendation:

There are currently no bicycle parking facilities within the campus. It is recommended that secure bicycle facilities like bicycle rooms and bicycle lockers be installed to improve bicycle access to the campus.

Transit Service

Existing transit services to the campus is provided by VTA bus routes 31 and 42. The bus stop for these routes is located on the campus east of Valle Del Lago in the east parking lot. A pedestrian plaza

is provided between the bus stop and the campus buildings. The college also provides subsidized bus passes to students to use VTA bus services.

Construction Activities

Typical activities related to the construction of any development could include lane narrowing and/or lane closures and sidewalk closures. In the event of any type of street closure, clear signage (e.g., closure and detour signs) must be provided to ensure vehicles, pedestrians and bicyclists are able to adequately reach their intended destinations safely. The project would be required to submit a construction management plan for City approval that addresses schedule, closures/detours, staging, parking, and truck routes.

Parking

The campus currently provides 2,585 parking spaces on the campus. Parking is concentrated in the west, south and east areas of the campus. As shown in Table 10, with the current enrollment of 7,006 students, the ratio of the number of students per parking space is 2.71.

The 2030 Master Plan calls for a total of 3,536 spaces by the 2030 buildout. With the future estimated enrollment of 8,644 students, the ratio of the number of students per parking space would be lowered to 2.44.

Table 10
Parking Analysis

Scenario	Enrollment	Parking Spaces	Parking Ratio (Students/Space)
Existing (2019)	7,006	2,585	2.71
Future (2030)	8,644	3,536	2.44
Note: Source: Evergreen Valley College Facilities Master Plan, Initial Study and Environmental Checklist, January 2021			

Recommendation:

Increasing parking may encourage driving, which is counter-productive to the City's goal of decreasing VMT. To reduce parking demand on the campus, alternative modes of transportation like public transportation, carpooling, and bicycling should be strongly encouraged.

5. Conclusions

This study was conducted for the purpose of identifying the potential transportation impacts related to the increased enrollment at the Evergreen Valley College campus. The project is subject to review by the Community College District.

However, since the project is surrounded by the City of San Jose, the transportation impacts of the project were evaluated following the standards and methodologies established in the City of San Jose's Transportation Analysis Handbook. Based on the City of San Jose's Transportation Analysis Policy and Transportation Analysis Handbook, the TA report for the project includes a CEQA transportation analysis and a local transportation analysis (LTA).

CEQA Transportation Impacts

Project Vehicle Miles Traveled (VMT) Impacts and Mitigation Measures

The daily VMT per student would increase by 0.03, from 6.39 VMT under existing conditions to 6.42 VMT by 2030. This is because while improved transit service in the area would result in higher transit and lower vehicle mode shares, the student population in the area would grow at a much lower rate than the student enrollment. Mitigation measures are required to reduce the VMT impact.

Mitigation Measures: The project should implement a Transportation Demand Management (TDM) plan that will reduce student and staff VMT by 0.5% bringing the daily student VMT from 6.42 in 2030 to 6.39. With the implementation of a TDM plan, the project impact on VMT would be *less than significant*. The following VMT mitigation measures could be implemented through the TDM plan to achieve a less than significant impact:

- Commute Trip Reduction Marketing/Educational Campaign: promote the use of transit, shared rides, walking, and bicycling through a TDM Coordinator
- Bicycle Storage: provide safe storage (lockers or bike rooms) for staff and students to park their bicycles to encourage commuting by bicycle
- Subsidized or Discounted Transit Program: continue to provide subsidized/discounted transit passes

- Free Direct Shuttle/Bus Service: consider providing shuttle service between the school and areas with high concentrations of students

Cumulative VMT Impact Analysis

Projects must demonstrate consistency with the *Envision San Jose 2040 General Plan* to address cumulative impacts. Consistency with the City's General Plan is based on the project's density, design, and conformance to the General Plan goals and policies. If a project is determined to be inconsistent with the General Plan, a cumulative impact analysis is required as part of the City's *Transportation Analysis Handbook*.

The project is consistent with the General Plan goals and policies for the following reasons:

- The project site has an internal transit center, which is serviced by two VTA bus routes.
- The project would slightly increase the employment density in the project area, and the proposed density would be consistent with the General Plan Land Use Designation.
- The project would provide improvements to pedestrian connectivity in the vicinity of the campus.

Therefore, based on the project description, the proposed project would be consistent with *Envision San Jose 2040 General Plan*. The project would be considered as part of the cumulative solution to meet the General Plan's long-range transportation goals and would result in a less-than-significant cumulative impact.

Local Transportation Analysis

Project Trip Generation

Based on trip generation rates recommended by the Institute of Transportation Engineers (ITE), it is estimated that the proposed project would generate 170 net new trips (138 in and 32 out) during the AM peak period and 170 net new trips (95 in and 75 out) during the PM peak period.

Intersection Traffic Operations

Based on the City of San Jose intersection operations analysis criteria, none of the study intersections would be adversely affected by the project.

Driveway Traffic Operations

The results of the driveway level of service analysis show that under project conditions all campus driveways would operate at an acceptable level of service.

Other Transportation Issues

The proposed site plan shows adequate site access. The project would enhance pedestrian circulation by providing improved pedestrian access. Hexagon has the following recommendations resulting from the site access analysis.

- The Yerba Buena Road and new driveway intersection should operate with a stop sign on the driveway. It should be designed according to the City of San Jose Geometric Guidelines. The recommended lane configuration for the intersection is one southbound shared left-right lane, eastbound two through lanes and one left-turn only lane, and westbound one through lane and one shared through right-turn lane. The minimum storage length of the eastbound left-turn pocket should be 100 feet.

- Project specific design, including internal circulation, should be reviewed, and approved by applicable emergency service providers, per Fire Code requirements.
- Additional pedestrian paths or sidewalks should be added along the internal roads to improve pedestrian connections from Yerba Buena Road and San Felipe Road to the campus including the proposed new driveway. It also recommended that a formalized pedestrian path be provided between the campus and the commercial development on the northwest corner of Yerba Buena Road and San Felipe Road.
- It is recommended that bicycle facilities like bicycle rooms and bicycle lockers be installed to improve bicycle access to the campus.
- Increasing parking may encourage driving, which is counter-productive to the City's goal of decreasing VMT. To reduce parking demand on the campus, alternative modes of transportation like public transportation, carpooling, and bicycling should be strongly encouraged.

Evergreen Valley College Vision 2030
Technical Appendices

June 10, 2021

Appendix A

Traffic Counts



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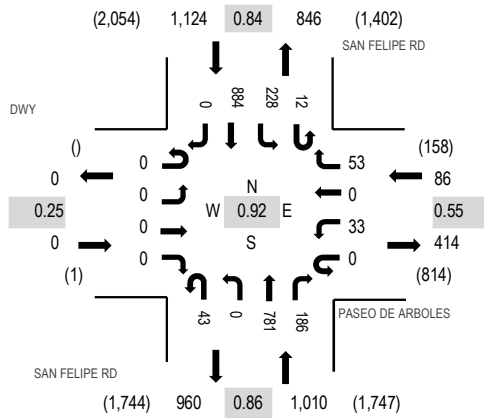
Location: 1 SAN FELIPE RD & PASEO DE ARBOLES AM

Date: Thursday, February 7, 2019

Peak Hour: 07:30 AM - 08:30 AM

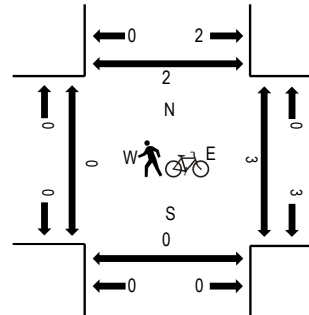
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	DWY Eastbound				PASEO DE ARBOLES Westbound				SAN FELIPE RD Northbound				SAN FELIPE RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	0	0	0	0	2	4	0	150	20	1	9	113	0	299	1,772	0	1	0	1
7:15 AM	0	0	0	1	0	1	0	4	12	0	148	34	1	20	146	0	367	2,078	0	0	0	0
7:30 AM	0	0	0	0	0	8	0	15	10	0	172	63	1	67	171	0	507	2,220	0	2	0	2
7:45 AM	0	0	0	0	0	11	0	15	13	0	227	57	3	85	188	0	599	2,175	0	0	0	0
8:00 AM	0	0	0	0	0	7	0	9	11	0	265	26	3	40	244	0	605	2,188	0	0	0	0
8:15 AM	0	0	0	0	0	7	0	14	9	0	117	40	5	36	281	0	509		0	1	0	0
8:30 AM	0	0	0	0	0	8	0	11	15	0	113	45	2	57	211	0	462		0	1	0	0
8:45 AM	0	0	0	0	0	18	0	28	11	0	92	93	4	122	244	0	612		2	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	0	0	0	0	0	33	0	52	43	0	769	185	12	228	874	0	2,196
Mediums	0	0	0	0	0	0	0	1	0	0	12	1	0	0	9	0	23
Total	0	0	0	0	0	33	0	53	43	0	781	186	12	228	884	0	2,220



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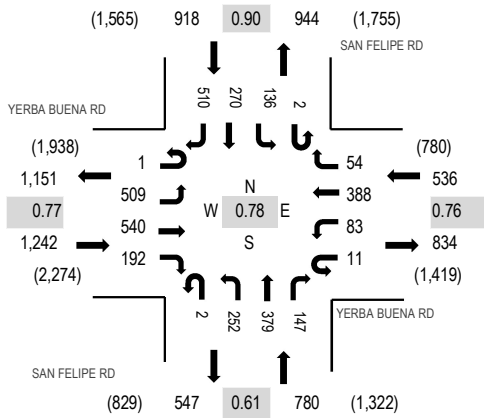
Location: 2 SAN FELIPE RD & YERBA BUENA RD AM

Date: Thursday, February 7, 2019

Peak Hour: 07:45 AM - 08:45 AM

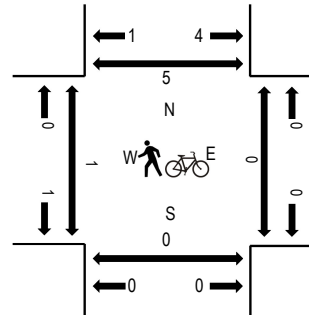
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	YERBA BUENA RD Eastbound				YERBA BUENA RD Westbound				SAN FELIPE RD Northbound				SAN FELIPE RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	1	101	17	17	0	2	40	4	0	73	81	4	1	4	26	75	446	2,540	0	0	0	2
7:15 AM	0	129	51	27	1	4	32	8	0	55	58	6	0	20	36	75	502	3,202	0	0	2	0
7:30 AM	0	164	96	29	2	5	32	6	0	62	77	15	1	39	40	95	663	3,463	0	0	0	1
7:45 AM	1	151	210	55	2	11	72	13	0	63	112	38	1	42	48	110	929	3,476	0	0	0	1
8:00 AM	0	148	169	44	4	27	135	14	0	86	163	92	1	20	63	142	1,108	3,401	0	0	0	0
8:15 AM	0	99	67	45	1	36	121	12	2	56	51	10	0	24	98	141	763		0	0	0	2
8:30 AM	0	111	94	48	4	9	60	15	0	47	53	7	0	50	61	117	676		1	0	0	2
8:45 AM	0	118	243	39	0	5	79	24	0	62	39	10	0	77	52	106	854		0	0	2	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	3
Lights	1	504	533	184	11	83	378	51	2	252	371	147	1	132	265	509	3,424
Mediums	0	5	7	7	0	0	9	3	0	0	8	0	0	4	5	1	49
Total	1	509	540	192	11	83	388	54	2	252	379	147	2	136	270	510	3,476

City of San Jose
Citywide Traffic Database
(updated December 1, 2016)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #3719 NIEMAN/YERBA BUENA

Cycle (sec): 120 Critical Vol./Cap.(X): 0.725
Loss Time (sec): 12 Average Delay (sec/veh): 39.1
Optimal Cycle: 66 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2

Volume Module: >> Count Date: 17 Nov 2016 << 7:15-8:15

Base Vol:	447	560	545	122	245	120	21	587	157	204	775	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	447	560	545	122	245	120	21	587	157	204	775	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	447	560	545	122	245	120	21	587	157	204	775	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	447	560	545	122	245	120	21	587	157	204	775	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	447	560	545	122	245	120	21	587	157	204	775	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	447	560	545	122	245	120	21	587	157	204	775	155

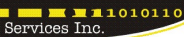
Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:

Vol/Sat:	0.26	0.15	0.31	0.07	0.06	0.07	0.01	0.15	0.09	0.12	0.20	0.09
Crit Moves:	****			****			****			****		
Green Time:	47.6	51.6	51.6	11.5	15.5	15.5	10.0	25.6	25.6	19.3	34.9	34.9
Volume/Cap:	0.64	0.34	0.72	0.72	0.50	0.53	0.14	0.72	0.42	0.72	0.70	0.30
Delay/Veh:	31.4	23.0	31.9	67.2	49.4	51.2	51.5	47.2	41.6	56.8	39.9	33.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.4	23.0	31.9	67.2	49.4	51.2	51.5	47.2	41.6	56.8	39.9	33.4
LOS by Move:	C	C	C	E	D	D-	D-	D	D	E+	D	C-
HCM2k95thQ:	26	13	32	12	9	10	2	21	11	17	24	9

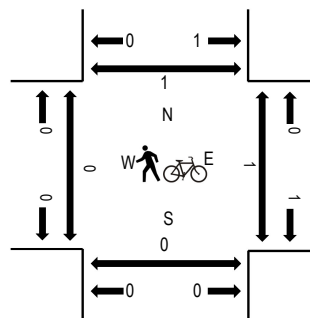
Note: Queue reported is the number of cars per lane.



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Peak 15-Minutes: 05:45 PM - 06:00 PM

Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Interval Start Time	Dwy				Paseo de Arboles				San Felipe Rd				San Felipe Rd				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound				Westbound				Northbound				Southbound						West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
4:00 PM	0	0	0	0	0	15	0	16	13	0	182	15	4	12	182	0	439	1,849	0	1	0	0
4:15 PM	0	0	0	0	0	30	0	18	13	0	184	12	4	13	177	0	451	1,929	0	0	0	0
4:30 PM	0	0	0	0	0	35	0	34	12	0	177	11	5	11	186	0	471	1,990	0	0	0	0
4:45 PM	0	0	0	0	0	16	0	12	14	0	212	22	1	14	197	0	488	2,105	0	1	0	0
5:00 PM	0	0	0	0	0	22	0	15	24	0	209	22	5	7	215	0	519	2,310	0	0	0	0
5:15 PM	0	0	0	0	0	17	0	12	10	0	218	21	4	12	218	0	512		0	0	0	0
5:30 PM	0	0	0	0	0	22	0	11	20	0	212	37	3	38	243	0	586		0	0	0	0
5:45 PM	0	0	0	0	0	18	0	16	12	0	268	52	6	61	260	0	693		0	0	0	1

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	78	0	54	66	0	902	131	18	118	928	0	2,295
Mediums	0	0	0	0	0	1	0	0	0	0	5	1	0	0	8	0	15
Total	0	0	0	0	0	79	0	54	66	0	907	132	18	118	936	0	2,310



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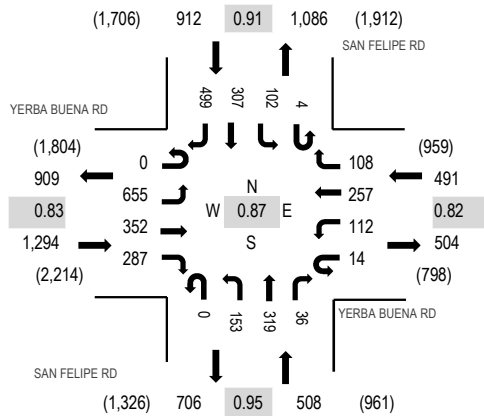
Location: 2 SAN FELIPE RD & YERBA BUENA RD PM

Date: Thursday, February 7, 2019

Peak Hour: 05:00 PM - 06:00 PM

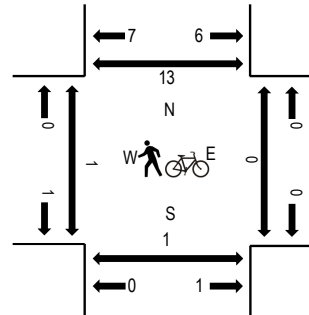
Peak 15-Minutes: 05:45 PM - 06:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	YERBA BUENA RD Eastbound				YERBA BUENA RD Westbound				SAN FELIPE RD Northbound				SAN FELIPE RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	123	35	65	0	20	76	22	0	41	64	11	2	11	57	111	638	2,635	0	2	0	1
4:15 PM	0	116	40	74	2	27	73	29	0	40	61	11	2	12	68	119	674	2,705	1	2	0	2
4:30 PM	0	97	49	54	0	17	68	30	0	48	65	6	0	24	68	118	644	2,759	1	2	0	3
4:45 PM	0	127	63	77	1	18	65	20	0	34	67	5	1	24	75	102	679	2,964	0	2	0	1
5:00 PM	0	148	55	54	3	26	53	19	0	42	83	6	4	14	85	116	708	3,205	0	0	0	4
5:15 PM	0	168	74	77	2	26	57	16	0	36	65	10	0	17	60	120	728		0	0	0	3
5:30 PM	0	160	94	76	6	32	77	25	0	38	88	8	0	33	78	134	849		0	0	0	3
5:45 PM	0	179	129	80	3	28	70	48	0	37	83	12	0	38	84	129	920		1	0	1	3

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	653	351	287	14	111	256	106	0	152	315	36	4	101	305	499	3,190
Mediums	0	2	1	0	0	1	1	2	0	1	4	0	0	1	2	0	15
Total	0	655	352	287	14	112	257	108	0	153	319	36	4	102	307	499	3,205

City of San Jose
Citywide Traffic Database
(updated December 1, 2016)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #3719 NIEMAN/YERBA BUENA

Cycle (sec): 115 Critical Vol./Cap.(X): 0.702

Loss Time (sec): 12 Average Delay (sec/veh): 37.0

Optimal Cycle: 61 Level Of Service: D+

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2

Volume Module: >> Count Date: 17 Nov 2016 << 5:00-6:00

Base Vol:	184	145	356	74	171	31	43	840	351	284	585	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	184	145	356	74	171	31	43	840	351	284	585	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	184	145	356	74	171	31	43	840	351	284	585	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	184	145	356	74	171	31	43	840	351	284	585	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	145	356	74	171	31	43	840	351	284	585	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	184	145	356	74	171	31	43	840	351	284	585	52

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:

Vol/Sat:	0.11	0.04	0.20	0.04	0.05	0.02	0.02	0.22	0.20	0.16	0.15	0.03
Crit Moves:	****			****			****			****		
Green Time:	22.0	33.3	33.3	7.0	18.2	18.2	17.8	36.2	36.2	26.6	44.9	44.9
Volume/Cap:	0.55	0.13	0.70	0.69	0.28	0.11	0.16	0.70	0.64	0.70	0.39	0.08
Delay/Veh:	43.9	30.2	40.9	71.0	42.9	41.6	42.4	36.6	36.3	46.1	25.4	22.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.9	30.2	40.9	71.0	42.9	41.6	42.4	36.6	36.3	46.1	25.4	22.0
LOS by Move:	D	C	D	E	D	D	D	D+	D+	D	C	C+
HCM2k95thQ:	13	4	24	8	6	2	3	25	22	20	14	3

Note: Queue reported is the number of cars per lane.

Appendix B

Traffic Volumes

Intersection Number:		1													
Traffix Node Number:		3769													
Intersection Name:		San Felipe Road and Yerba Buena Road										Date of Analysis: 11/17/20			
Peak Hour:		AM													
Count Date:		02/07/19													
Movements															
Scenario	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			Total		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT			
Existing Conditions		510	270	138	54	388	94	147	379	254	192	540	510	3476	
Approved Project Trips															
YERBA BUENA & FOWLER CAMPUS INDUSTRIAL	EDPZONEH	0	1	0	0	0	0	0	1	2	0	0	0	4	
	EDPZONEN	0	0	0	0	0	0	0	0	0	0	0	0	0	
	EDPZONEQ	0	0	0	0	0	0	0	0	0	0	0	1	1	
	EDPZONES	0	0	0	0	0	0	0	0	0	0	0	0	0	
	EEHDP (OFFICE)	0	0	0	0	0	0	0	0	0	0	0	0	0	
	EEHDP (RES)	38	2	0	0	8	0	0	4	14	8	4	20	98	
	EEHDP (RETAIL)	3	5	8	5	15	16	25	8	0	0	17	4	106	
	MURILLO AV (N/S)	0	10	0	0	0	0	0	19	0	0	0	0	29	
	Total Approved Trips		41	18	102	29	63	16	25	32	16	8	181	25	556
	Background Conditions		551	288	240	83	451	110	172	411	270	200	721	535	4032
Background Conditions (Adjusted)		551	288	240	83	481	114	181	402	270	200	786	470	4066	
Proposed Project Trips		0	0	7	2	22	3	14	0	0	0	97	0	145	
Background + Project Conditions		551	288	247	85	503	117	195	402	270	200	883	470	42110	

Intersection Number:		2													
Traffix Node Number:		3719													
Intersection Name:		Nieman Boulevard and Yerba Buena Road										Date of Analysis: 11/17/20			
Peak Hour:		AM													
Count Date:		11/17/16													
Movements															
Scenario	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			Total		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT			
Existing Conditions		125	255	127	161	806	212	567	582	465	163	610	22	4095	
Approved Project Trips															
YERBA BUENA & FOWLER CAMPUS INDUSTRIAL	EDPZONEH	0	0	0	0	0	0	0	0	0	0	0	0	0	
	EDPZONEN	0	0	0	0	0	0	0	0	0	0	0	0	0	
	EDPZONEQ	0	0	0	0	0	0	0	0	0	0	0	0	0	
	EDPZONES	0	0	0	0	0	0	0	0	0	0	0	0	0	
	EEHDP (OFFICE)	0	0	0	0	0	0	0	0	0	0	0	0	0	
	EEHDP (RES)	0	0	0	0	0	0	0	0	0	32	0	32	32	
	EEHDP (RETAIL)	0	0	0	0	0	0	0	0	0	21	0	21	21	
	MURILLO AV (N/S)	0	0	0	0	0	0	0	0	0	160	0	160	160	
	Total Approved Trips		0	0	0	0	0	0	0	0	0	213	0	213	
	Background Conditions		125	255	127	161	806	212	567	582	465	163	823	22	4308
Background Conditions (Adjusted)		125	255	127	161	806	212	567	582	465	163	823	22	4308	
Proposed Project Trips		0	0	28	6	16	0	0	0	0	0	69	0	119	
Background + Project Conditions		125	255	155	167	822	212	567	582	465	163	892	22	44270	

Intersection Number:		3													
Traffix Node Number:		4035													
Intersection Name:		San Felipe Road and Paseo de Arboles										Date of Analysis: 11/17/20			
Peak Hour:		AM													
Count Date:		02/07/19													
Movements															
Scenario	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			Total		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT			
Existing Conditions		0	884	240	53	0	33	186	781	43	0	0	0	2220	
Approved Project Trips															
YERBA BUENA & FOWLER CAMPUS INDUSTRIAL	EDPZONEH	0	0	0	0	0	0	0	0	0	0	0	0	0	
	EDPZONEN	0	0	0	0	0	0	0	0	0	0	0	0	0	
	EDPZONEQ	0	0	0	0	0	0	0	0	0	0	0	0	0	
	EDPZONES	0	0	0	0	0	0	0	0	0	0	0	0	0	
	EEHDP (OFFICE)	0	0	0	0	0	0	0	0	0	0	0	0	0	
	EEHDP (RES)	0	41	2	1	0	0	0	24	0	0	0	0	68	
	EEHDP (RETAIL)	0	10	136	87	0	7	11	8	0	0	0	0	259	
	MURILLO AV (N/S)	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Total Approved Trips		0	51	138	88	0	7	11	32	0	0	0	0	327
	Background Conditions		0	935	378	141	0	40	197	813	43	0	0	0	2547
Background Conditions (Adjusted)		0	935	378	120	0	27	123	813	43	0	0	0	2439	
Proposed Project Trips		0	7	21	5	0	0	0	2	0	0	0	0	35	
Background + Project Conditions		0	942	399	125	0	27	123	815	43	0	0	0	24740	

Intersection Number:		E
Traffix Node Number:		6
Intersection Name:		Valle Del Lago and Yerba Buena Road
Peak Hour:		AM
Count Date:		01/00/00
		Date of Analysis: 11/17/20
		Movements
		Southbound Approach Westbound Approach Northbound Approach Eastbound Approach
Scenario		RT TH LT RT TH LT RT TH LT RT TH LT Total
Existing Conditions		15 0 0 0 499 0 0 0 0 0 710 48 1272
Approved Project Trips		
EDPZONEH		0 0 0 0 0 0 0 0 0 0 0 0 0
EDPZONEN		0 0 0 0 0 0 0 0 0 0 0 0 0
EDPZONEQ		0 0 0 0 0 0 0 0 0 0 0 0 0
EDPZONES		0 0 0 0 0 0 0 0 0 0 0 0 0
EEHDP (OFFICE)		0 0 0 0 0 0 0 0 0 0 0 0 0
EEHDP (RES)		0 0 0 0 8 0 0 0 0 0 4 0 12
EEHDP (RETAIL)		0 0 0 0 36 0 0 0 0 0 50 0 86
YERBA BUENA & FOWLER CAMPUS INDUSTRIAL		0 0 0 0 64 0 0 0 0 0 254 0 318
MURILLO AV (N/S)		0 0 0 0 0 0 0 0 0 0 0 0 0
Total Approved Trips		0 0 0 0 108 0 0 0 0 0 308 0 416
Background Conditions		15 0 0 0 607 0 0 0 0 0 1018 48 1688
Background Conditions (Adjusted)		15 0 0 0 607 0 0 0 0 0 1018 48 1688
Proposed Project Trips		3 0 0 0 3 0 0 0 0 0 14 14 34
Background + Project Conditions		18 0 0 0 610 0 0 0 0 0 1032 62 1722
		0
Intersection Number:		F
Traffix Node Number:		7
Intersection Name:		Existing Dwy to East Campus Parking and Yerba Buena Road
Peak Hour:		AM
Count Date:		01/00/00
		Date of Analysis: 11/17/20
		Movements
		Southbound Approach Westbound Approach Northbound Approach Eastbound Approach
Scenario		RT TH LT RT TH LT RT TH LT RT TH LT Total
Existing Conditions		15 0 2 5 484 0 0 0 0 0 662 48 1216
Approved Project Trips		
EDPZONEH		0 0 0 0 0 0 0 0 0 0 0 0 0
EDPZONEN		0 0 0 0 0 0 0 0 0 0 0 0 0
EDPZONEQ		0 0 0 0 0 0 0 0 0 0 0 0 0
EDPZONES		0 0 0 0 0 0 0 0 0 0 0 0 0
EEHDP (OFFICE)		0 0 0 0 0 0 0 0 0 0 0 0 0
EEHDP (RES)		0 0 0 0 8 0 0 0 0 0 4 0 12
EEHDP (RETAIL)		0 0 0 0 36 0 0 0 0 0 50 0 86
YERBA BUENA & FOWLER CAMPUS INDUSTRIAL		0 0 0 0 64 0 0 0 0 0 254 0 318
MURILLO AV (N/S)		0 0 0 0 0 0 0 0 0 0 0 0 0
Total Approved Trips		0 0 0 0 108 0 0 0 0 0 308 0 416
Background Conditions		15 0 2 5 592 0 0 0 0 0 970 48 1632
Background Conditions (Adjusted)		15 0 2 5 592 0 0 0 0 0 970 48 1632
Proposed Project Trips		3 0 0 0 0 0 0 0 0 0 0 14 17
Background + Project Conditions		18 0 2 5 592 0 0 0 0 0 970 62 1649
		0

Intersection Number:		E												
Intersection Name:		Valle Del Lago and Yerba Buena Road												
Peak Hour:		PM												
Count Date:		01/00/00												
		Date of Analysis: 11/17/20												
		Movements												
		Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
Scenario		RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions		54	0	0	0	361	0	0	0	0	0	397	40	852
Approved Project Trips														
		EDPZONEH	0	0	0	0	0	0	0	0	0	0	0	0
		EDPZONEN	0	0	0	0	0	0	0	0	0	0	0	0
		EDPZONEQ	0	0	0	0	0	0	0	0	0	0	0	0
		EDPZONES	0	0	0	0	0	0	0	0	0	0	0	0
		EEHDP (OFFICE)	0	0	0	0	0	0	0	0	0	0	0	0
		EEHDP (RES)	0	0	0	0	4	0	0	0	0	7	0	11
		EEHDP (RETAIL)	0	0	0	0	130	0	0	0	0	118	0	248
YERBA BUENA & FOWLER CAMPUS INDUSTRIAL		0	0	0	0	254	0	0	0	0	0	64	0	318
MURILLO AV (N/S)		0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips		0	0	0	0	388	0	0	0	0	0	189	0	577
Background Conditions		54	0	0	0	749	0	0	0	0	0	586	40	1429
Background Conditions (Adjusted)		54	0	0	0	749	0	0	0	0	0	586	40	1429
Proposed Project Trips		8	0	0	0	8	0	0	0	0	0	10	10	36
Background + Project Conditions		62	0	0	0	757	0	0	0	0	0	596	50	1465
														0

Intersection Number:		F												
Intersection Name:		Existing Dwy to East Campus Parking and Yerba Buena Road												
Peak Hour:		PM												
Count Date:		01/00/00												
		Date of Analysis: 11/17/20												
		Movements												
		Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
Scenario		RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions		54	0	6	4	307	0	0	0	0	0	357	40	768
Approved Project Trips														
		EDPZONEH	0	0	0	0	0	0	0	0	0	0	0	0
		EDPZONEN	0	0	0	0	0	0	0	0	0	0	0	0
		EDPZONEQ	0	0	0	0	0	0	0	0	0	0	0	0
		EDPZONES	0	0	0	0	0	0	0	0	0	0	0	0
		EEHDP (OFFICE)	0	0	0	0	0	0	0	0	0	0	0	0
		EEHDP (RES)	0	0	0	0	4	0	0	0	0	7	0	11
		EEHDP (RETAIL)	0	0	0	0	130	0	0	0	0	118	0	248
YERBA BUENA & FOWLER CAMPUS INDUSTRIAL		0	0	0	0	254	0	0	0	0	0	64	0	318
MURILLO AV (N/S)		0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips		0	0	0	0	388	0	0	0	0	0	189	0	577
Background Conditions		54	0	6	4	695	0	0	0	0	0	546	40	1345
Background Conditions (Adjusted)		54	0	6	4	695	0	0	0	0	0	546	40	1345
Proposed Project Trips		8	0	0	0	0	0	0	0	0	0	0	10	18
Background + Project Conditions		62	0	6	4	695	0	0	0	0	0	546	50	1363
														0

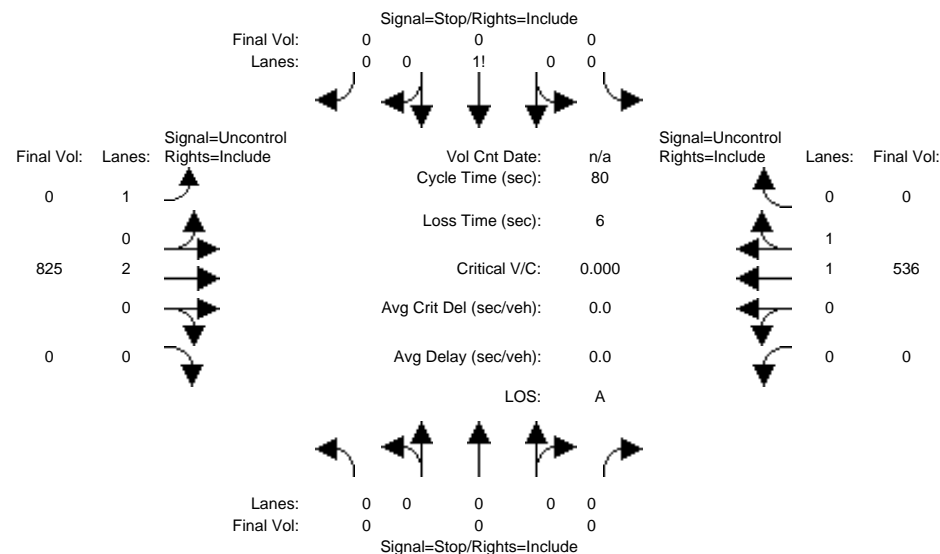
Appendix C

Intersection Level of Service

Evergreen Valley College
Hexagon Transportation Consultants, Inc.
San Jose, CA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing AM

Intersection #3: (B) YERBA BUENA/NEW DWY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	825	0	0	536	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	825	0	0	536	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	825	0	0	536	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	825	0	0	536	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	825	0	0	536	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	949	1361	268	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	262	150	736	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	262	150	736	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

Intersection #3 (B) YERBA BUENA/NEW DWY

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	0 0 1! 0 0	1 0 2 0 0	0 0 1 1 0
Initial Vol:	0 0 0 0	0 0 0 0	0 825 0	0 536 0
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 (B) YERBA BUENA/NEW DWY

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	0 0 1! 0 0	1 0 2 0 0	0 0 1 1 0
Initial Vol:	0 0 0 0	0 0 0 0	0 825 0	0 536 0
Major Street Volume:	1361			
Minor Approach Volume:	0			
Minor Approach Volume Threshold:	179			

SIGNAL WARRANT DISCLAIMER

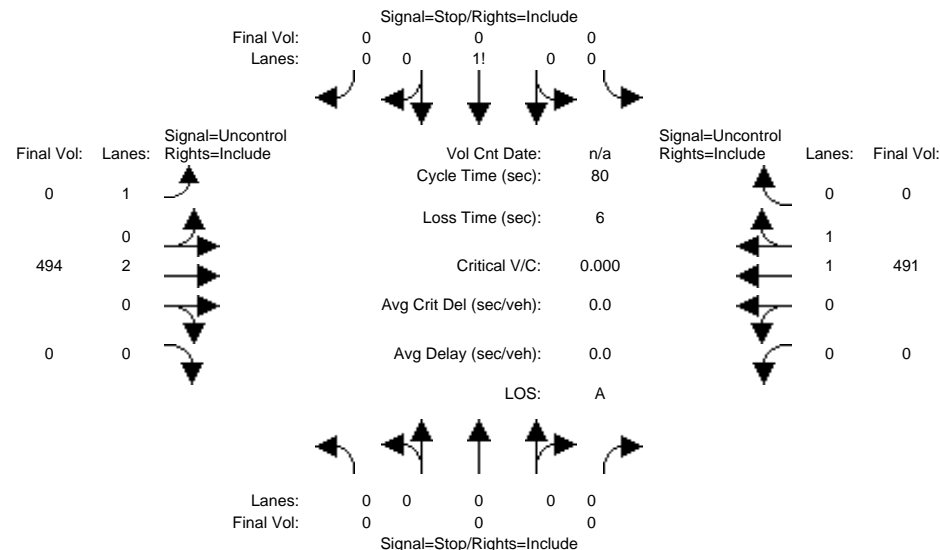
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Evergreen Valley College
Hexagon Transportation Consultants, Inc.
San Jose, CA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing PM

Intersection #3: (B) YERBA BUENA/NEW DWY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	494	0	0	491	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	494	0	0	491	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	494	0	0	491	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	494	0	0	491	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	494	0	0	491	0
Critical Gap Module:												
Critical Gp:xxxxx	xxxxx	xxxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
FollowUpTim:xxxxx	xxxxx	xxxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxxx	xxxxx	xxxxx	738	985	246	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Potent Cap.:	xxxxx	xxxxx	xxxxx	358	250	761	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Move Cap.:	xxxxx	xxxxx	xxxxx	358	250	761	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Volume/Cap:	xxxxx	xxxxx	xxxxx	0.00	0.00	0.00	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Level Of Service Module:												
2Way95thQ:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Control Del:xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	0	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
SharedQueue:xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shrd ConDel:xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

Intersection #3 (B) YERBA BUENA/NEW DWY

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	0 0 1! 0 0	1 0 2 0 0	0 0 1 1 0
Initial Vol:	0 0 0 0	0 0 0 0	0 494 0	0 491 0
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 (B) YERBA BUENA/NEW DWY

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	0 0 1! 0 0	1 0 2 0 0	0 0 1 1 0
Initial Vol:	0 0 0 0	0 0 0 0	0 494 0	0 491 0
Major Street Volume:	985			
Minor Approach Volume:	0			
Minor Approach Volume Threshold:	290			

SIGNAL WARRANT DISCLAIMER

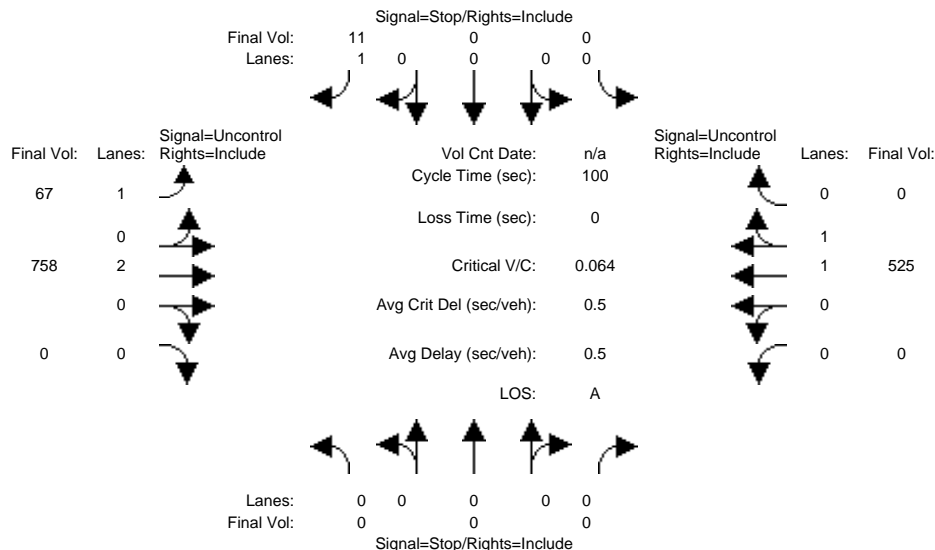
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Evergreen Valley College
Hexagon Transportation Consultants, Inc.
San Jose, CA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing AM

Intersection #4: (C)YERBA BUENA/LOT E DWY (WEST)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	11	67	758	0	0	525	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	11	67	758	0	0	525	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	11	67	758	0	0	525	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	11	67	758	0	0	525	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	11	67	758	0	0	525	0
Critical Gap Module:												
Critical Gp:	xxxx	xxxx	xxxx	xxxx	xxxx	6.9	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	xxxx	xxxx	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxx	xxxx	xxxx	263	525	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	742	1052	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	742	1052	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.06	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	0.0	0.2	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	9.9	8.7	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx					9.9	xxxxxx			xxxxxx		
ApproachLOS:	*					A	*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

Intersection #4 (C)YERBA BUENA/LOT E DWY (WEST)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	1	1	0
Initial Vol:	0	0	0	0	0	0	0	0	0	11	67	758	0	0	0	0	525	0	0	0
ApproachDel:	xxxxxx					9.9					xxxxxx					xxxxxx				

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=11]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1361]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 (C)YERBA BUENA/LOT E DWY (WEST)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	1	1	0
Initial Vol:	0	0	0	0	0	0	0	0	0	11	67	758	0	0	0	0	525	0	0	0

Major Street Volume: 1350

Minor Approach Volume: 11

Minor Approach Volume Threshold: 181

SIGNAL WARRANT DISCLAIMER

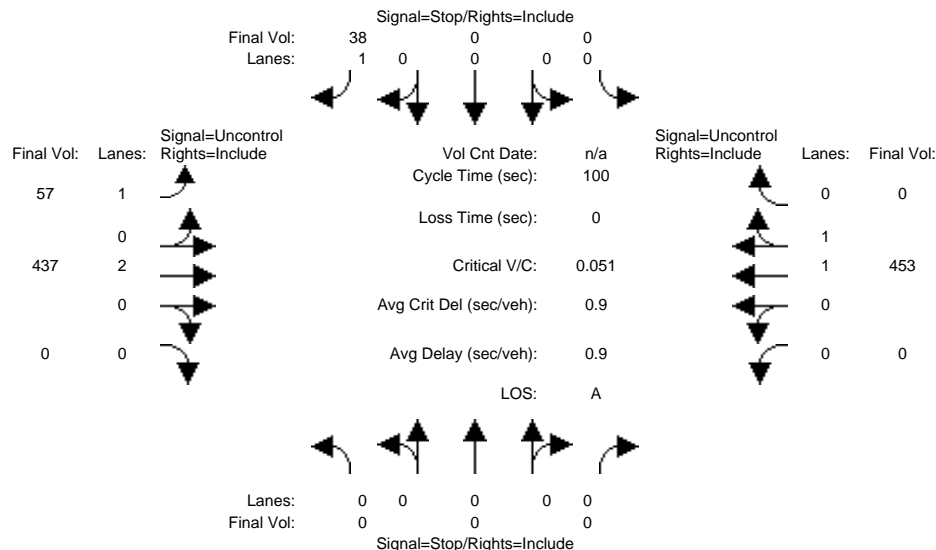
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Evergreen Valley College
Hexagon Transportation Consultants, Inc.
San Jose, CA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing PM

Intersection #4: (C)YERBA BUENA/LOT E DWY (WEST)



Approach:	North Bound					South Bound					East Bound					West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R				
----- ----- ----- ----- -----																								
Volume Module:																								
Base Vol:	0		0		0	0		0		38	57		437		0	0		453		0				
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00				
Initial Bse:	0		0		0	0		0		38	57		437		0	0		453		0				
Added Vol:	0		0		0	0		0		0	0		0		0	0		0		0				
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0				
Initial Fut:	0		0		0	0		0		38	57		437		0	0		453		0				
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00				
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00				
PHF Volume:	0		0		0	0		0		38	57		437		0	0		453		0				
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0				
FinalVolume:	0		0		0	0		0		38	57		437		0	0		453		0				
----- ----- ----- ----- -----																								
Critical Gap Module:																								
Critical Gp:	xxxxx		xxxx		xxxxxx	xxxxxx		xxxxx		xxxx	6.9	4.1	xxxxx		xxxxxx	xxxxxx		xxxxxx		xxxxxx				
FollowUpTim:	xxxxxx		xxxx		xxxxxx	xxxxxx		xxxxx		xxxx	3.3	2.2	xxxxx		xxxxxx	xxxxxx		xxxxxx		xxxxxx				
----- ----- ----- ----- -----																								
Capacity Module:																								
Cnflct Vol:	xxxx		xxxx		xxxxxx	xxxx		xxxx		xxxx	227	453	xxxx		xxxxxx	xxxx		xxxx		xxxxxx				
Potent Cap.:	xxxx		xxxx		xxxxxx	xxxx		xxxx		xxxx	783	1118	xxxx		xxxxxx	xxxx		xxxx		xxxxxx				
Move Cap.:	xxxx		xxxx		xxxxxx	xxxx		xxxx		xxxx	783	1118	xxxx		xxxxxx	xxxx		xxxx		xxxxxx				
Volume/Cap:	xxxx		xxxx		xxxx	xxxx		xxxx		xxxx	0.05	0.05	xxxx		xxxx	xxxx		xxxx		xxxx				
----- ----- ----- ----- -----																								
Level Of Service Module:																								
2Way95thQ:	xxxx		xxxx		xxxxxx	xxxx		xxxx		xxxx	0.2	0.2	xxxx		xxxxxx	xxxx		xxxx		xxxxxx				
Control Del:	xxxxxx		xxxx		xxxxxx	xxxxxx		xxxxxx		xxxx	9.8	8.4	xxxx		xxxxxx	xxxxxx		xxxxxx		xxxxxx				
LOS by Move:	*		*		*	*		*		*	A	A	*		*	*		*		*				
Movement:	LT		-		LTR	-		RT		LT	-		LTR	-		RT		LT	-		LTR	-		RT
Shared Cap.:	xxxx		xxxx		xxxxxx	xxxx		xxxx		xxxx	xxxx		xxxx		xxxxxx	xxxx		xxxx		xxxxxx				
SharedQueue:	xxxxxx		xxxx		xxxxxx	xxxxxx		xxxxxx		xxxx	xxxxxx		xxxxxx		xxxxxx	xxxxxx		xxxxxx		xxxxxx				
Shrd ConDel:	xxxxxx		xxxx		xxxxxx	xxxxxx		xxxxxx		xxxx	xxxxxx		xxxxxx		xxxxxx	xxxxxx		xxxxxx		xxxxxx				
Shared LOS:	*		*		*	*		*		*	*		*		*	*		*		*				
ApproachDel:	xxxxxx									9.8			xxxxxx					xxxxxx						
ApproachLOS:	*									A			*					*		*				

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

Intersection #4 (C)YERBA BUENA/LOT E DWY (WEST)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	0 0 0 0 1	1 0 2 0 0	0 0 1 1 0
Initial Vol:	0 0 0 0	0 0 38	57 437 0	0 453 0
ApproachDel:	xxxxxx	9.8	xxxxxx	xxxxxx

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=38]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=985]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 (C)YERBA BUENA/LOT E DWY (WEST)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	0 0 0 0 1	1 0 2 0 0	0 0 1 1 0
Initial Vol:	0 0 0 0	0 0 38	57 437 0	0 453 0

Major Street Volume: 947

Minor Approach Volume: 38

Minor Approach Volume Threshold: 304

SIGNAL WARRANT DISCLAIMER

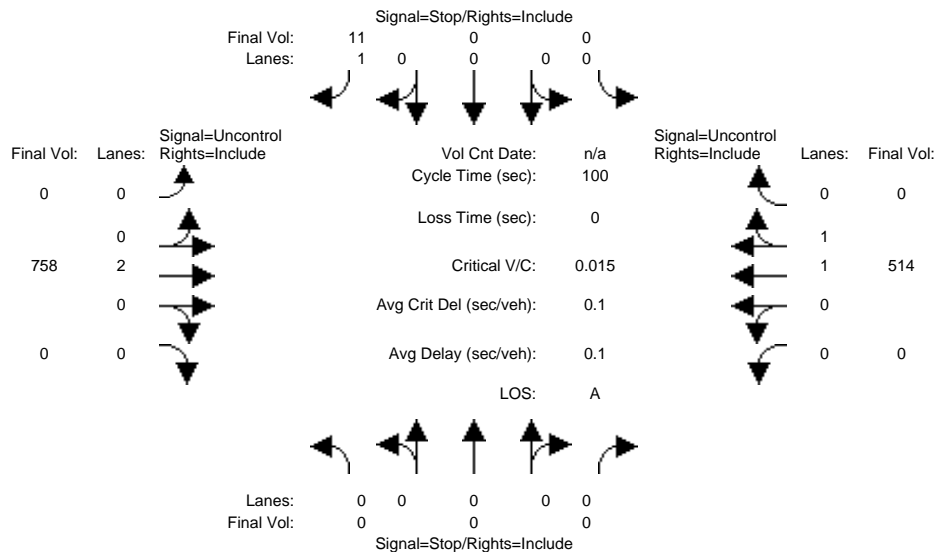
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Evergreen Valley College
Hexagon Transportation Consultants, Inc.
San Jose, CA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing AM

Intersection #5: (D) YERBA BUENA/LOT E DWY (EAST)



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	0	0	0	0	11	0	758	0	0	514	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	11	0	758	0	0	514	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	11	0	758	0	0	514	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	11	0	758	0	0	514	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	11	0	758	0	0	514	0

Critical Gap Module:

Critical Gp:xxxxx xxxxx xxxxx xxxxx xxxxx 6.9 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
FollowUpTim:xxxxx xxxxx xxxxx xxxxx xxxxx 3.3 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxxx	xxxx	xxxx	257	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Potent Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	748	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Move Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	748	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	9.9	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	A	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx					9.9	xxxxxx					xxxxxx
ApproachLOS:	*					A	*					*

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

Intersection #5 (D) YERBA BUENA/LOT E DWY (EAST)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	1	1	0
Initial Vol:	0	0	0	0	0	0	0	0	0	11	0	758	0	0	0	0	514	0	0	0
ApproachDel:	xxxxxx					9.9					xxxxxx					xxxxxx				

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=11]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1283]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 (D) YERBA BUENA/LOT E DWY (EAST)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	1	1	0
Initial Vol:	0	0	0	0	0	0	0	0	0	11	0	758	0	0	0	0	514	0	0	0

Major Street Volume: 1272

Minor Approach Volume: 11

Minor Approach Volume Threshold: 202

SIGNAL WARRANT DISCLAIMER

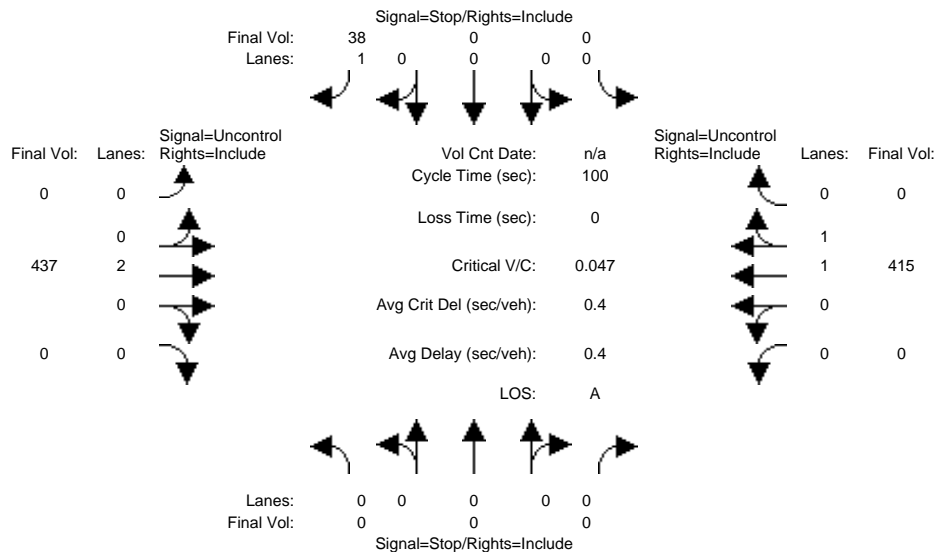
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Evergreen Valley College
Hexagon Transportation Consultants, Inc.
San Jose, CA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing PM

Intersection #5: (D) YERBA BUENA/LOT E DWY (EAST)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	38	0	437	0	0	415	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	38	0	437	0	0	415	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	38	0	437	0	0	415	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	38	0	437	0	0	415	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	38	0	437	0	0	415	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	208	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	805	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	805	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx					9.7	xxxxxx			xxxxxx		
ApproachLOS:	*					A	*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

Intersection #5 (D) YERBA BUENA/LOT E DWY (EAST)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	1	1	0
Initial Vol:	0	0	0	0	0	0	0	0	0	38	0	437	0	0	0	0	415	0	0	0
ApproachDel:	xxxxxx					9.7					xxxxxx					xxxxxx				

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=38]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=890]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 (D) YERBA BUENA/LOT E DWY (EAST)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	1	1	0
Initial Vol:	0	0	0	0	0	0	0	0	0	38	0	437	0	0	0	0	415	0	0	0

Major Street Volume: 852

Minor Approach Volume: 38

Minor Approach Volume Threshold: 340

SIGNAL WARRANT DISCLAIMER

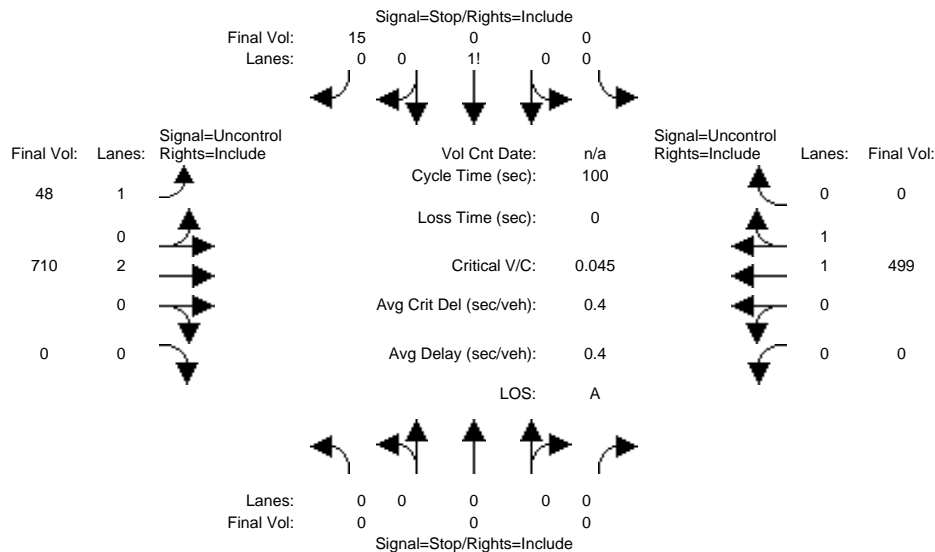
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Evergreen Valley College
Hexagon Transportation Consultants, Inc.
San Jose, CA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing AM

Intersection #6: (E) YERBA BUENA/VALLE DE LAGO



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	15	48	710	0	0	499	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	15	48	710	0	0	499	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	15	48	710	0	0	499	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	15	48	710	0	0	499	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	15	48	710	0	0	499	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	250	499	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	757	1075	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	757	1075	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.04	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.9	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx					9.9	xxxxxx			xxxxxx		
ApproachLOS:	*					A	*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

Intersection #6 (E) YERBA BUENA/VALLE DE LAGO

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	1	1	0
Initial Vol:	0	0	0	0	0	0	0	0	0	15	48	710	0	0	0	0	499	0	0	0
ApproachDel:	xxxxxx					9.9					xxxxxx					xxxxxx				

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=15]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1272]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 (E) YERBA BUENA/VALLE DE LAGO

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	1	1	0
Initial Vol:	0	0	0	0	0	0	0	0	0	15	48	710	0	0	0	0	499	0	0	0

Major Street Volume: 1257

Minor Approach Volume: 15

Minor Approach Volume Threshold: 206

SIGNAL WARRANT DISCLAIMER

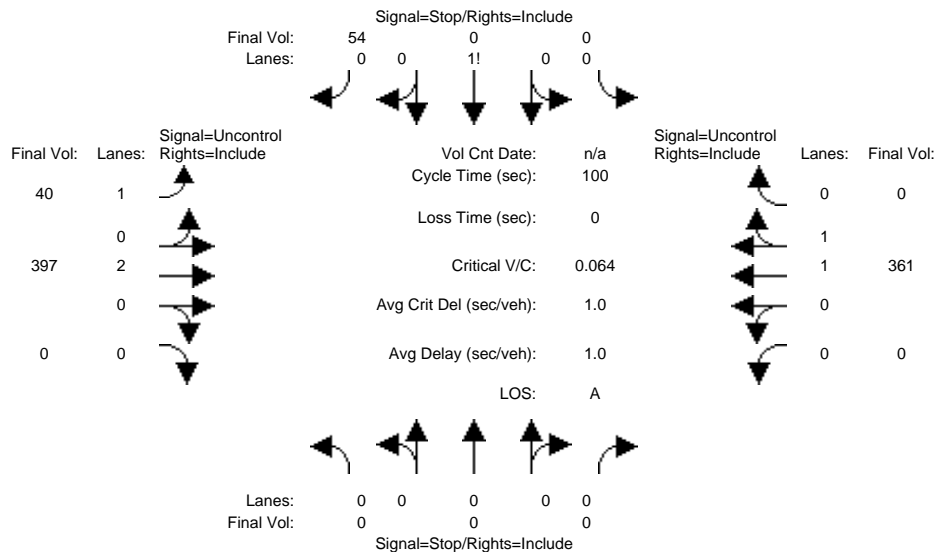
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Evergreen Valley College
Hexagon Transportation Consultants, Inc.
San Jose, CA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing PM

Intersection #6: (E) YERBA BUENA/VALLE DE LAGO



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	54	40	397	0	0	361	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	54	40	397	0	0	361	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	54	40	397	0	0	361	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	54	40	397	0	0	361	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	54	40	397	0	0	361	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	181	361	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	837	1209	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	837	1209	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.6	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx					9.6	xxxxxx			xxxxxx		
ApproachLOS:	*					A	*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

Intersection #6 (E) YERBA BUENA/VALLE DE LAGO

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	1	1	0
Initial Vol:	0	0	0	0	0	0	0	0	0	54	40	397	0	0	0	0	361	0	0	0
ApproachDel:	xxxxxx					9.6					xxxxxx					xxxxxx				

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=54]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=852]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 (E) YERBA BUENA/VALLE DE LAGO

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	1	1	0
Initial Vol:	0	0	0	0	0	0	0	0	0	54	40	397	0	0	0	0	361	0	0	0

Major Street Volume: 798

Minor Approach Volume: 54

Minor Approach Volume Threshold: 363

SIGNAL WARRANT DISCLAIMER

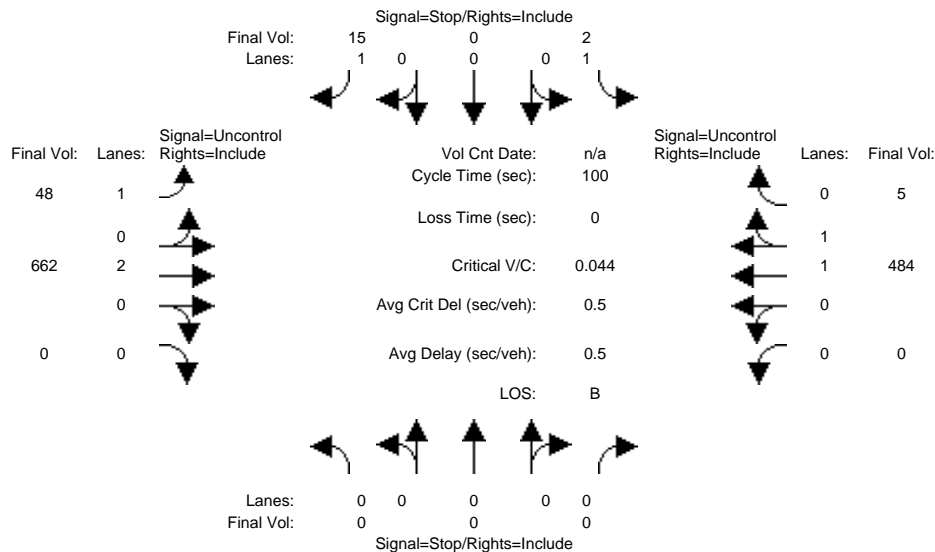
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Evergreen Valley College
Hexagon Transportation Consultants, Inc.
San Jose, CA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing AM

Intersection #7: (F) YERBA BUENA/LOTCD/DWY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	2	0	15	48	662	0	0	484	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	2	0	15	48	662	0	0	484	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	2	0	15	48	662	0	0	484	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	2	0	15	48	662	0	0	484	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	2	0	15	48	662	0	0	484	5
Critical Gap Module:												
Critical Gp:	xxxx	xxxx	xxxx	6.8	xxxx	6.9	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	3.5	xxxx	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxx	914	xxxx	245	489	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	276	xxxx	762	1085	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	267	xxxx	762	1085	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	0.02	0.04	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	0.0	xxxx	0.1	0.1	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	18.6	xxxx	9.8	8.5	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	C	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			10.8			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

Intersection #7 (F) YERBA BUENA/LOTCD/DWY

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	0	0	1	1	0
Initial Vol:	0	0	0	0	0	2	0	0	15	15	48	662	0	0	0	0	484	5	5	5
ApproachDel:	xxxxxx					10.8					xxxxxx					xxxxxx				

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=17]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1216]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 (F) YERBA BUENA/LOT/C/D DWY

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	0	0	1	1	0
Initial Vol:	0	0	0	0	0	2	0	0	15	15	48	662	0	0	0	0	484	5	5	5

Major Street Volume: 1199

Minor Approach Volume: 17

Minor Approach Volume Threshold: 296

SIGNAL WARRANT DISCLAIMER

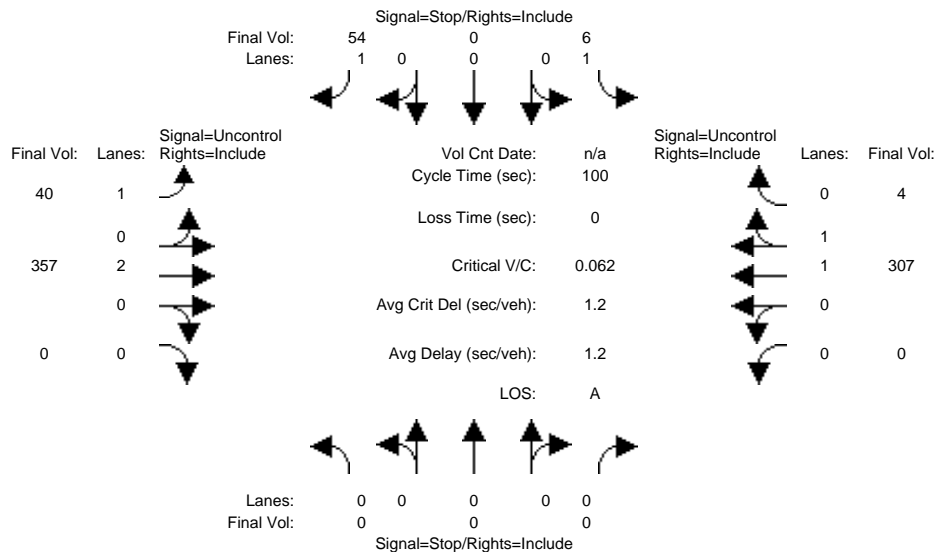
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Evergreen Valley College
Hexagon Transportation Consultants, Inc.
San Jose, CA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing PM

Intersection #7: (F) YERBA BUENA/LOTCD/DWY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	6	0	54	40	357	0	0	307	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	6	0	54	40	357	0	0	307	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	6	0	54	40	357	0	0	307	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	6	0	54	40	357	0	0	307	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	6	0	54	40	357	0	0	307	4
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	568	xxxx	156	311	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	458	xxxx	869	1261	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	447	xxxx	869	1261	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	0.06	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	0.2	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	13.2	xxxx	9.4	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			9.8			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

Intersection #7 (F) YERBA BUENA/LOTCD/DWY

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	0	0	1	1	0
Initial Vol:	0	0	0	0	0	6	0	0	54		40	357	0			0	307			4
ApproachDel:	xxxxxx					9.8					xxxxxx					xxxxxx				

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=60]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=768]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 (F) YERBA BUENA/LOT/C/D DWY

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	0	0	1	1	0
Initial Vol:	0	0	0	0	0	6	0	0	54		40	357	0			0	307			4

Major Street Volume: 708

Minor Approach Volume: 60

Minor Approach Volume Threshold: 523

SIGNAL WARRANT DISCLAIMER

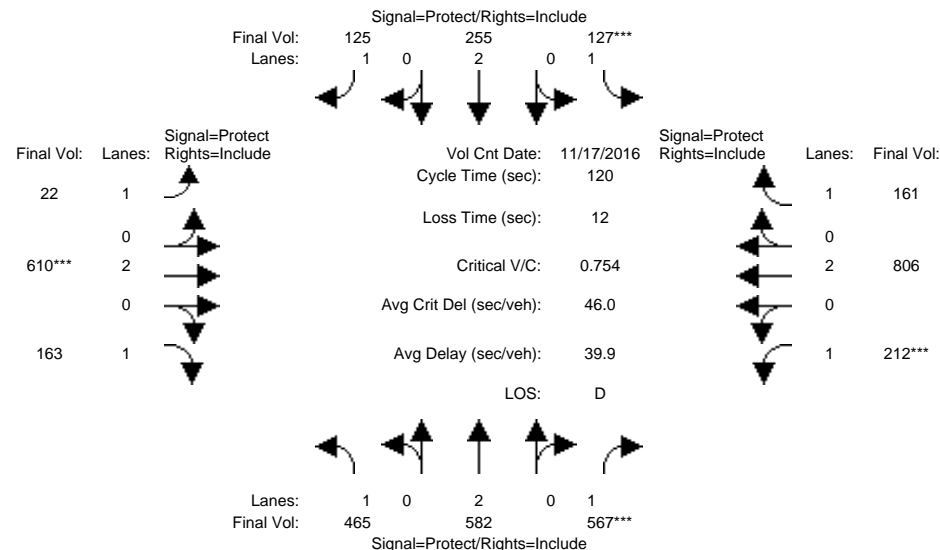
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Evergreen Valley College
Hexagon Transportation Consultants, Inc.
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #3719: NIEMAN/YERBA BUENA



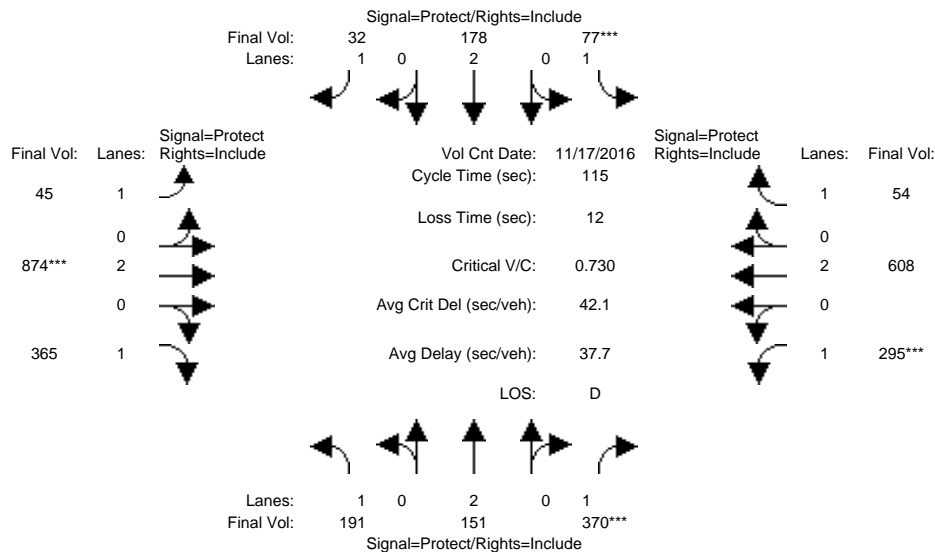
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Nov 2016 << 7:15-8:15												
Base Vol:	465	582	567	127	255	125	22	610	163	212	806	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	465	582	567	127	255	125	22	610	163	212	806	161
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	465	582	567	127	255	125	22	610	163	212	806	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	465	582	567	127	255	125	22	610	163	212	806	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	465	582	567	127	255	125	22	610	163	212	806	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	465	582	567	127	255	125	22	610	163	212	806	161
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.27	0.15	0.32	0.07	0.07	0.07	0.01	0.16	0.09	0.12	0.21	0.09
Crit Moves:	****											
Green Time:	48.1	51.6	51.6	11.6	15.1	15.1	9.7	25.6	25.6	19.3	35.2	35.2
Volume/Cap:	0.66	0.36	0.75	0.75	0.53	0.57	0.16	0.75	0.44	0.75	0.72	0.31
Delay/Veh:	31.8	23.2	33.2	70.2	50.4	52.9	51.9	48.3	41.8	59.0	40.4	33.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.8	23.2	33.2	70.2	50.4	52.9	51.9	48.3	41.8	59.0	40.4	33.4
LOS by Move:	C	C	C	E	D	D	D	D	D	E	D	C
HCM2kAvgQ:	16	7	20	7	5	5	1	12	6	8	13	5

Note: Queue reported is the number of cars per lane.

Evergreen Valley College
Hexagon Transportation Consultants, Inc.
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #3719: NIEMAN/YERBA BUENA



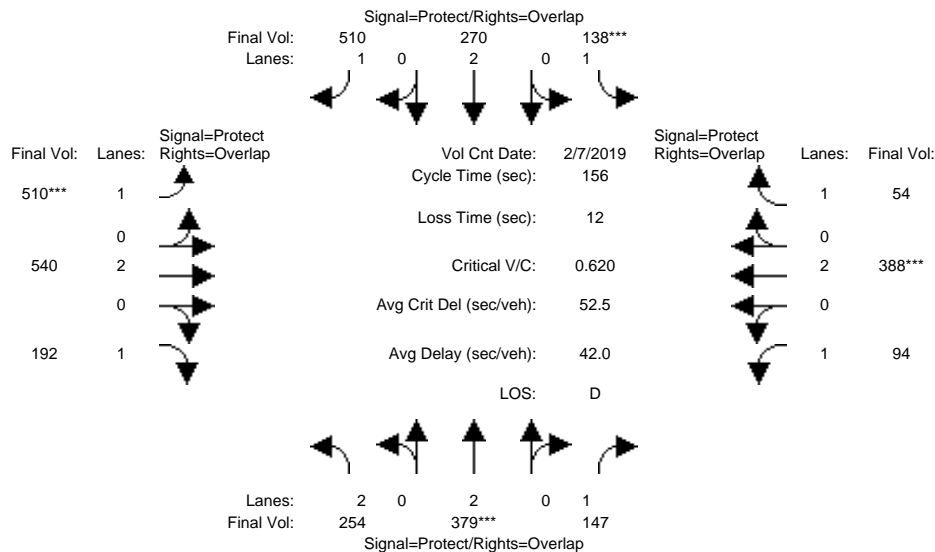
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Nov 2016 << 5:00-6:00												
Base Vol:	191	151	370	77	178	32	45	874	365	295	608	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	191	151	370	77	178	32	45	874	365	295	608	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	191	151	370	77	178	32	45	874	365	295	608	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	191	151	370	77	178	32	45	874	365	295	608	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	151	370	77	178	32	45	874	365	295	608	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	191	151	370	77	178	32	45	874	365	295	608	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.04	0.21	0.04	0.05	0.02	0.03	0.23	0.21	0.17	0.16	0.03
Crit Moves:	****			****			****			****		
Green Time:	22.4	33.3	33.3	7.0	17.9	17.9	17.3	36.2	36.2	26.5	45.4	45.4
Volume/Cap:	0.56	0.14	0.73	0.72	0.30	0.12	0.17	0.73	0.66	0.73	0.40	0.08
Delay/Veh:	43.9	30.3	42.2	74.5	43.3	42.0	42.9	37.4	37.1	47.6	25.2	21.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.9	30.3	42.2	74.5	43.3	42.0	42.9	37.4	37.1	47.6	25.2	21.8
LOS by Move:	D	C	D	E	D	D	D	D	D	D	C	C
HCM2kAvgQ:	7	2	14	4	3	1	2	15	13	10	7	1

Note: Queue reported is the number of cars per lane.

Evergreen Valley College
Hexagon Transportation Consultants, Inc.
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #3769: SAN FELIPE/YERBA BUENA(S)



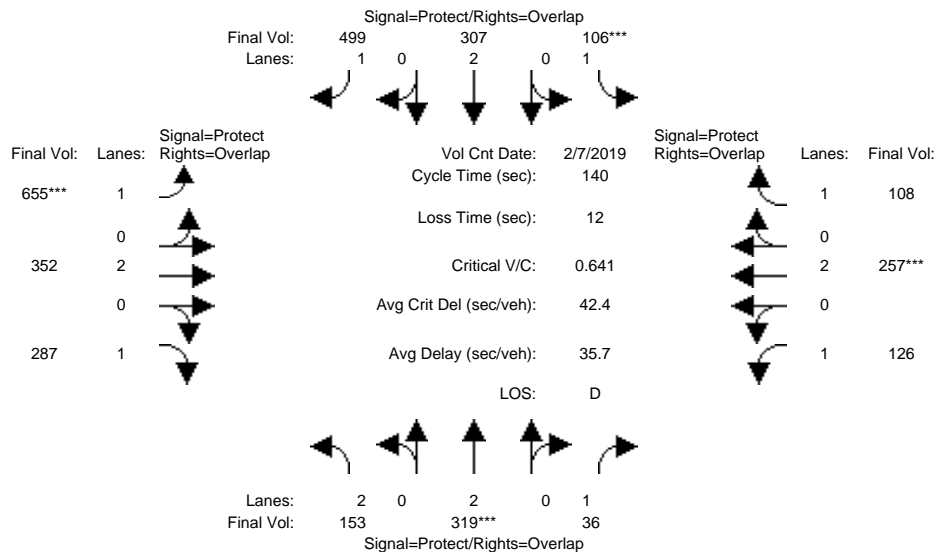
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Feb 2019 << 7:45-8:45AM												
Base Vol:	254	379	147	138	270	510	510	540	192	94	388	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	254	379	147	138	270	510	510	540	192	94	388	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	254	379	147	138	270	510	510	540	192	94	388	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	254	379	147	138	270	510	510	540	192	94	388	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	254	379	147	138	270	510	510	540	192	94	388	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	254	379	147	138	270	510	510	540	192	94	388	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.10	0.08	0.08	0.07	0.29	0.29	0.14	0.11	0.05	0.10	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	23.9	25.1	52.3	19.8	21.1	94.4	73.4	71.9	95.8	27.2	25.7	45.5
Volume/Cap:	0.53	0.62	0.25	0.62	0.53	0.48	0.62	0.31	0.18	0.31	0.62	0.11
Delay/Veh:	61.9	63.0	37.9	69.8	63.8	17.5	32.4	26.5	13.1	56.8	62.5	40.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.9	63.0	37.9	69.8	63.8	17.5	32.4	26.5	13.1	56.8	62.5	40.4
LOS by Move:	E	E	D	E	E	B	C	C	B	E	E	D
HCM2kAvgQ:	7	9	5	7	6	14	19	8	4	4	9	2

Note: Queue reported is the number of cars per lane.

Evergreen Valley College
Hexagon Transportation Consultants, Inc.
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #3769: SAN FELIPE/YERBA BUENA(S)



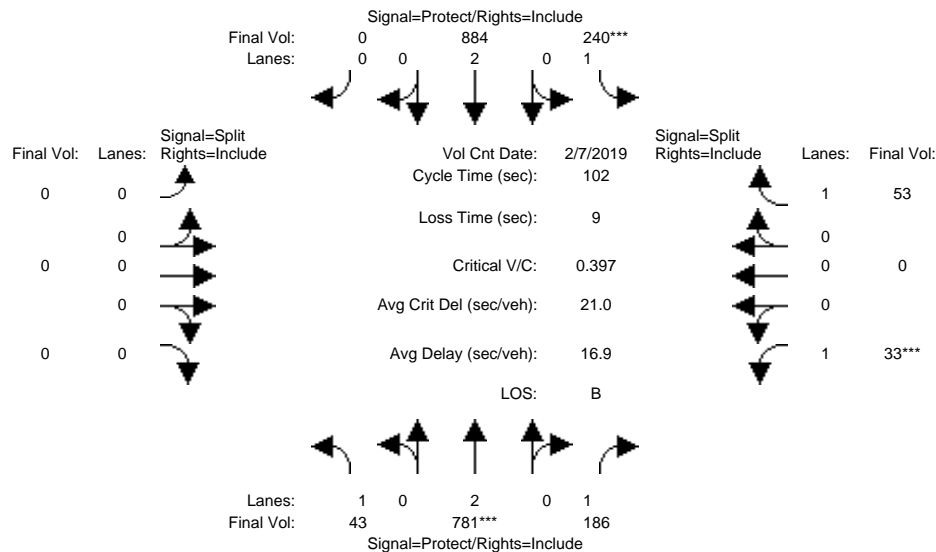
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Feb 2019 << 5:00-6:00PM												
Base Vol:	153	319	36	106	307	499	655	352	287	126	257	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	319	36	106	307	499	655	352	287	126	257	108
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	319	36	106	307	499	655	352	287	126	257	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	153	319	36	106	307	499	655	352	287	126	257	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	319	36	106	307	499	655	352	287	126	257	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	153	319	36	106	307	499	655	352	287	126	257	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.02	0.06	0.08	0.29	0.37	0.09	0.16	0.07	0.07	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	12.1	18.3	55.4	13.2	19.5	101.2	81.7	59.4	71.5	37.1	14.8	28.0
Volume/Cap:	0.56	0.64	0.05	0.64	0.58	0.39	0.64	0.22	0.32	0.27	0.64	0.31
Delay/Veh:	64.2	60.6	26.1	69.4	58.1	7.7	20.8	25.6	20.3	41.1	63.6	48.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.2	60.6	26.1	69.4	58.1	7.7	20.8	25.6	20.3	41.1	63.6	48.3
LOS by Move:	E	E	C	E	E	A	C	C	C	D	E	D
HCM2kAvgQ:	5	7	1	5	6	9	19	4	7	5	6	4

Note: Queue reported is the number of cars per lane.

Evergreen Valley College
Hexagon Transportation Consultants, Inc.
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #4035: (A) PASEO DE ARBOLES/SAN FELIPE

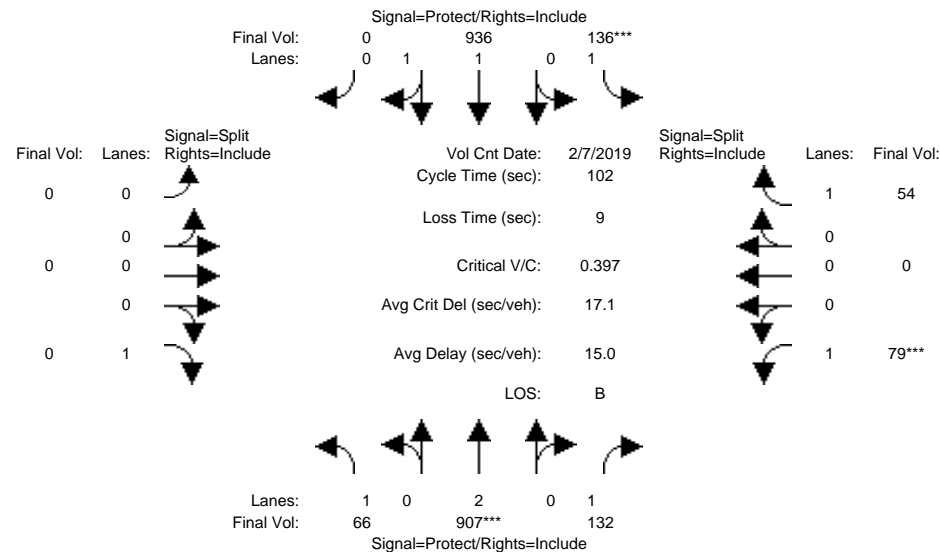


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Feb 2019 << 7:30-8:30AM												
Base Vol:	43	781	186	240	884	0	0	0	0	33	0	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	781	186	240	884	0	0	0	0	33	0	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	781	186	240	884	0	0	0	0	33	0	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	781	186	240	884	0	0	0	0	33	0	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	781	186	240	884	0	0	0	0	33	0	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	781	186	240	884	0	0	0	0	33	0	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.11	0.14	0.23	0.00	0.00	0.00	0.00	0.02	0.00	0.03
Crit Moves:	****			****			****			****		
Green Time:	18.9	49.8	49.8	33.2	64.1	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.13	0.42	0.22	0.42	0.37	0.00	0.00	0.00	0.00	0.19	0.00	0.31
Delay/Veh:	35.5	17.5	15.5	29.2	9.6	0.0	0.0	0.0	0.0	44.8	0.0	47.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.5	17.5	15.5	29.2	9.6	0.0	0.0	0.0	0.0	44.8	0.0	47.4
LOS by Move:	D	B	B	C	A	A	A	A	A	D	A	D
HCM2kAvgQ:	1	8	4	6	7	0	0	0	0	1	0	2
Note: Queue reported is the number of cars per lane.												

Evergreen Valley College
Hexagon Transportation Consultants, Inc.
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #4035: (A) PASEO DE ARBOLES/SAN FELIPE

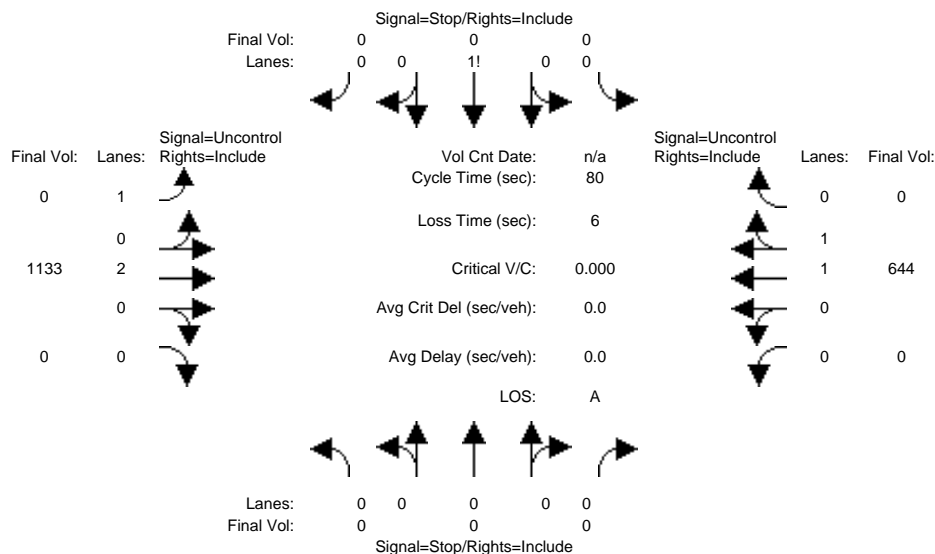


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Feb 2019 << 5:00-6:00PM												
Base Vol:	66	907	132	136	936	0	0	0	0	79	0	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	907	132	136	936	0	0	0	0	79	0	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	907	132	136	936	0	0	0	0	79	0	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	907	132	136	936	0	0	0	0	79	0	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	907	132	136	936	0	0	0	0	79	0	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	907	132	136	936	0	0	0	0	79	0	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1750	3800	1750	1750	3700	0	0	0	1750	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.08	0.08	0.25	0.00	0.00	0.00	0.00	0.05	0.00	0.03
Crit Moves:	****			****			****			****		
Green Time:	17.4	61.4	61.4	20.0	64.0	0.0	0.0	0.0	0.0	11.6	0.0	11.6
Volume/Cap:	0.22	0.40	0.13	0.40	0.40	0.00	0.00	0.00	0.00	0.40	0.00	0.27
Delay/Veh:	38.2	11.1	9.0	39.2	10.0	0.0	0.0	0.0	0.0	47.8	0.0	44.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.2	11.1	9.0	39.2	10.0	0.0	0.0	0.0	0.0	47.8	0.0	44.6
LOS by Move:	D	B	A	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	2	7	2	4	7	0	0	0	0	3	0	2
Note: Queue reported is the number of cars per lane.												

Evergreen Valley College
Hexagon Transportation Consultants, Inc.
San Jose, CA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background AM

Intersection #3: (B) YERBA BUENA/NEW DWY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1133	0	0	644	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1133	0	0	644	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1133	0	0	644	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1133	0	0	644	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	1133	0	0	644	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	1211	1777	322	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	178	83	680	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	178	83	680	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

Intersection #3 (B) YERBA BUENA/NEW DWY

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	0 0 1! 0 0	1 0 2 0 0	0 0 1 1 0
Initial Vol:	0 0 0 0	0 0 0 0	0 1133 0	0 644 0
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 (B) YERBA BUENA/NEW DWY

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	0 0 1! 0 0	1 0 2 0 0	0 0 1 1 0
Initial Vol:	0 0 0 0	0 0 0 0	0 1133 0	0 644 0
Major Street Volume:	1777			
Minor Approach Volume:	0			
Minor Approach Volume Threshold:	87 [less than minimum of 100]			

SIGNAL WARRANT DISCLAIMER

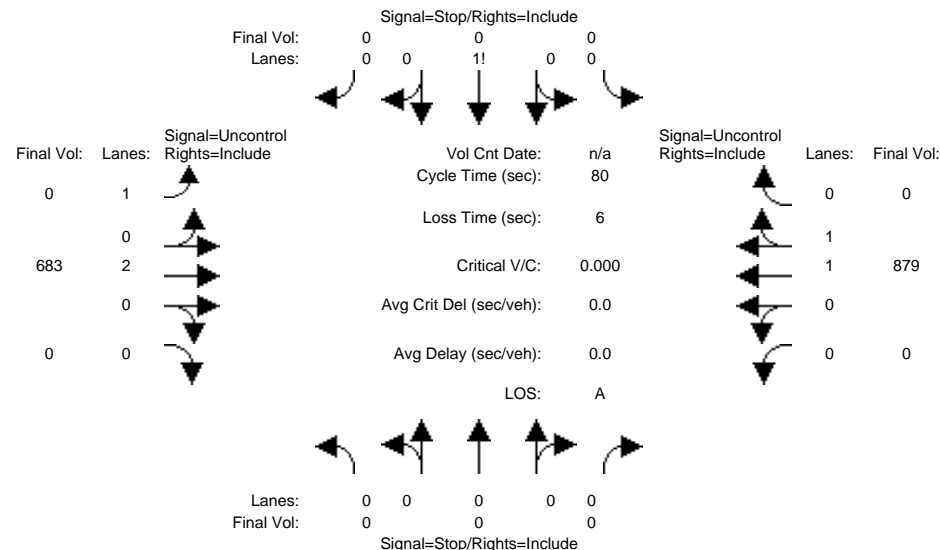
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Evergreen Valley College
Hexagon Transportation Consultants, Inc.
San Jose, CA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background PM

Intersection #3: (B) YERBA BUENA/NEW DWY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	683	0	0	879	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	683	0	0	879	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	683	0	0	879	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	683	0	0	879	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	683	0	0	879	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	1221	1562	440	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	175	113	571	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	175	113	571	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

Intersection #3 (B) YERBA BUENA/NEW DWY

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	0 0 1! 0 0	1 0 2 0 0	0 0 1 1 0
Initial Vol:	0 0 0 0	0 0 0 0	0 683 0	0 879 0
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 (B) YERBA BUENA/NEW DWY

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	0 0 1! 0 0	1 0 2 0 0	0 0 1 1 0
Initial Vol:	0 0 0 0	0 0 0 0	0 683 0	0 879 0
Major Street Volume:	1562			
Minor Approach Volume:	0			
Minor Approach Volume Threshold:	131			

SIGNAL WARRANT DISCLAIMER

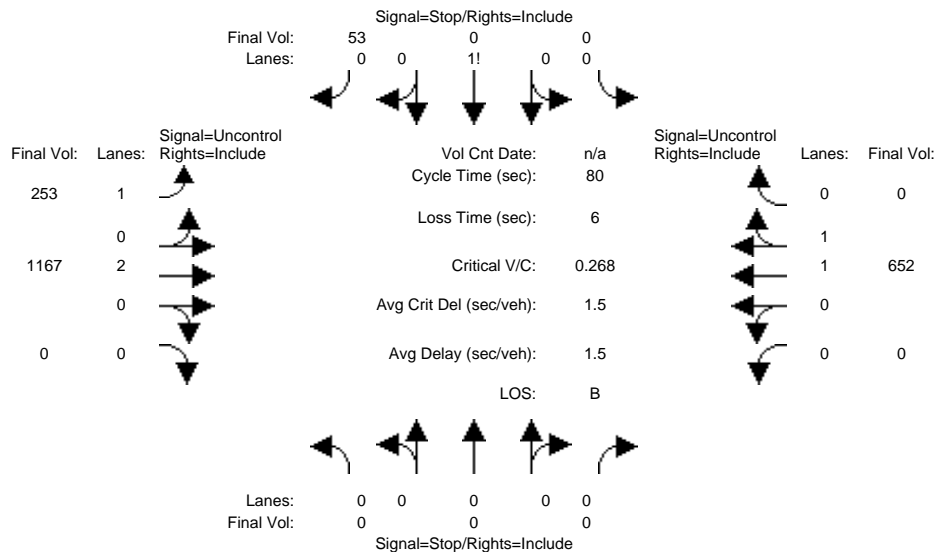
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Evergreen Valley College
Hexagon Transportation Consultants, Inc.
San Jose, CA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + Prj AM

Intersection #3: (B) YERBA BUENA/NEW DWY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	34	170	1133	0	0	644	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	34	170	1133	0	0	644	0
Added Vol:	0	0	0	0	0	19	83	34	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	53	253	1167	0	0	652	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	53	253	1167	0	0	652	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	53	253	1167	0	0	652	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxxx	xxxxxx	xxxx	6.9	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
FollowUpTim:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	3.3	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxxx	xxxx	xxxx	326	652	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Potent Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	676	944	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Move Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	676	944	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	0.27	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	0.3	1.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	10.8	10.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	B	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx					10.8	xxxxxx			xxxxxx		
ApproachLOS:	*					B	*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

Intersection #3 (B) YERBA BUENA/NEW DWY

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	1	1	0
Initial Vol:	0	0	0	0	0	0	0	0	0	53	253	1167	0	0	0	0	0	652	0	0
ApproachDel:	xxxxxx					10.8					xxxxxx					xxxxxx				

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=53]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2125]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 (B) YERBA BUENA/NEW DWY

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	1	1	0
Initial Vol:	0	0	0	0	0	0	0	0	0	53	253	1167	0	0	0	0	0	652	0	0

Major Street Volume: 2072

Minor Approach Volume: 53

Minor Approach Volume Threshold: 34 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

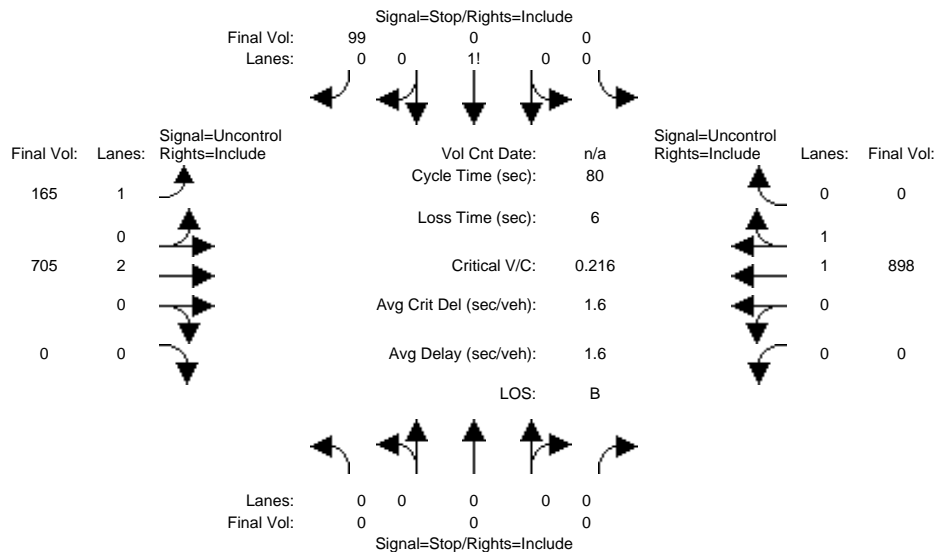
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Evergreen Valley College
Hexagon Transportation Consultants, Inc.
San Jose, CA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + Prj PM

Intersection #3: (B) YERBA BUENA/NEW DWY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	54	107	683	0	0	879	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	54	107	683	0	0	879	0
Added Vol:	0	0	0	0	0	45	58	22	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	99	165	705	0	0	898	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	99	165	705	0	0	898	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	99	165	705	0	0	898	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	449	898	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	563	765	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	563	765	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.18	0.22	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.6	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.8	11.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx					12.8		xxxxxx			xxxxxx	
ApproachLOS:	*					B		*			*	

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

Intersection #3 (B) YERBA BUENA/NEW DWY

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	1	1	0
Initial Vol:	0	0	0	0	0	0	0	0	0	99	165	705	0	0	0	0	898	0	0	0
ApproachDel:	xxxxxx					12.8					xxxxxx					xxxxxx				

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.4]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=99]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1867]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 (B) YERBA BUENA/NEW DWY

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	1	1	0
Initial Vol:	0	0	0	0	0	0	0	0	0	99	165	705	0	0	0	0	898	0	0	0

Major Street Volume: 1768

Minor Approach Volume: 99

Minor Approach Volume Threshold: 89 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

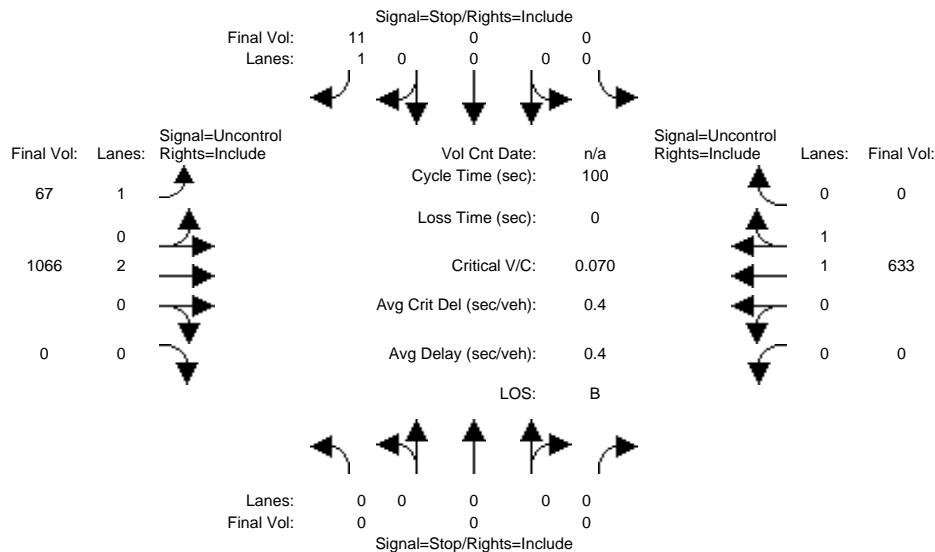
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Evergreen Valley College
Hexagon Transportation Consultants, Inc.
San Jose, CA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background AM

Intersection #4: (C)YERBA BUENA/LOT E DWY (WEST)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	11	67	1066	0	0	633	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	11	67	1066	0	0	633	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	11	67	1066	0	0	633	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	11	67	1066	0	0	633	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	11	67	1066	0	0	633	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxxx	xxxxxx	xxxx	6.9	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
FollowUpTim:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	3.3	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxxx	xxxx	xxxx	317	633	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Potent Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	685	960	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Move Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	685	960	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.07	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	0.0	0.2	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	10.3	9.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx					10.3	xxxxxx			xxxxxx		
ApproachLOS:	*					B	*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

Intersection #4 (C)YERBA BUENA/LOT E DWY (WEST)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	0 0 0 0 1	1 0 2 0 0	0 0 1 1 0
Initial Vol:	0 0 0 0	0 0 11	67 1066 0	0 633 0
ApproachDel:	xxxxxx	10.3	xxxxxx	xxxxxx

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=11]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1777]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 (C)YERBA BUENA/LOT E DWY (WEST)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	0 0 0 0 1	1 0 2 0 0	0 0 1 1 0
Initial Vol:	0 0 0 0	0 0 11	67 1066 0	0 633 0

Major Street Volume: 1766

Minor Approach Volume: 11

Minor Approach Volume Threshold: 89 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

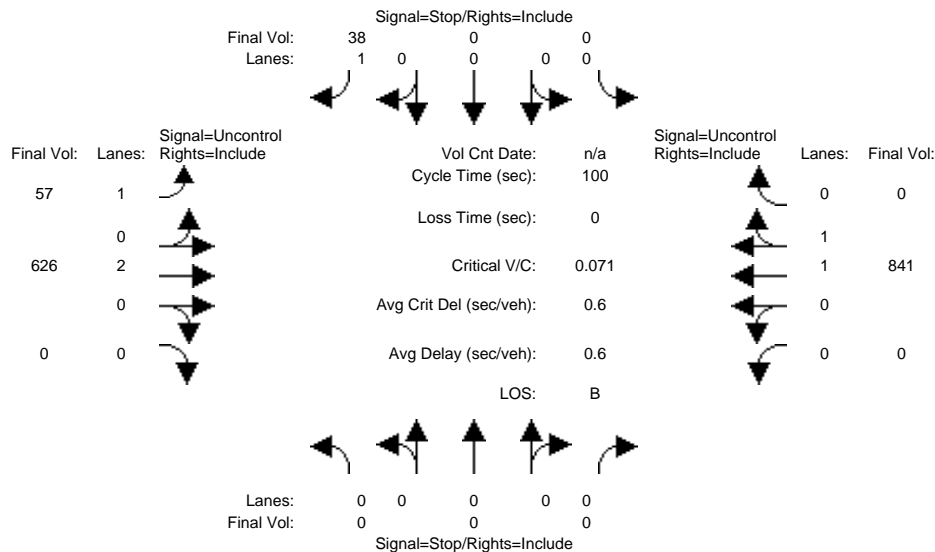
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Evergreen Valley College
Hexagon Transportation Consultants, Inc.
San Jose, CA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background PM

Intersection #4: (C)YERBA BUENA/LOT E DWY (WEST)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	38	57	626	0	0	841	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	38	57	626	0	0	841	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	38	57	626	0	0	841	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	38	57	626	0	0	841	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	38	57	626	0	0	841	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	421	841	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	587	803	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	587	803	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	0.07	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.6	9.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx					11.6	xxxxxx			xxxxxx		
ApproachLOS:	*					B	*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

Intersection #4 (C)YERBA BUENA/LOT E DWY (WEST)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	1	1	0
Initial Vol:	0	0	0	0	0	0	0	0	0	38	57	626	0	0	0	0	841	0	0	0
ApproachDel:	xxxxxx					11.6					xxxxxx					xxxxxx				

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=38]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1562]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 (C)YERBA BUENA/LOT E DWY (WEST)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	1	1	0
Initial Vol:	0	0	0	0	0	0	0	0	0	38	57	626	0	0	0	0	841	0	0	0

Major Street Volume: 1524

Minor Approach Volume: 38

Minor Approach Volume Threshold: 140

SIGNAL WARRANT DISCLAIMER

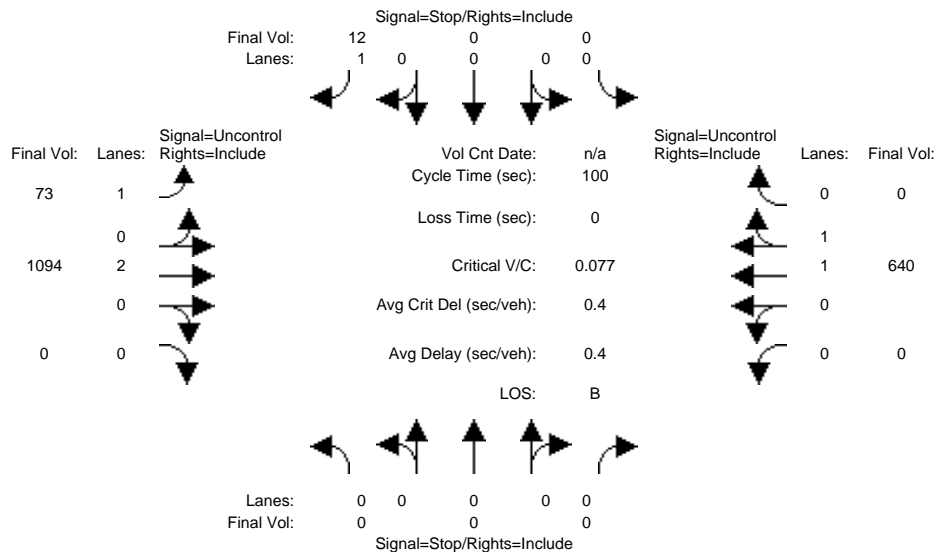
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Evergreen Valley College
Hexagon Transportation Consultants, Inc.
San Jose, CA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + Prj AM

Intersection #4: (C)YERBA BUENA/LOT E DWY (WEST)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	11	67	1066	0	0	633	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	11	67	1066	0	0	633	0
Added Vol:	0	0	0	0	0	1	6	28	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	12	73	1094	0	0	640	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	12	73	1094	0	0	640	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	12	73	1094	0	0	640	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	320	640	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	682	954	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	682	954	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.08	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.4	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx					10.4	xxxxxx			xxxxxx		
ApproachLOS:	*					B	*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

Intersection #4 (C)YERBA BUENA/LOT E DWY (WEST)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	0 0 0 0 1	1 0 2 0 0	0 0 1 1 0
Initial Vol:	0 0 0 0	0 0 0 12	73 1094 0	0 640 0
ApproachDel:	xxxxxx	10.4	xxxxxx	xxxxxx

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=12]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1819]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 (C)YERBA BUENA/LOT E DWY (WEST)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	0 0 0 0 1	1 0 2 0 0	0 0 1 1 0
Initial Vol:	0 0 0 0	0 0 0 12	73 1094 0	0 640 0

Major Street Volume: 1807

Minor Approach Volume: 12

Minor Approach Volume Threshold: 81 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

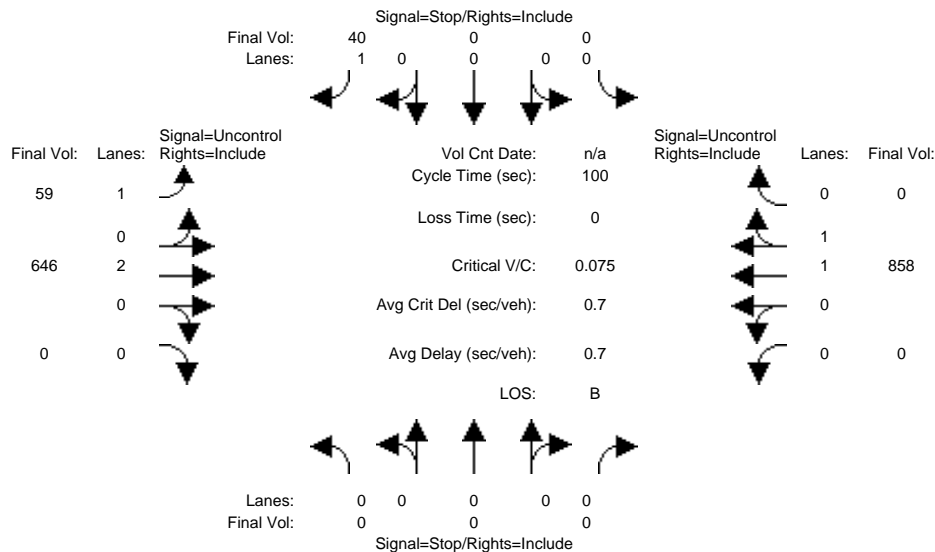
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Evergreen Valley College
Hexagon Transportation Consultants, Inc.
San Jose, CA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + Prj PM

Intersection #4: (C)YERBA BUENA/LOT E DWY (WEST)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	38	57	626	0	0	841	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	38	57	626	0	0	841	0
Added Vol:	0	0	0	0	0	2	2	20	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	40	59	646	0	0	858	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	40	59	646	0	0	858	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	40	59	646	0	0	858	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	429	858	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	580	791	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	580	791	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	0.07	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.7	9.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx					11.7	xxxxxx			xxxxxx		
ApproachLOS:	*					B	*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

Intersection #4 (C)YERBA BUENA/LOT E DWY (WEST)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	1	1	0
Initial Vol:	0	0	0	0	0	0	0	0	0	40	59	646	0	0	0	0	858	0	0	0
ApproachDel:	xxxxxx					11.7					xxxxxx					xxxxxx				

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=40]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1603]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 (C)YERBA BUENA/LOT E DWY (WEST)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	1	1	0
Initial Vol:	0	0	0	0	0	0	0	0	0	40	59	646	0	0	0	0	858	0	0	0

Major Street Volume: 1563

Minor Approach Volume: 40

Minor Approach Volume Threshold: 131

SIGNAL WARRANT DISCLAIMER

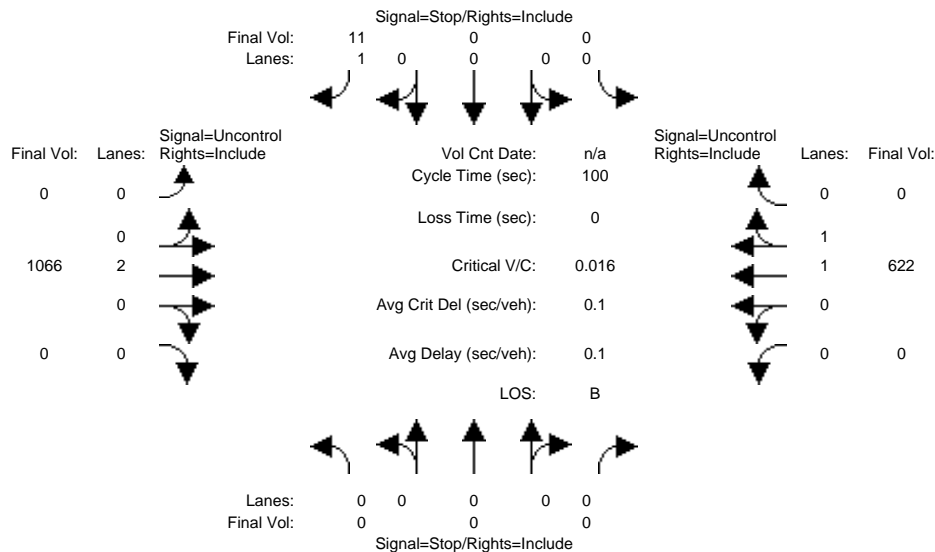
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Evergreen Valley College
Hexagon Transportation Consultants, Inc.
San Jose, CA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background AM

Intersection #5: (D) YERBA BUENA/LOT E DWY (EAST)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	11	0	1066	0	0	622	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	11	0	1066	0	0	622	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	11	0	1066	0	0	622	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	11	0	1066	0	0	622	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	11	0	1066	0	0	622	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	311	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	691	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	691	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx					10.3	xxxxxx			xxxxxx		
ApproachLOS:	*					B	*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

Intersection #5 (D) YERBA BUENA/LOT E DWY (EAST)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	1	1	0
Initial Vol:	0	0	0	0	0	0	0	0	0	11	0	1066	0	0	0	0	622	0	0	0
ApproachDel:	xxxxxx					10.3					xxxxxx					xxxxxx				

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=11]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1699]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 (D) YERBA BUENA/LOT E DWY (EAST)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	1	1	0
Initial Vol:	0	0	0	0	0	0	0	0	0	11	0	1066	0	0	0	0	622	0	0	0

Major Street Volume: 1688

Minor Approach Volume: 11

Minor Approach Volume Threshold: 104

SIGNAL WARRANT DISCLAIMER

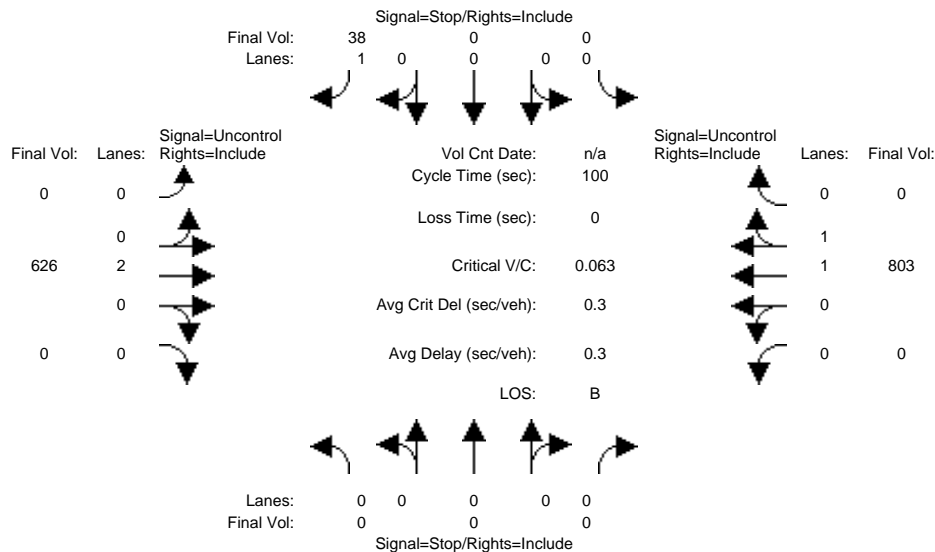
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Evergreen Valley College
Hexagon Transportation Consultants, Inc.
San Jose, CA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background PM

Intersection #5: (D) YERBA BUENA/LOT E DWY (EAST)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	38	0	626	0	0	803	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	38	0	626	0	0	803	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	38	0	626	0	0	803	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	38	0	626	0	0	803	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	38	0	626	0	0	803	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	402	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	604	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	604	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx					11.4	xxxxxx			xxxxxx		
ApproachLOS:	*					B	*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

Intersection #5 (D) YERBA BUENA/LOT E DWY (EAST)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	0 0 0 0 1	0 0 2 0 0	0 0 1 1 0
Initial Vol:	0 0 0 0	0 0 0 38	0 626 0	0 803 0
ApproachDel:	xxxxxx	11.4	xxxxxx	xxxxxx

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=38]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1467]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 (D) YERBA BUENA/LOT E DWY (EAST)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	0 0 0 0 1	0 0 2 0 0	0 0 1 1 0
Initial Vol:	0 0 0 0	0 0 0 38	0 626 0	0 803 0

Major Street Volume: 1429

Minor Approach Volume: 38

Minor Approach Volume Threshold: 162

SIGNAL WARRANT DISCLAIMER

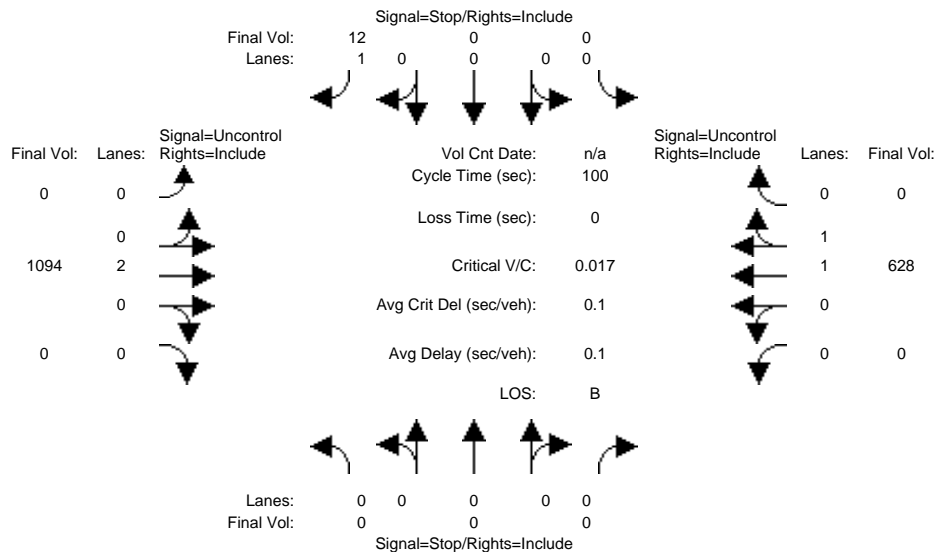
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Evergreen Valley College
Hexagon Transportation Consultants, Inc.
San Jose, CA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + Prj AM

Intersection #5: (D) YERBA BUENA/LOT E DWY (EAST)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	11	0	1066	0	0	622	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	11	0	1066	0	0	622	0
Added Vol:	0	0	0	0	0	1	0	28	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	12	0	1094	0	0	628	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	12	0	1094	0	0	628	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	12	0	1094	0	0	628	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	314	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	688	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	688	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx					10.3	xxxxxx			xxxxxx		
ApproachLOS:	*					B	*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

Intersection #5 (D) YERBA BUENA/LOT E DWY (EAST)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	1	1	0
Initial Vol:	0	0	0	0	0	0	0	0	0	12	0	1094	0	0	0	0	628	0	0	0
ApproachDel:	xxxxxx					10.3					xxxxxx					xxxxxx				

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=12]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1734]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 (D) YERBA BUENA/LOT E DWY (EAST)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	1	1	0
Initial Vol:	0	0	0	0	0	0	0	0	0	12	0	1094	0	0	0	0	628	0	0	0

Major Street Volume: 1722

Minor Approach Volume: 12

Minor Approach Volume Threshold: 98 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

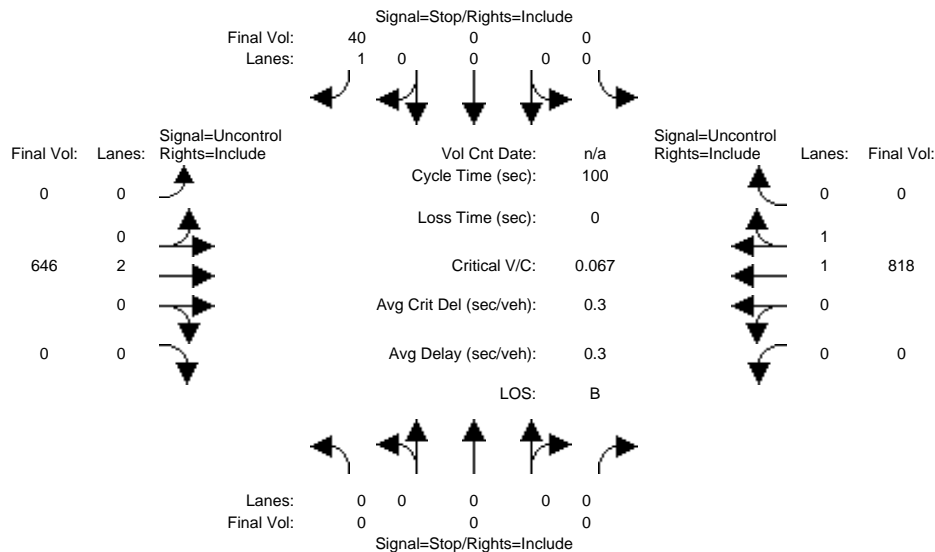
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Evergreen Valley College
Hexagon Transportation Consultants, Inc.
San Jose, CA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + Prj PM

Intersection #5: (D) YERBA BUENA/LOT E DWY (EAST)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	38	0	626	0	0	803	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	38	0	626	0	0	803	0
Added Vol:	0	0	0	0	0	2	0	20	0	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	40	0	646	0	0	818	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	40	0	646	0	0	818	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	40	0	646	0	0	818	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	409	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	597	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	597	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx					11.5	xxxxxx			xxxxxx		
ApproachLOS:	*					B	*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

Intersection #5 (D) YERBA BUENA/LOT E DWY (EAST)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	1	1	0
Initial Vol:	0	0	0	0	0	0	0	0	0	40	0	646	0	0	0	0	818	0	0	0
ApproachDel:	xxxxxx					11.5					xxxxxx					xxxxxx				

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=40]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1504]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 (D) YERBA BUENA/LOT E DWY (EAST)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	1	1	0
Initial Vol:	0	0	0	0	0	0	0	0	0	40	0	646	0	0	0	0	818	0	0	0

Major Street Volume: 1464

Minor Approach Volume: 40

Minor Approach Volume Threshold: 154

SIGNAL WARRANT DISCLAIMER

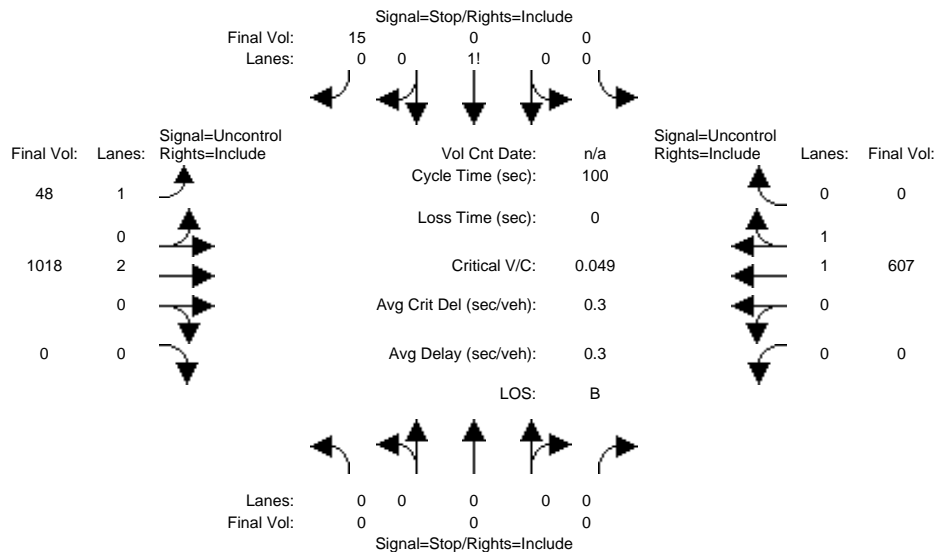
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Evergreen Valley College
Hexagon Transportation Consultants, Inc.
San Jose, CA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background AM

Intersection #6: (E) YERBA BUENA/VALLE DE LAGO



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	15	48	1018	0	0	607	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	15	48	1018	0	0	607	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	15	48	1018	0	0	607	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	15	48	1018	0	0	607	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	15	48	1018	0	0	607	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	304	607	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	699	981	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	699	981	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.05	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.3	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx					10.3	xxxxxx			xxxxxx		
ApproachLOS:	*					B	*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

Intersection #6 (E) YERBA BUENA/VALLE DE LAGO

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	1	1	0
Initial Vol:	0	0	0	0	0	0	0	0	0	15	48	1018	0	0	0	0	0	607	0	0
ApproachDel:	xxxxxx					10.3					xxxxxx					xxxxxx				

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=15]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1688]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 (E) YERBA BUENA/VALLE DE LAGO

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	1	1	0
Initial Vol:	0	0	0	0	0	0	0	0	0	15	48	1018	0	0	0	0	0	607	0	0

Major Street Volume: 1673

Minor Approach Volume: 15

Minor Approach Volume Threshold: 108

SIGNAL WARRANT DISCLAIMER

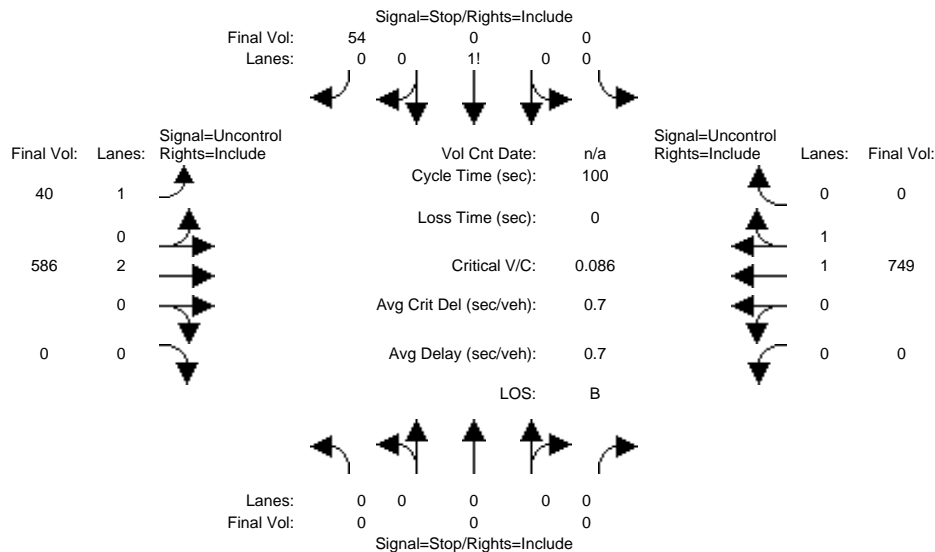
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Evergreen Valley College
Hexagon Transportation Consultants, Inc.
San Jose, CA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background PM

Intersection #6: (E) YERBA BUENA/VALLE DE LAGO



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	54	40	586	0	0	749	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	54	40	586	0	0	749	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	54	40	586	0	0	749	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	54	40	586	0	0	749	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	54	40	586	0	0	749	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	375	749	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	629	869	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	629	869	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	0.05	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.3	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.3	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx					11.3	xxxxxx			xxxxxx		
ApproachLOS:	*					B	*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

Intersection #6 (E) YERBA BUENA/VALLE DE LAGO

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	1	1	0
Initial Vol:	0	0	0	0	0	0	0	0	0	54	40	586	0	0	0	0	749	0	0	0
ApproachDel:	xxxxxx					11.3					xxxxxx					xxxxxx				

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=54]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1429]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 (E) YERBA BUENA/VALLE DE LAGO

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	1	1	0
Initial Vol:	0	0	0	0	0	0	0	0	0	54	40	586	0	0	0	0	749	0	0	0

Major Street Volume: 1375

Minor Approach Volume: 54

Minor Approach Volume Threshold: 175

SIGNAL WARRANT DISCLAIMER

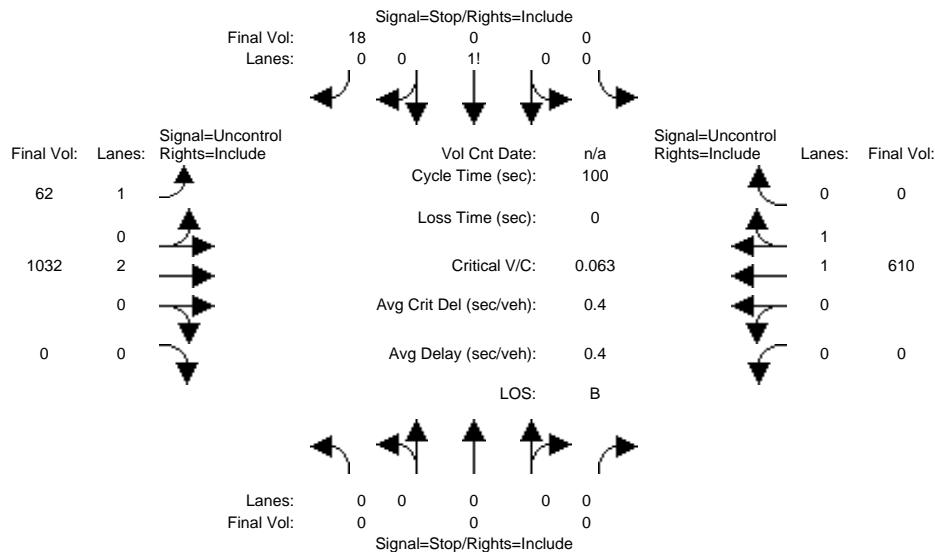
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Evergreen Valley College
Hexagon Transportation Consultants, Inc.
San Jose, CA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + Prj AM

Intersection #6: (E) YERBA BUENA/VALLE DE LAGO



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	15	48	1018	0	0	607	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	15	48	1018	0	0	607	0
Added Vol:	0	0	0	0	0	3	14	14	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	18	62	1032	0	0	610	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	18	62	1032	0	0	610	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	18	62	1032	0	0	610	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	305	610	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	697	979	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	697	979	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.06	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.3	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx					10.3	xxxxxx			xxxxxx		
ApproachLOS:	*					B	*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

Intersection #6 (E) YERBA BUENA/VALLE DE LAGO

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	1	1	0
Initial Vol:	0	0	0	0	0	0	0	0	0	18	62	1032	0	0	0	0	0	610	0	0
ApproachDel:	xxxxxx					10.3					xxxxxx					xxxxxx				

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=18]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1722]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 (E) YERBA BUENA/VALLE DE LAGO

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	1	1	0
Initial Vol:	0	0	0	0	0	0	0	0	0	18	62	1032	0	0	0	0	0	610	0	0

Major Street Volume: 1704

Minor Approach Volume: 18

Minor Approach Volume Threshold: 101

SIGNAL WARRANT DISCLAIMER

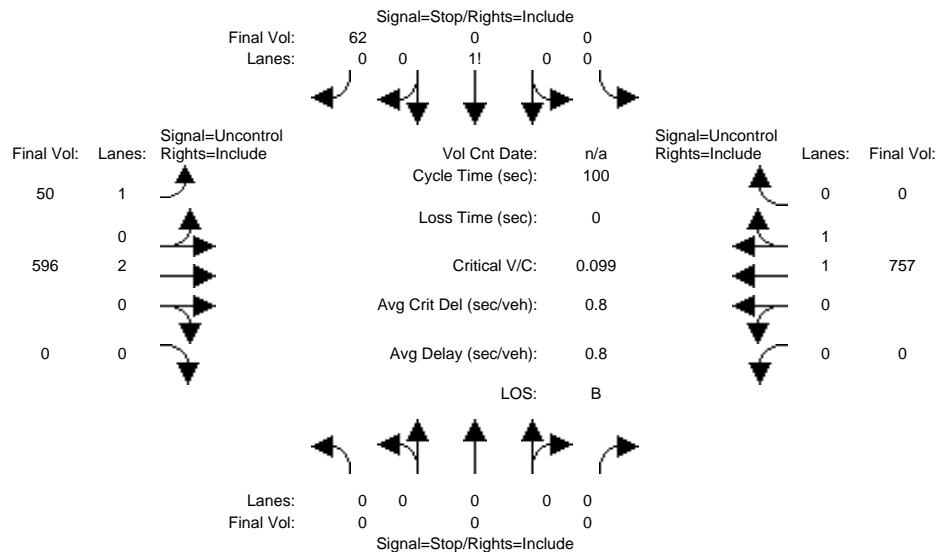
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Evergreen Valley College
Hexagon Transportation Consultants, Inc.
San Jose, CA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + Prj PM

Intersection #6: (E) YERBA BUENA/VALLE DE LAGO



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	54	40	586	0	0	749	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	54	40	586	0	0	749	0
Added Vol:	0	0	0	0	0	8	10	10	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	62	50	596	0	0	757	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	62	50	596	0	0	757	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	62	50	596	0	0	757	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	379	757	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	625	863	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	625	863	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.10	0.06	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.3	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.4	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx					11.4	xxxxxx			xxxxxx		
ApproachLOS:	*					B	*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

Intersection #6 (E) YERBA BUENA/VALLE DE LAGO

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	1	1	0
Initial Vol:	0	0	0	0	0	0	0	0	0	62	50	596	0	0	0	0	0	757	0	0
ApproachDel:	xxxxxx					11.4					xxxxxx					xxxxxx				

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=62]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1465]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 (E) YERBA BUENA/VALLE DE LAGO

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	1	1	0
Initial Vol:	0	0	0	0	0	0	0	0	0	62	50	596	0	0	0	0	0	757	0	0

Major Street Volume: 1403

Minor Approach Volume: 62

Minor Approach Volume Threshold: 168

SIGNAL WARRANT DISCLAIMER

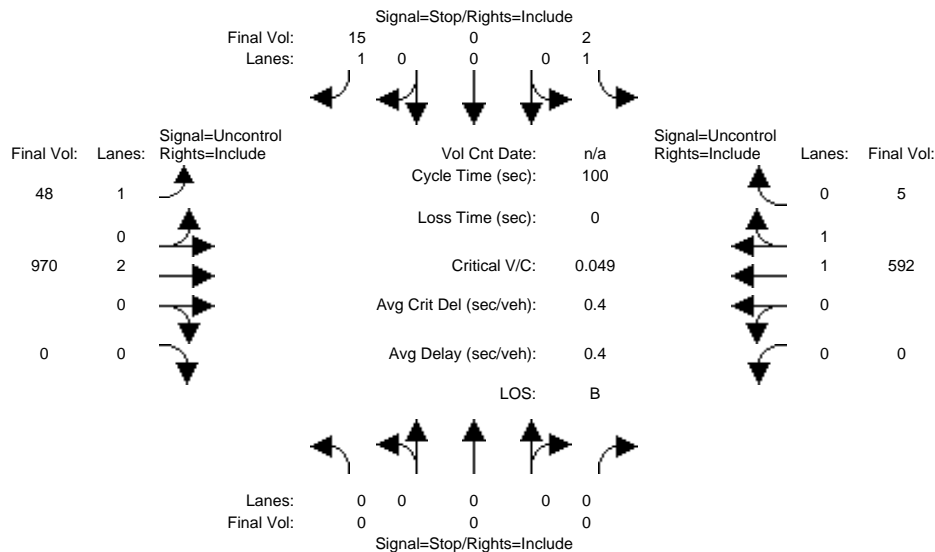
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Evergreen Valley College
Hexagon Transportation Consultants, Inc.
San Jose, CA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background AM

Intersection #7: (F) YERBA BUENA/LOTCD/DWY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	2	0	15	48	970	0	0	592	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	2	0	15	48	970	0	0	592	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	2	0	15	48	970	0	0	592	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	2	0	15	48	970	0	0	592	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	2	0	15	48	970	0	0	592	5
Critical Gap Module:												
Critical Gp:	xxxx	xxxx	xxxx	6.8	xxxx	6.9	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	3.5	xxxx	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxx	1176	xxxx	299	597	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	187	xxxx	704	989	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	180	xxxx	704	989	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	0.02	0.05	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	0.0	xxxx	0.1	0.2	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	25.2	xxxx	10.2	8.8	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	D	*	B	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			12.0			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

Intersection #7 (F) YERBA BUENA/LOTCD/DWY

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	0	0	1	1	0
Initial Vol:	0	0	0	0	0	2	0	0	15		48	970	0			0	592	5		
ApproachDel:	xxxxxx					12.0					xxxxxx					xxxxxx				

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=17]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1632]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 (F) YERBA BUENA/LOT/C/D DWY

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	0	0	1	1	0
Initial Vol:	0	0	0	0	0	2	0	0	15		48	970	0			0	592	5		

Major Street Volume: 1615

Minor Approach Volume: 17

Minor Approach Volume Threshold: 168

SIGNAL WARRANT DISCLAIMER

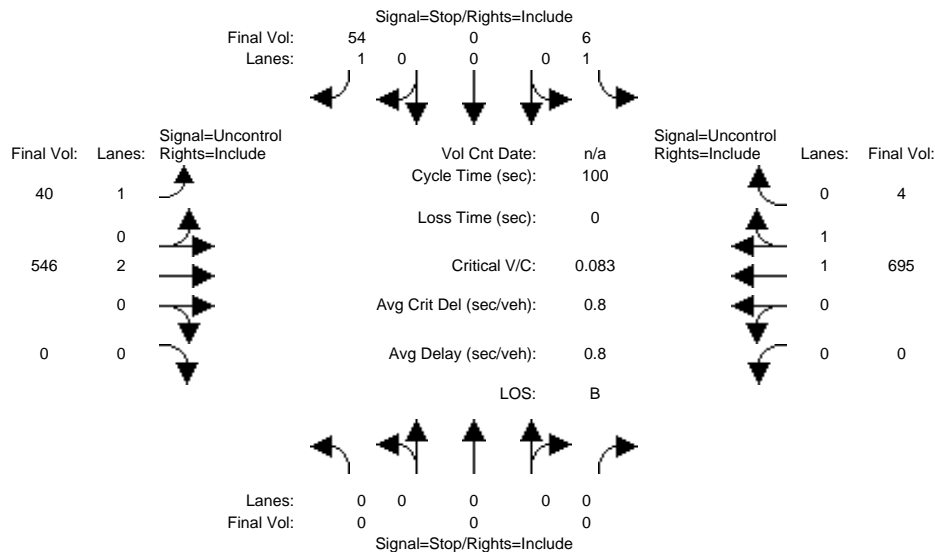
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Evergreen Valley College
Hexagon Transportation Consultants, Inc.
San Jose, CA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background PM

Intersection #7: (F) YERBA BUENA/LOTCD/DWY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	6	0	54	40	546	0	0	695	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	6	0	54	40	546	0	0	695	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	6	0	54	40	546	0	0	695	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	6	0	54	40	546	0	0	695	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	6	0	54	40	546	0	0	695	4
Critical Gap Module:												
Critical Gp:	xxxx	xxxx	xxxx	6.8	xxxx	6.9	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	3.5	xxxx	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxx	1050	xxxx	350	699	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	226	xxxx	652	907	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	218	xxxx	652	907	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	0.08	0.04	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	0.1	xxxx	0.3	0.1	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	22.0	xxxx	11.0	9.2	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	C	*	B	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			12.1			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

Intersection #7 (F) YERBA BUENA/LOTCD/DWY

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	0	0	1	1	0
Initial Vol:	0	0	0	0	0	6	0	0	54		40	546	0			0	695			4
ApproachDel:	xxxxxx					12.1					xxxxxx					xxxxxx				

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=60]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1345]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 (F) YERBA BUENA/LOT/C/D DWY

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	0	0	1	1	0
Initial Vol:	0	0	0	0	0	6	0	0	54		40	546	0			0	695			4

Major Street Volume: 1285

Minor Approach Volume: 60

Minor Approach Volume Threshold: 266

SIGNAL WARRANT DISCLAIMER

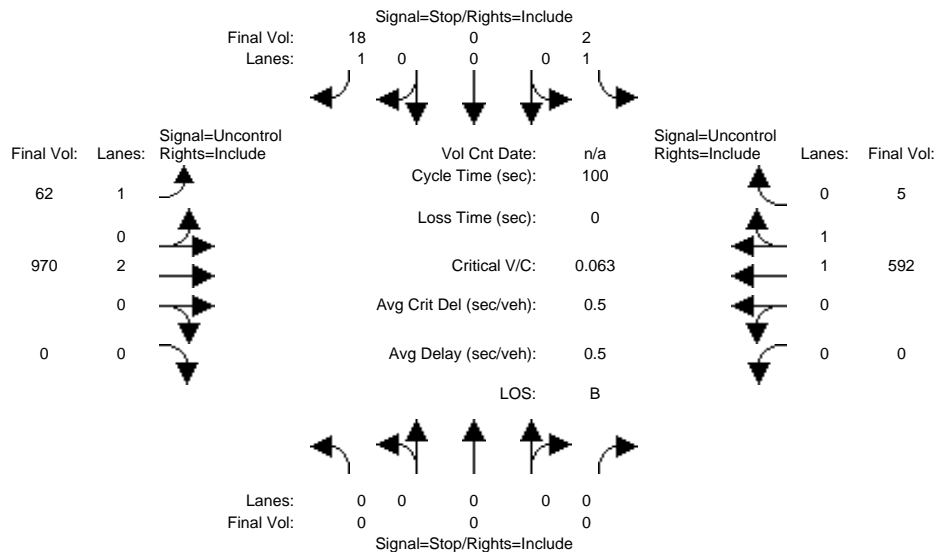
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Evergreen Valley College
Hexagon Transportation Consultants, Inc.
San Jose, CA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + Prj AM

Intersection #7: (F) YERBA BUENA/LOT/D DWY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	2	0	15	48	970	0	0	592	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	2	0	15	48	970	0	0	592	5
Added Vol:	0	0	0	0	0	3	14	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	2	0	18	62	970	0	0	592	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	2	0	18	62	970	0	0	592	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	2	0	18	62	970	0	0	592	5
Critical Gap Module:												
Critical Gp:	xxxx	xxxx	xxxx	6.8	xxxx	6.9	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	3.5	xxxx	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxx	1204	xxxx	299	597	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	180	xxxx	704	989	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	171	xxxx	704	989	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	0.03	0.06	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	0.0	xxxx	0.1	0.2	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	26.3	xxxx	10.3	8.9	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	D	*	B	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			11.9			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

Intersection #7 (F) YERBA BUENA/LOT/D DWY

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	0	0	1	1	0
Initial Vol:	0	0	0	0	0	2	0	0	0	18	62	970	0	0	0	0	592	5	5	5
ApproachDel:	xxxxxx					11.9					xxxxxx					xxxxxx				

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=20]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1649]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 (F) YERBA BUENA/LOT/C/D DWY

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	0	0	1	1	0
Initial Vol:	0	0	0	0	0	2	0	0	0	18	62	970	0	0	0	0	592	5	5	5

Major Street Volume: 1629

Minor Approach Volume: 20

Minor Approach Volume Threshold: 164

SIGNAL WARRANT DISCLAIMER

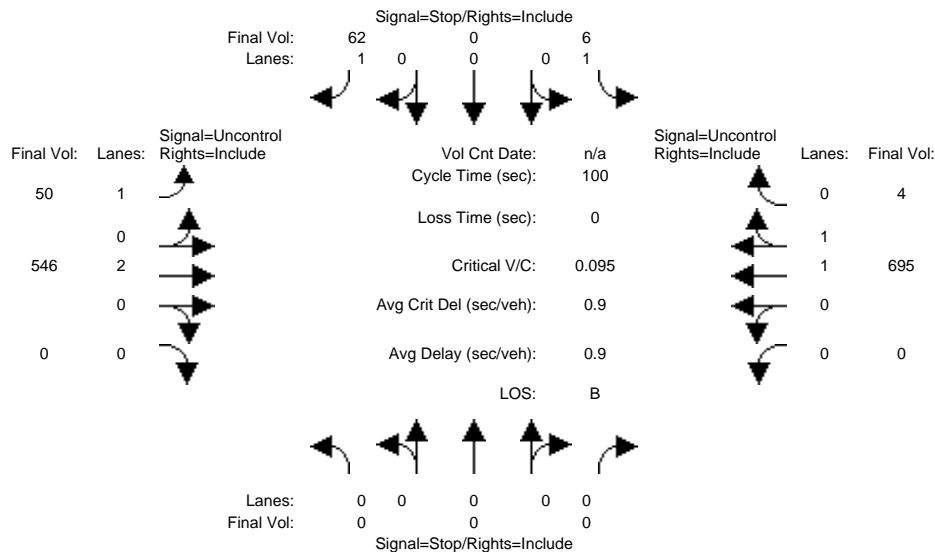
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Evergreen Valley College
Hexagon Transportation Consultants, Inc.
San Jose, CA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + Prj PM

Intersection #7: (F) YERBA BUENA/LOTCD/DWY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	6	0	54	40	546	0	0	695	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	6	0	54	40	546	0	0	695	4
Added Vol:	0	0	0	0	0	8	10	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	6	0	62	50	546	0	0	695	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	6	0	62	50	546	0	0	695	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	6	0	62	50	546	0	0	695	4
Critical Gap Module:												
Critical Gp:	xxxx	xxxx	xxxx	6.8	xxxx	6.9	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	3.5	xxxx	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxx	1070	xxxx	350	699	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	219	xxxx	652	907	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	210	xxxx	652	907	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	0.10	0.06	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	0.1	xxxx	0.3	0.2	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	22.6	xxxx	11.1	9.2	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	C	*	B	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			12.1			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

Intersection #7 (F) YERBA BUENA/LOTCD/DWY

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	0	0	1	1	0
Initial Vol:	0	0	0	0	0	6	0	0	62		50	546	0			0	695			4
ApproachDel:	xxxxxx					12.1					xxxxxx					xxxxxx				

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=68]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1363]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 (F) YERBA BUENA/LOT/C/D DWY

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	0	0	1	1	0
Initial Vol:	0	0	0	0	0	6	0	0	62		50	546	0			0	695			4

Major Street Volume: 1295

Minor Approach Volume: 68

Minor Approach Volume Threshold: 263

SIGNAL WARRANT DISCLAIMER

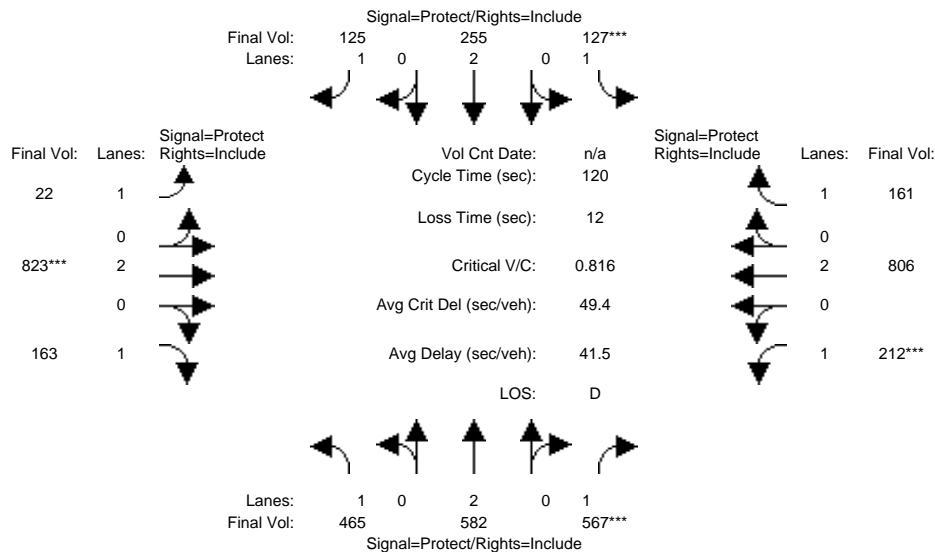
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Evergreen Valley College
Hexagon Transportation Consultants, Inc.
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #3719: NIEMAN/YERBA BUENA



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	465	582	567	127	255	125	22	823	163	212	806	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	465	582	567	127	255	125	22	823	163	212	806	161
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	465	582	567	127	255	125	22	823	163	212	806	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	465	582	567	127	255	125	22	823	163	212	806	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	465	582	567	127	255	125	22	823	163	212	806	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	465	582	567	127	255	125	22	823	163	212	806	161

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:

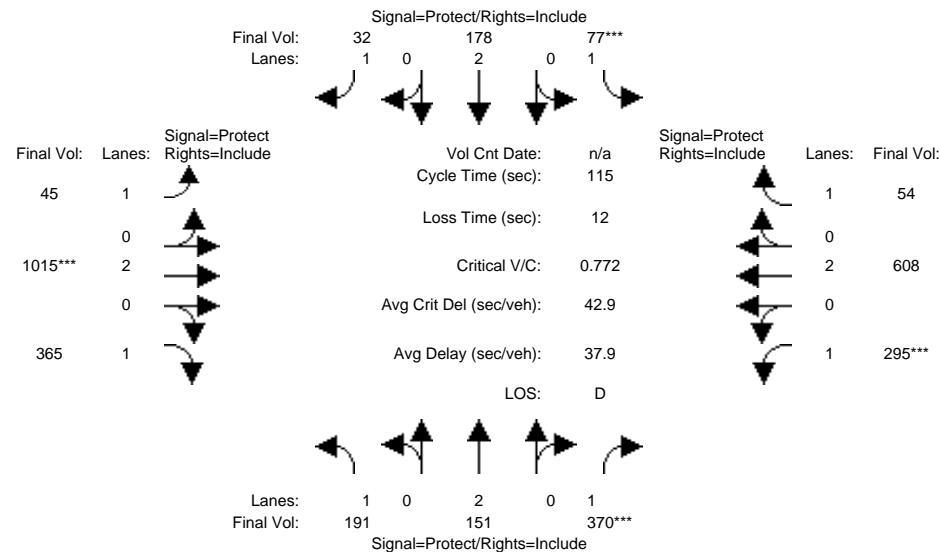
Vol/Sat:	0.27	0.15	0.32	0.07	0.07	0.07	0.01	0.22	0.09	0.12	0.21	0.09
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	44.4	47.7	47.7	10.7	13.9	13.9	10.7	31.9	31.9	17.8	39.0	39.0
Volume/Cap:	0.72	0.39	0.82	0.82	0.58	0.62	0.14	0.82	0.35	0.82	0.65	0.28
Delay/Veh:	36.3	25.9	39.7	80.9	52.2	56.1	50.8	46.6	36.2	67.3	36.0	30.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.3	25.9	39.7	80.9	52.2	56.1	50.8	46.6	36.2	67.3	36.0	30.4
LOS by Move:	D	C	D	F	D	E	D	D	D	E	D	C
HCM2kAvgQ:	17	8	22	7	5	6	1	16	5	8	12	4

Note: Queue reported is the number of cars per lane.

Evergreen Valley College
Hexagon Transportation Consultants, Inc.
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #3719: NIEMAN/YERBA BUENA



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	191	151	370	77	178	32	45	1015	365	295	608	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	191	151	370	77	178	32	45	1015	365	295	608	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	191	151	370	77	178	32	45	1015	365	295	608	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	191	151	370	77	178	32	45	1015	365	295	608	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	151	370	77	178	32	45	1015	365	295	608	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	191	151	370	77	178	32	45	1015	365	295	608	54

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:

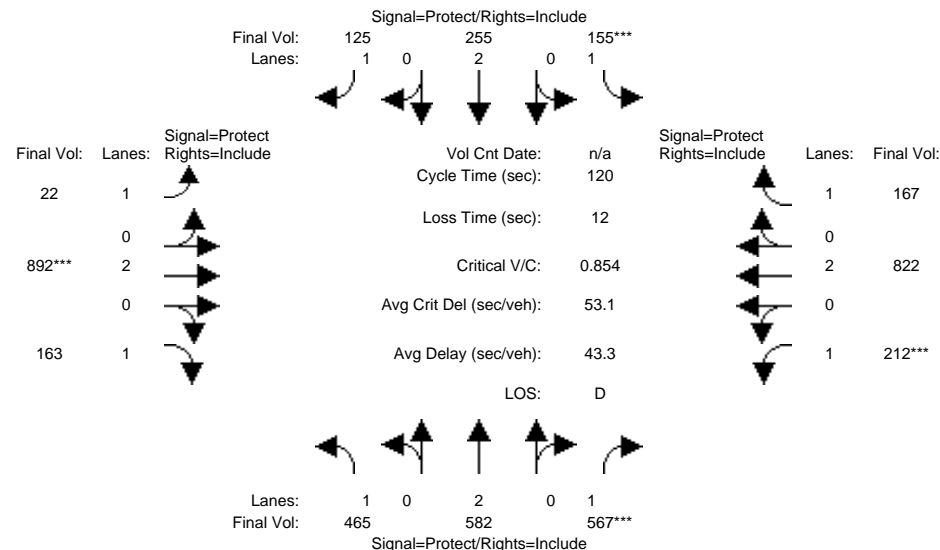
Vol/Sat:	0.11	0.04	0.21	0.04	0.05	0.02	0.03	0.27	0.21	0.17	0.16	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	21.4	31.4	31.4	7.0	17.0	17.0	17.8	39.6	39.6	25.0	46.8	46.8
Volume/Cap:	0.59	0.15	0.78	0.72	0.32	0.12	0.17	0.78	0.61	0.78	0.39	0.08
Delay/Veh:	45.6	31.7	46.4	74.5	44.1	42.7	42.4	36.7	33.0	52.0	24.2	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.6	31.7	46.4	74.5	44.1	42.7	42.4	36.7	33.0	52.0	24.2	20.9
LOS by Move:	D	C	D	E	D	D	D	D	C	D	C	C
HCM2kAvgQ:	7	2	15	4	3	1	2	17	12	10	7	1

Note: Queue reported is the number of cars per lane.

Evergreen Valley College
Hexagon Transportation Consultants, Inc.
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + Prj AM

Intersection #3719: NIEMAN/YERBA BUENA



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	465	582	567	127	255	125	22	823	163	212	806	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	465	582	567	127	255	125	22	823	163	212	806	161
Added Vol:	0	0	0	28	0	0	0	69	0	0	16	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	465	582	567	155	255	125	22	892	163	212	822	167
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	465	582	567	155	255	125	22	892	163	212	822	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	465	582	567	155	255	125	22	892	163	212	822	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	465	582	567	155	255	125	22	892	163	212	822	167

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:

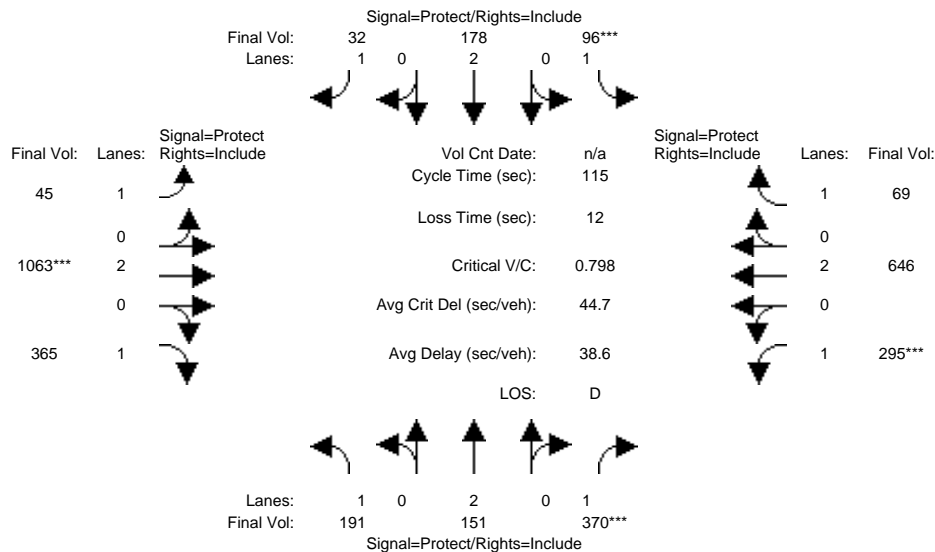
Vol/Sat:	0.27	0.15	0.32	0.09	0.07	0.07	0.01	0.23	0.09	0.12	0.22	0.10
Crit Moves:			****	****				****		****		
Green Time:	44.1	45.5	45.5	12.4	13.8	13.8	10.6	33.0	33.0	17.0	39.4	39.4
Volume/Cap:	0.72	0.40	0.85	0.85	0.58	0.62	0.14	0.85	0.34	0.85	0.66	0.29
Delay/Veh:	36.7	27.5	44.6	83.2	52.3	56.3	50.9	48.2	35.2	74.1	35.9	30.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.7	27.5	44.6	83.2	52.3	56.3	50.9	48.2	35.2	74.1	35.9	30.2
LOS by Move:	D	C	D	F	D	E	D	D	D	E	D	C
HCM2kAvgQ:	17	8	23	9	5	6	1	18	5	9	12	5

Note: Queue reported is the number of cars per lane.

Evergreen Valley College
Hexagon Transportation Consultants, Inc.
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + Prj PM

Intersection #3719: NIEMAN/YERBA BUENA



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	191	151	370	77	178	32	45	1015	365	295	608	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	191	151	370	77	178	32	45	1015	365	295	608	54
Added Vol:	0	0	0	19	0	0	0	48	0	0	38	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	191	151	370	96	178	32	45	1063	365	295	646	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	191	151	370	96	178	32	45	1063	365	295	646	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	151	370	96	178	32	45	1063	365	295	646	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	191	151	370	96	178	32	45	1063	365	295	646	69

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:

Vol/Sat:	0.11	0.04	0.21	0.05	0.05	0.02	0.03	0.28	0.21	0.17	0.17	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	21.4	30.5	30.5	7.9	17.0	17.0	17.0	40.3	40.3	24.3	47.6	47.6
Volume/Cap:	0.59	0.15	0.80	0.80	0.32	0.12	0.17	0.80	0.59	0.80	0.41	0.10
Delay/Veh:	45.6	32.4	48.8	82.8	44.1	42.7	43.1	37.1	32.2	54.6	24.0	20.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.6	32.4	48.8	82.8	44.1	42.7	43.1	37.1	32.2	54.6	24.0	20.6
LOS by Move:	D	C	D	F	D	D	D	D	C	D	C	C
HCM2kAvgQ:	7	2	15	6	3	1	2	19	12	11	8	2

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

	Signal=Protect/Rights=Overlap						
Final Vol:	551	0	288	0	240***		
Lanes:	1	0	2	0	1		
Signal=Protect Rights=Overlap	VOL Cnt Date:	n/a	Signal=Protect Rights=Overlap				
Final Vol:	Cycle Time (sec):	156	Lanes:	Final Vol:			
535***	Loss Time (sec):	12		83			
721	Critical V/C:	0.726		451***			
Avg Crit Del (sec/veh):	58.6						
Avg Delay (sec/veh):	45.2						
LOS:	D						
Lanes:	2	0	2	0	1		
Final Vol:	270	411***	172				
	Signal=Protect/Rights=Overlap						

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T - R	L	-	T - R	L	-	T - R	L	-	T - R
<hr/>												
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
<hr/>												

Base Vol:	270	411	172	240	288	551	535	721	200	110	451	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	411	172	240	288	551	535	721	200	110	451	83
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	270	411	172	240	288	551	535	721	200	110	451	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	411	172	240	288	551	535	721	200	110	451	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	411	172	240	288	551	535	721	200	110	451	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	270	411	172	240	288	551	535	721	200	110	451	83

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800

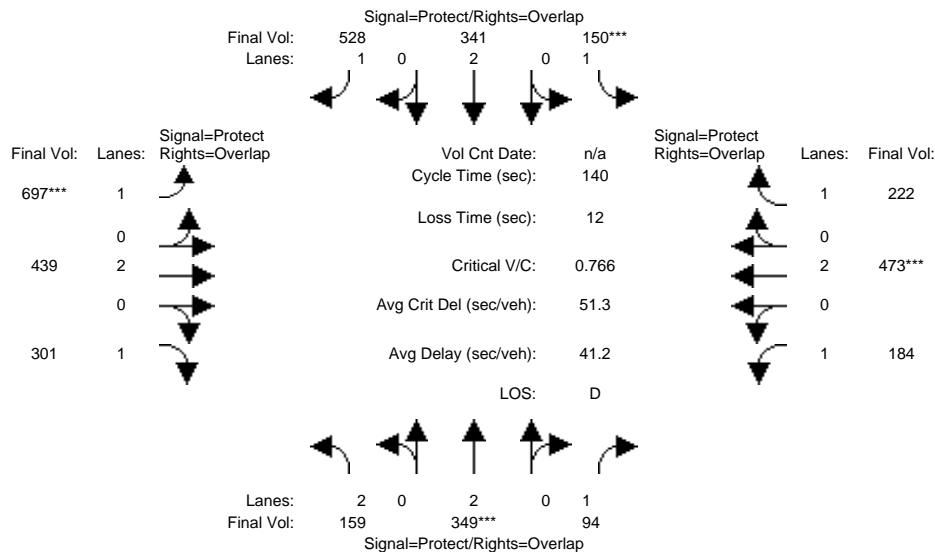
Vol/Sat:	0.09	0.11	0.10	0.14	0.08	0.31	0.31	0.19	0.11	0.06	0.12	0.05
Crit Moves:	****			****			****				****	
Green Time:	28.0	23.3	46.0	29.5	24.8	90.5	65.7	68.5	96.5	22.7	25.5	55.0
Volume/Cap:	0.48	0.73	0.33	0.73	0.48	0.54	0.73	0.43	0.18	0.43	0.73	0.13
Delay/Veh:	58.1	68.0	43.4	67.2	60.3	20.7	41.2	30.4	12.9	61.9	66.2	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.1	68.0	43.4	67.2	60.3	20.7	41.2	30.4	12.9	61.9	66.2	34.4
LOS by Move:	E	E	D	E	E	C	D	C	B	E	E	C
HCM2kAvgQ:	7	11	7	12	6	17	22	11	4	5	11	3

Note: Queue reported is the number of cars per lane.

Evergreen Valley College
Hexagon Transportation Consultants, Inc.
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #3769: SAN FELIPE/YERBA BUENA(S)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	159	349	94	150	341	528	697	439	301	184	473	222
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	349	94	150	341	528	697	439	301	184	473	222
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	159	349	94	150	341	528	697	439	301	184	473	222
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	159	349	94	150	341	528	697	439	301	184	473	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	349	94	150	341	528	697	439	301	184	473	222
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	159	349	94	150	341	528	697	439	301	184	473	222

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:

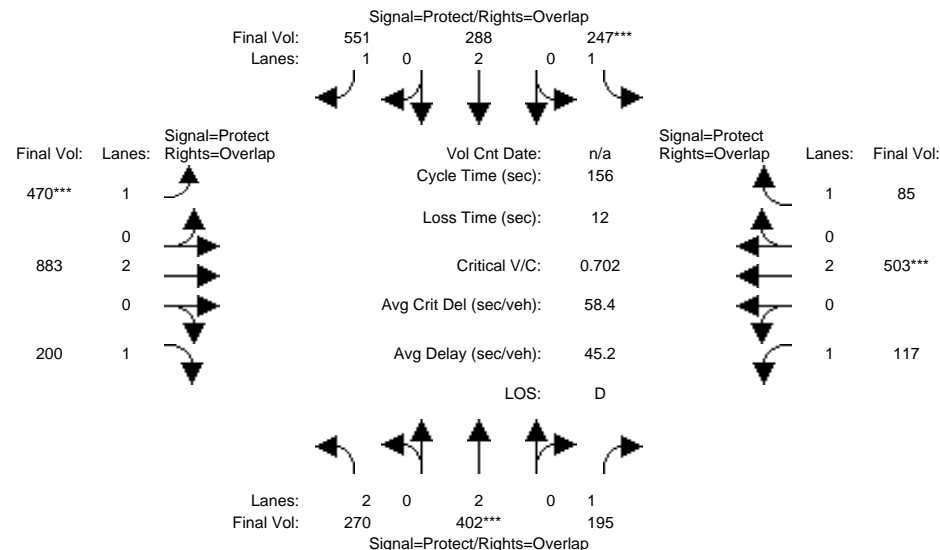
Vol/Sat:	0.05	0.09	0.05	0.09	0.09	0.30	0.40	0.12	0.17	0.11	0.12	0.13
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	11.7	16.8	61.1	15.7	20.8	93.6	72.8	51.2	62.9	44.3	22.8	38.4
Volume/Cap:	0.60	0.77	0.12	0.77	0.60	0.45	0.77	0.32	0.38	0.33	0.77	0.46
Delay/Veh:	65.9	67.3	23.6	76.8	57.7	11.3	30.8	32.0	25.9	36.9	61.8	42.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.9	67.3	23.6	76.8	57.7	11.3	30.8	32.0	25.9	36.9	61.8	42.9
LOS by Move:	E	E	C	E	E	B	C	C	C	D	E	D
HCM2kAvgQ:	5	9	3	7	7	11	25	6	9	6	11	9

Note: Queue reported is the number of cars per lane.

Evergreen Valley College
Hexagon Transportation Consultants, Inc.
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + Prj AM

Intersection #3769: SAN FELIPE/YERBA BUENA(S)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	270	402	181	240	288	551	470	786	200	114	481	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	402	181	240	288	551	470	786	200	114	481	83
Added Vol:	0	0	14	7	0	0	0	97	0	3	22	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	270	402	195	247	288	551	470	883	200	117	503	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	402	195	247	288	551	470	883	200	117	503	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	402	195	247	288	551	470	883	200	117	503	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	270	402	195	247	288	551	470	883	200	117	503	85

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:

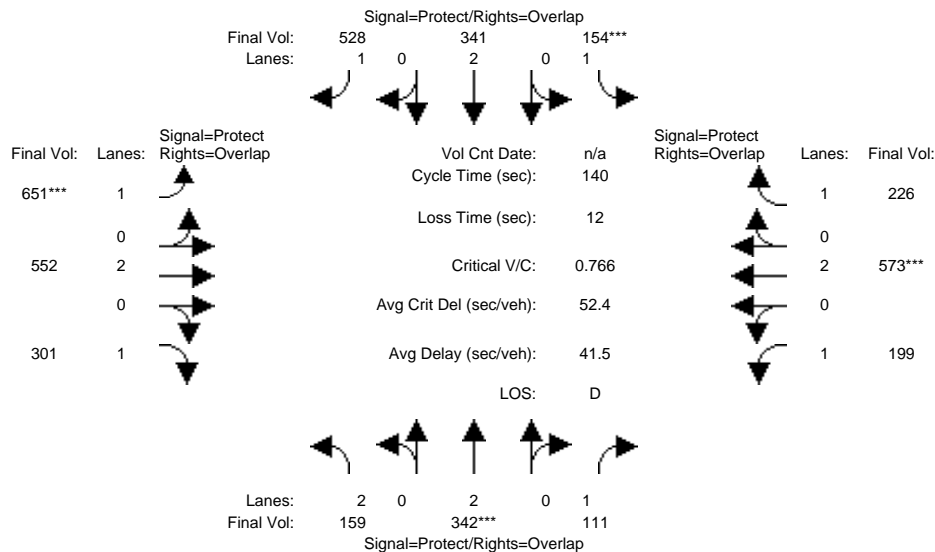
Vol/Sat:	0.09	0.11	0.11	0.14	0.08	0.31	0.27	0.23	0.11	0.07	0.13	0.05
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	29.1	23.5	43.4	31.4	25.8	85.5	59.7	69.2	98.3	19.9	29.4	60.8
Volume/Cap:	0.46	0.70	0.40	0.70	0.46	0.57	0.70	0.52	0.18	0.52	0.70	0.12
Delay/Veh:	57.0	66.8	46.3	64.2	59.4	24.1	44.0	31.8	12.1	65.9	62.3	30.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.0	66.8	46.3	64.2	59.4	24.1	44.0	31.8	12.1	65.9	62.3	30.6
LOS by Move:	E	E	D	E	E	C	D	C	B	E	E	C
HCM2kAvgQ:	7	10	8	12	6	18	19	14	4	6	12	3

Note: Queue reported is the number of cars per lane.

Evergreen Valley College
Hexagon Transportation Consultants, Inc.
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + Prj PM

Intersection #3769: SAN FELIPE/YERBA BUENA(S)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	159	342	101	150	341	528	651	485	301	191	520	222
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	342	101	150	341	528	651	485	301	191	520	222
Added Vol:	0	0	10	4	0	0	0	67	0	8	53	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	159	342	111	154	341	528	651	552	301	199	573	226
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	159	342	111	154	341	528	651	552	301	199	573	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	342	111	154	341	528	651	552	301	199	573	226
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	159	342	111	154	341	528	651	552	301	199	573	226

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:

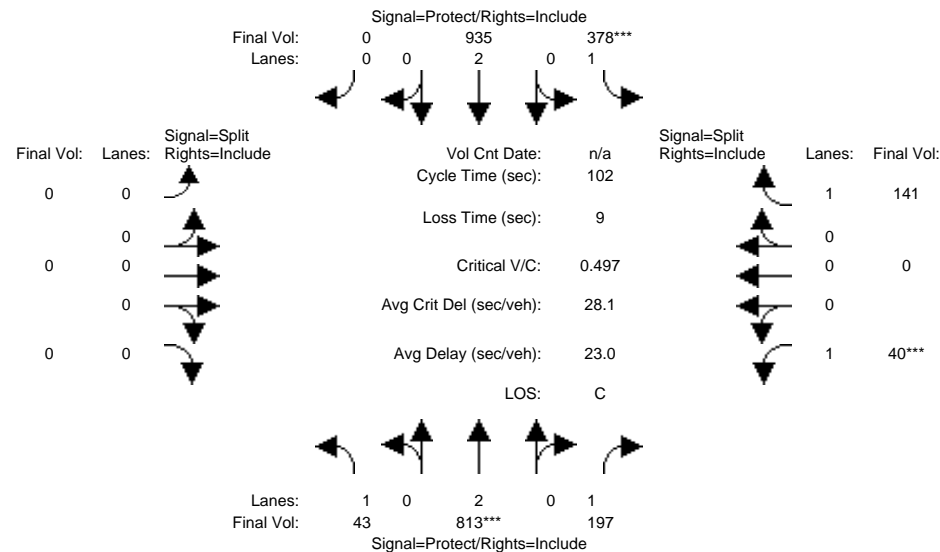
Vol/Sat:	0.05	0.09	0.06	0.09	0.09	0.30	0.37	0.15	0.17	0.11	0.15	0.13
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	11.7	16.4	58.4	16.1	20.8	88.8	67.9	53.6	65.3	41.9	27.5	43.6
Volume/Cap:	0.60	0.77	0.15	0.77	0.60	0.48	0.77	0.38	0.37	0.38	0.77	0.41
Delay/Veh:	65.8	67.7	25.5	76.3	57.6	13.8	33.8	31.4	24.4	39.2	58.0	38.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.8	67.7	25.5	76.3	57.6	13.8	33.8	31.4	24.4	39.2	58.0	38.6
LOS by Move:	E	E	C	E	E	B	C	C	C	D	E	D
HCM2kAvgQ:	5	9	3	7	7	12	24	8	8	7	13	8

Note: Queue reported is the number of cars per lane.

Evergreen Valley College
Hexagon Transportation Consultants, Inc.
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #4035: (A) PASEO DE ARBOLES/SAN FELIPE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	43	813	197	378	935	0	0	0	0	40	0	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	813	197	378	935	0	0	0	0	40	0	141
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	813	197	378	935	0	0	0	0	40	0	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	813	197	378	935	0	0	0	0	40	0	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	813	197	378	935	0	0	0	0	40	0	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	813	197	378	935	0	0	0	0	40	0	141

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	0	0	0	0	1750	0	1750

Capacity Analysis Module:

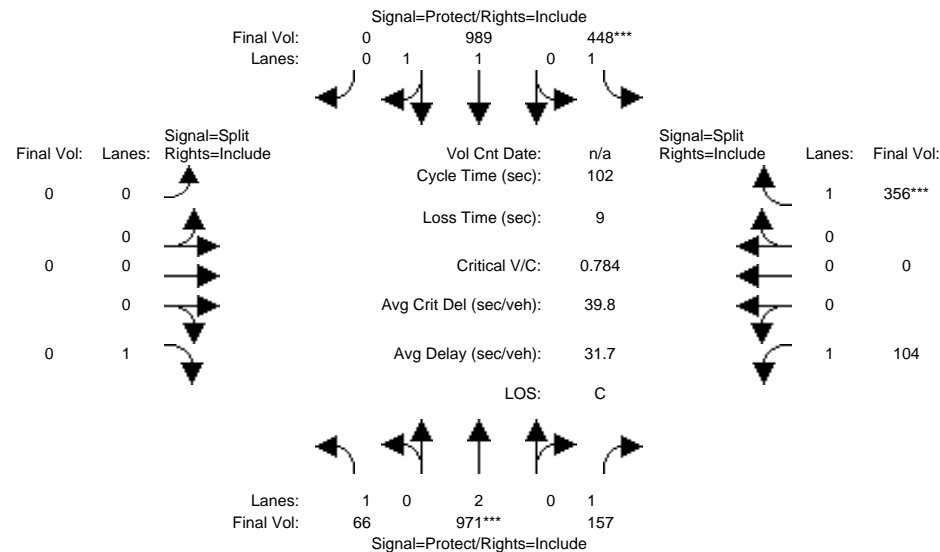
Vol/Sat:	0.02	0.21	0.11	0.22	0.25	0.00	0.00	0.00	0.00	0.02	0.00	0.08
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	16.7	38.0	38.0	38.4	59.8	0.0	0.0	0.0	0.0	16.5	0.0	16.5
Volume/Cap:	0.15	0.57	0.30	0.57	0.42	0.00	0.00	0.00	0.00	0.14	0.00	0.50
Delay/Veh:	37.7	27.2	23.8	28.9	12.2	0.0	0.0	0.0	0.0	37.7	0.0	45.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.7	27.2	23.8	28.9	12.2	0.0	0.0	0.0	0.0	37.7	0.0	45.0
LOS by Move:	D	C	C	C	B	A	A	A	A	D	A	D
HCM2kAvgQ:	1	10	5	11	8	0	0	0	0	1	0	5

Note: Queue reported is the number of cars per lane.

Evergreen Valley College
Hexagon Transportation Consultants, Inc.
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #4035: (A) PASEO DE ARBOLES/SAN FELIPE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	66	971	157	448	989	0	0	0	0	104	0	356
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	971	157	448	989	0	0	0	0	104	0	356
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	971	157	448	989	0	0	0	0	104	0	356
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	971	157	448	989	0	0	0	0	104	0	356
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	971	157	448	989	0	0	0	0	104	0	356
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	971	157	448	989	0	0	0	0	104	0	356

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1750	3800	1750	1750	3700	0	0	0	1750	1750	0	1750

Capacity Analysis Module:

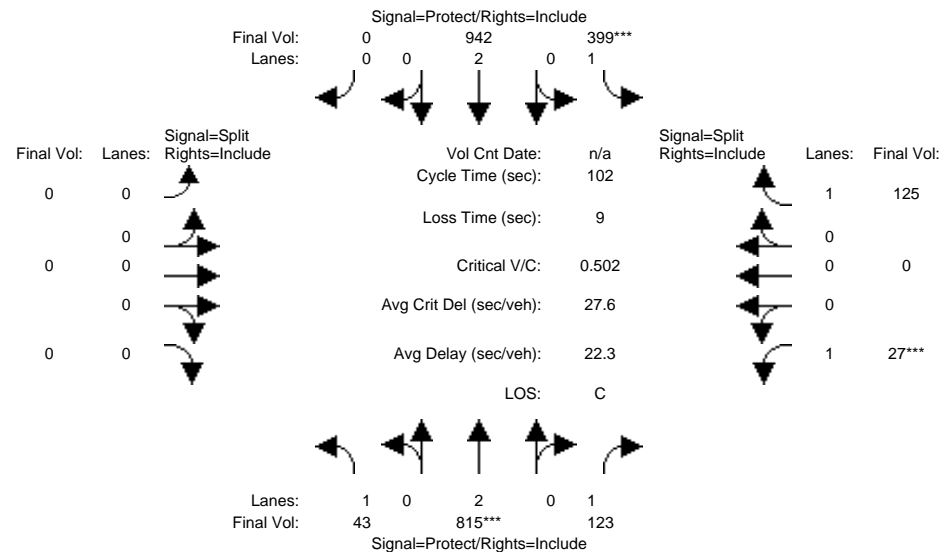
Vol/Sat:	0.04	0.26	0.09	0.26	0.27	0.00	0.00	0.00	0.00	0.06	0.00	0.20
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	13.6	33.2	33.2	33.3	52.9	0.0	0.0	0.0	0.0	26.5	0.0	26.5
Volume/Cap:	0.28	0.78	0.28	0.78	0.51	0.00	0.00	0.00	0.00	0.23	0.00	0.78
Delay/Veh:	42.8	36.2	26.7	41.4	17.1	0.0	0.0	0.0	0.0	30.9	0.0	47.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.8	36.2	26.7	41.4	17.1	0.0	0.0	0.0	0.0	30.9	0.0	47.8
LOS by Move:	D	D	C	D	B	A	A	A	A	C	A	D
HCM2kAvgQ:	2	14	4	16	10	0	0	0	0	3	0	13

Note: Queue reported is the number of cars per lane.

Evergreen Valley College
Hexagon Transportation Consultants, Inc.
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + Prj AM

Intersection #4035: (A) PASEO DE ARBOLES/SAN FELIPE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	43	813	123	378	935	0	0	0	0	27	0	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	813	123	378	935	0	0	0	0	27	0	120
Added Vol:	0	2	0	21	7	0	0	0	0	0	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	815	123	399	942	0	0	0	0	27	0	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	815	123	399	942	0	0	0	0	27	0	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	815	123	399	942	0	0	0	0	27	0	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	43	815	123	399	942	0	0	0	0	27	0	125

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	0	0	0	0	1750	0	1750

Capacity Analysis Module:

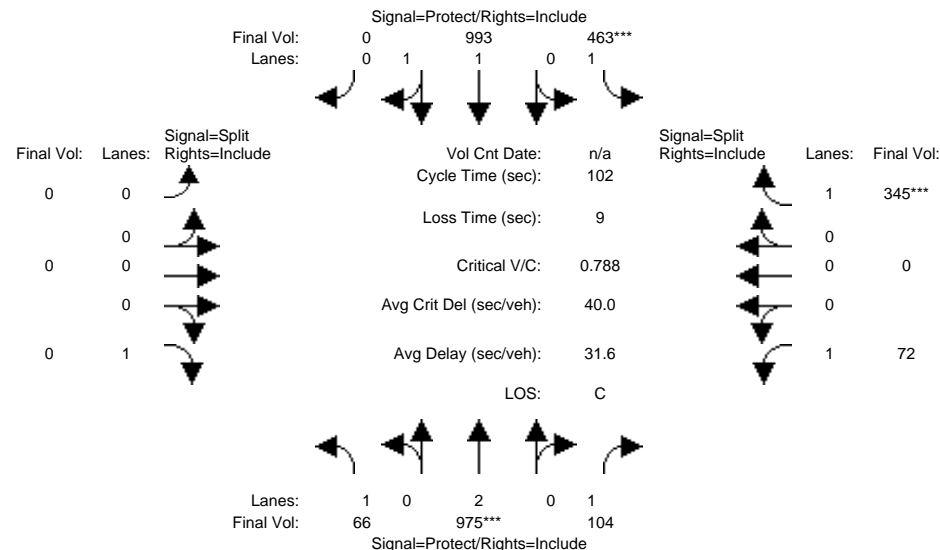
Vol/Sat:	0.02	0.21	0.07	0.23	0.25	0.00	0.00	0.00	0.00	0.02	0.00	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	17.0	38.0	38.0	40.4	61.5	0.0	0.0	0.0	0.0	14.5	0.0	14.5
Volume/Cap:	0.15	0.57	0.19	0.57	0.41	0.00	0.00	0.00	0.00	0.11	0.00	0.50
Delay/Veh:	37.4	27.2	22.2	27.5	11.3	0.0	0.0	0.0	0.0	39.0	0.0	47.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.4	27.2	22.2	27.5	11.3	0.0	0.0	0.0	0.0	39.0	0.0	47.5
LOS by Move:	D	C	C	C	B	A	A	A	A	D	A	D
HCM2kAvgQ:	1	10	3	11	8	0	0	0	0	1	0	5

Note: Queue reported is the number of cars per lane.

Evergreen Valley College
Hexagon Transportation Consultants, Inc.
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + Prj PM

Intersection #4035: (A) PASEO DE ARBOLES/SAN FELIPE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	66	971	104	448	989	0	0	0	0	72	0	334
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	971	104	448	989	0	0	0	0	72	0	334
Added Vol:	0	4	0	15	4	0	0	0	0	0	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	975	104	463	993	0	0	0	0	72	0	345
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	975	104	463	993	0	0	0	0	72	0	345
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	975	104	463	993	0	0	0	0	72	0	345
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	975	104	463	993	0	0	0	0	72	0	345

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1750	3800	1750	1750	3700	0	0	0	1750	1750	0	1750

Capacity Analysis Module:

Vol/Sat:	0.04	0.26	0.06	0.26	0.27	0.00	0.00	0.00	0.00	0.04	0.00	0.20
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	13.7	33.2	33.2	34.3	53.7	0.0	0.0	0.0	0.0	25.5	0.0	25.5
Volume/Cap:	0.28	0.79	0.18	0.79	0.51	0.00	0.00	0.00	0.00	0.16	0.00	0.79
Delay/Veh:	42.6	36.3	25.4	40.9	16.6	0.0	0.0	0.0	0.0	30.7	0.0	49.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.6	36.3	25.4	40.9	16.6	0.0	0.0	0.0	0.0	30.7	0.0	49.1
LOS by Move:	D	D	C	D	B	A	A	A	A	C	A	D
HCM2kAvgQ:	2	14	2	16	10	0	0	0	0	2	0	13

Note: Queue reported is the number of cars per lane.

Appendix D

City of San Jose ATI

AM PROJECT TRIPS

09/24/2020

Intersection of : San Felipe Rd & Yerba Buena Rd**Traffic Node Number** : 3769

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
EDPZONEH Residential EVERGREEN EDP ZONE H	2	1	0	0	1	0	0	0	0	0	0	0
EDPZONEN Residential EVERGREEN EDP ZONE N	0	0	0	0	0	0	0	0	0	0	0	0
EDPZONEQ Residential EVERGREEN EDP ZONE Q	0	0	0	0	0	0	1	0	0	0	0	0
EDPZONES Residential EVERGREEN EDP ZONE S	0	0	0	0	0	0	0	0	0	0	0	0
EEHDP (OFFICE) Office/Industrial EVERGREEN EEHDP (OFFICE)	0	0	0	0	0	0	0	0	0	0	0	0
EEHDP (RES) Residential EVERGREEN EEHDP (RESIDENTIAL)	14	4	0	0	2	38	20	4	8	0	8	0
EEHDP (RETAIL) Retail/Commercial EVERGREEN EEHDP (RETAIL)	0	8	25	8	5	3	4	17	0	16	15	5

AM PROJECT TRIPS

09/24/2020

Intersection of : San Felipe Rd & Yerba Buena Rd**Traffic Node Number :** 3769

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC81-03-017 (3-06434) Office/Industrial YERBA BUENA & FOWLER CAMPUS INDUSTRIAL	0	0	0	94	0	0	0	160	0	0	40	24
PDC99-11-086 (3-13395) Retail/Commercial MURILLO AV (N/S), OPP GROESBECK HILL DR MURILLO CHURCH AND SCHOOL	0	19	0	0	10	0	0	0	0	0	0	0
TOTAL:	16	32	25	102	18	41	25	181	8	16	63	29

	LEFT	THRU	RIGHT
NORTH	102	18	41
EAST	16	63	29
SOUTH	16	32	25
WEST	25	181	8

PM PROJECT TRIPS

09/24/2020

Intersection of : San Felipe Rd & Yerba Buena Rd**Traffic Node Number** : 3769

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
EDPZONEH Residential EVERGREEN EDP ZONE H	0	1	0	0	1	0	0	0	2	0	0	0
EDPZONEN Residential EVERGREEN EDP ZONE N	0	0	0	0	0	0	0	0	0	0	0	0
EDPZONEQ Residential EVERGREEN EDP ZONE Q	0	0	0	0	0	1	0	0	0	0	0	0
EDPZONES Residential EVERGREEN EDP ZONE S	0	0	0	0	0	0	0	0	0	0	0	0
EEHDP (OFFICE) Office/Industrial EVERGREEN EEHDP (OFFICE)	0	0	0	0	0	0	0	0	0	0	0	0
EEHDP (RES) Residential EVERGREEN EEHDP (RESIDENTIAL)	6	4	0	0	7	16	30	7	12	0	4	0
EEHDP (RETAIL) Retail/Commercial EVERGREEN EEHDP (RETAIL)	0	23	58	20	23	12	12	40	0	58	52	20

PM PROJECT TRIPS

09/24/2020

Intersection of : San Felipe Rd & Yerba Buena Rd**Traffic Node Number :** 3769

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC81-03-017 (3-06434) Office/Industrial YERBA BUENA & FOWLER CAMPUS INDUSTRIAL	0	0	0	24	0	0	0	40	0	0	160	94
PDC99-11-086 (3-13395) Retail/Commercial MURILLO AV (N/S), OPP GROESBECK HILL DR MURILLO CHURCH AND SCHOOL	0	2	0	0	3	0	0	0	0	0	0	0
TOTAL:	6	30	58	44	34	29	42	87	14	58	216	114

	LEFT	THRU	RIGHT
NORTH	44	34	29
EAST	58	216	114
SOUTH	6	30	58
WEST	42	87	14

AM PROJECT TRIPS

09/24/2020

Intersection of : Paseo De Arboles & San Felipe Rd**Traffic Node Number** : 4035

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
EEHDP (OFFICE) Office/Industrial EVERGREEN EEHDP (OFFICE)	0	0	0	0	0	0	0	0	0	0	0	0
EEHDP (RES) Residential EVERGREEN EEHDP (RESIDENTIAL)	0	24	0	2	41	0	0	0	0	0	0	1
EEHDP (RETAIL) Retail/Commercial EVERGREEN EEHDP (RETAIL)	0	8	11	136	10	0	0	0	0	7	0	87
TOTAL:	0	32	11	138	51	0	0	0	0	7	0	88

	LEFT	THRU	RIGHT
NORTH	138	51	0
EAST	7	0	88
SOUTH	0	32	11
WEST	0	0	0

PM PROJECT TRIPS

09/24/2020

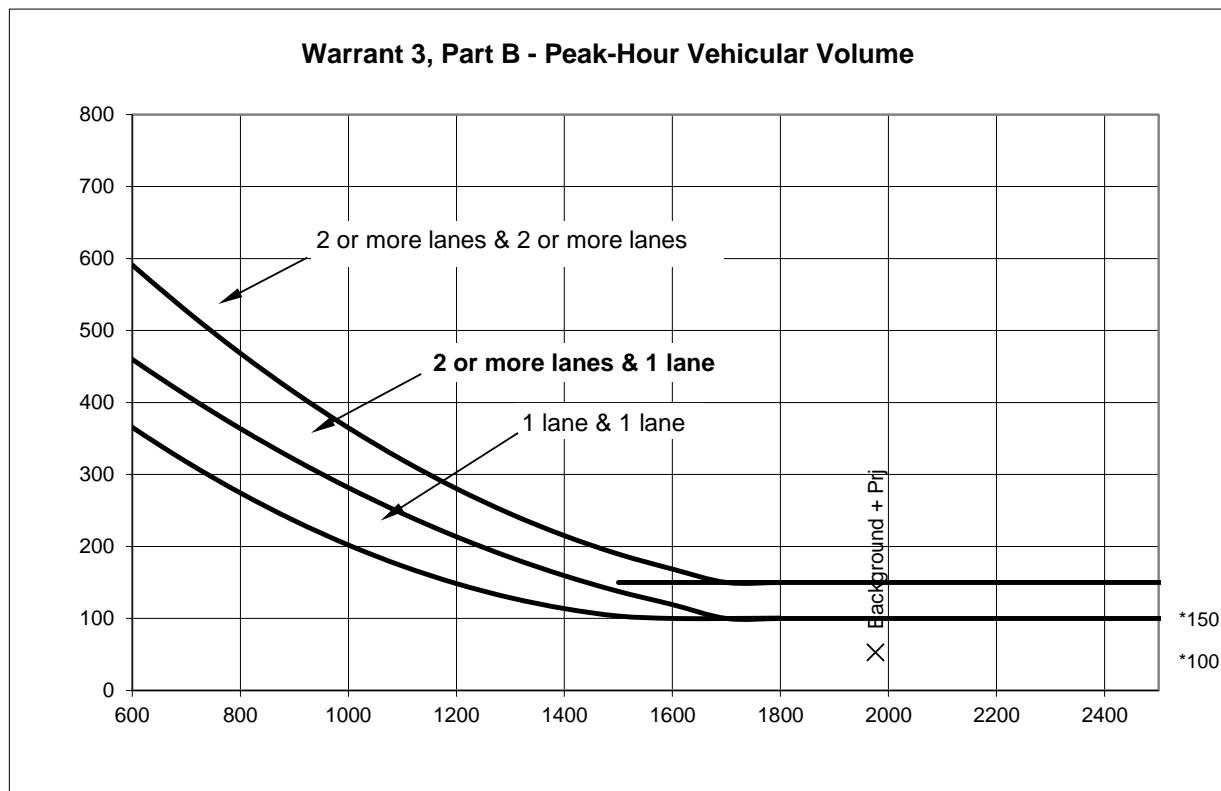
Intersection of : Paseo De Arboles & San Felipe Rd**Traffic Node Number :** 4035

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
EEHDP (OFFICE) Office/Industrial EVERGREEN EEHDP (OFFICE)	0	0	0	0	0	0	0	0	0	0	0	0
EEHDP (RES) Residential EVERGREEN EEHDP (RESIDENTIAL)	0	35	0	1	24	0	0	0	0	0	0	2
EEHDP (RETAIL) Retail/Commercial EVERGREEN EEHDP (RETAIL)	0	29	25	311	29	0	0	0	0	25	0	300
TOTAL:	0	64	25	312	53	0	0	0	0	25	0	302

	LEFT	THRU	RIGHT
NORTH	312	53	0
EAST	25	0	302
SOUTH	0	64	25
WEST	0	0	0

Appendix E

Signal Warrant Analysis



Source: Figure 4C-3 *California Manual on Uniform Traffic Control Devices for Streets and Highways* (FHWA's MUTCD 2009 Edition, as amended for use in California).

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

				AM PEAK PERIOD						
		Approach Lanes		Background + Pij						
		One	More							
Major Street - Both Approaches	Yerba Buena Rd		X	1976						
Minor Street - Highest Approach	New Dwy	X		53						
Signal Warranted Based on Part B - Peak-Hour Volumes?				No						

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

Evergreen Valley College

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: SJ date: 6/9/21Major Street: Yerba Buena RdCritical Approach Speed* (mph) 40Minor Street: New DwyCritical Approach Speed* (mph) 25

*Posted Speed.

Critical speed of major street traffic > 50 mph (64 km/h).....

☐

or

☐

Rural (R)

In built up area of isolated community of < 10,000 population.....

☒

Urban (U)

AM PEAK PERIOD

Warrant 3 - Peak Hour

PART A

(All parts 1, 2, and 3 below must be satisfied)

AM PEAK PERIOD

	Background + P _{ij}							
Minor Street Approach Direction w/ Highest Delay	SB							
Highest Minor Street Average Delay (sec/veh)	10.8							
Corresponding Minor Street Approach Volume (veh/hr)	53							
Minor Street Total Delay (veh-hrs)	0.2							

1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; <u>AND</u>	No							
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; <u>AND</u>	No							
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes							
Signal Warranted based on Part A?	No							

PART B

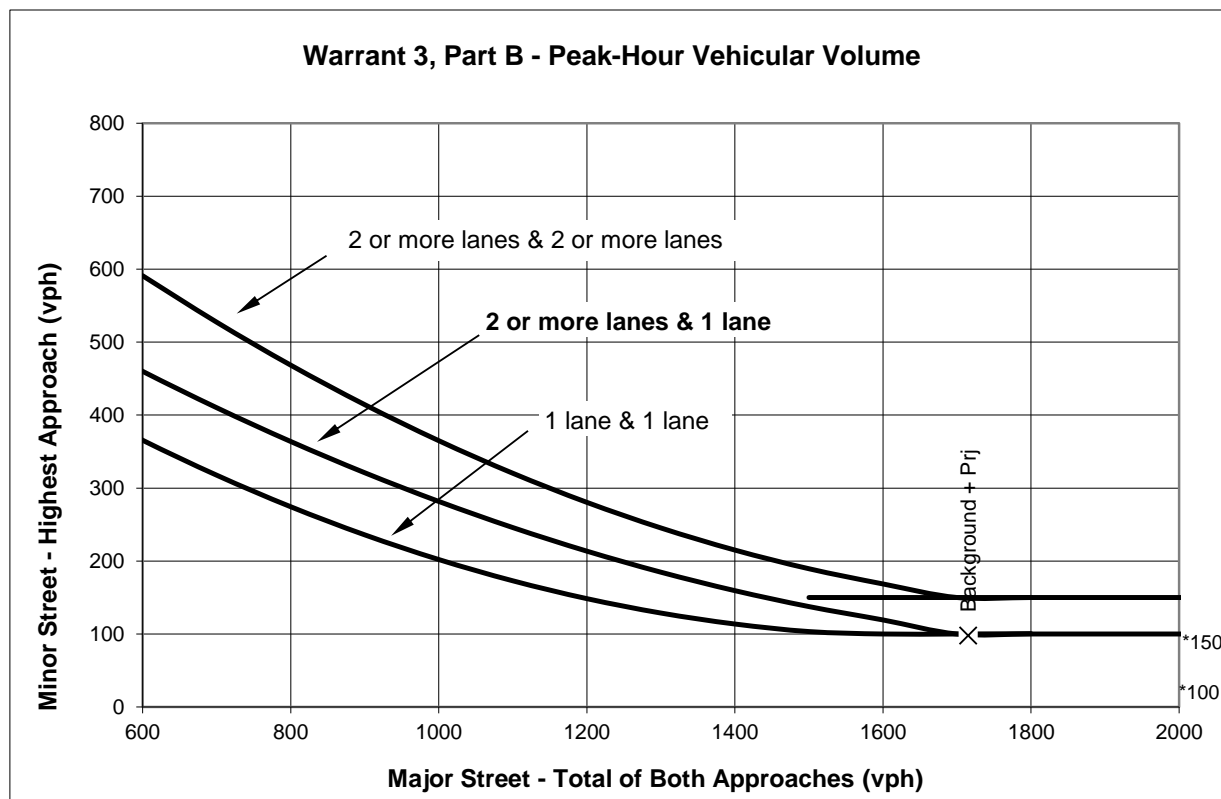
AM PEAK PERIOD

		Approach Lanes		Background + P _{ij}						
		One	2 or More							
Major Street - Both Approaches	Yerba Buena Rd		X	1976						
Minor Street - Highest Approach	New Dwy	X		53						
Signal Warranted based on Part B?				No						

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California).

Notes:



Source: Figure 4C-3 California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2009 Edition, as amended for use in California).

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		PM PEAK HOUR							
		Approach Lanes		Background + P _{ij}					
		One	Two or More						
Major Street - Both Approaches	Yerba Buena Rd		X	1715					
Minor Street - Highest Approach	New Dwy	X		98					
Signal Warranted Based on Part B - Peak-Hour Volumes?				No					

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

Evergreen Valley College

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: SJ date: 6/9/21Major Street: Yerba Buena RdCritical Approach Speed* (mph) 40Minor Street: New DwyCritical Approach Speed* (mph) 25

*Posted Speed.

Critical speed of major street traffic > 50 mph (64 km/h).....

☐☐

Rural (R)

In built up area of isolated community of < 10,000 population.....

☒

Urban (U)

PM PEAK HOUR

Warrant 3 - Peak Hour

PART A

(All parts 1, 2, and 3 below must be satisfied)

PM PEAK HOUR

	Background + P _{ij}							
Minor Street Approach Direction w/ Highest Delay	SB							
Highest Minor Street Average Delay (sec/veh)	12.8							
Corresponding Minor Street Approach Volume (veh/hr)	98							
Minor Street Total Delay (veh-hrs)	0.3							

1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; <u>AND</u>	No							
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; <u>AND</u>	No							
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes							
Signal Warranted based on Part A?	No							

PART B

PM PEAK HOUR

		Approach Lanes	Background + P _{ij}						
		One	2 or More						
Major Street - Both Approaches	Yerba Buena Rd		X	1715					
Minor Street - Highest Approach	New Dwy	X		98					
Signal Warranted based on Part B?				No					

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California)
Notes:

Cumulative Projects Tables

TABLE E-1
MAJOR ANTICIPATED FUTURE PROJECTS NEAR THE EVERGREEN VALLEY COLLEGE CAMPUS

Name	Address	File Number	Distance	Project Summary
Monterey Mixed Use	4300 Monterey Road	H20-024	3.9	SB 35 Ministerial permit to allow the construction of 3,035 sf of commercial space and 438 residential units
Blossom Hill	397 Blossom Hill Rd	CP18-022	4.6	Construction of 147 affordable housing units and approximately 16,000 sf commercial
Blossom Hill Signature	605 Blossom Hill Rd	SP20-012	5.2	Construction of two six-story residential buildings, with 10,750 sf of commercial space, 231 market rate units and 84 affordable units
Communications Hill Phases 3&4	0 Curtner	PDA14-035-06	4.9	Planned Development Permit Amendment to allow for the development of Phases 3 and 4 of the Communications Hill project to construct 815 residences
Evans Lane	0 Evans Lane	PDC16-007	5.9	Construction of 61 permanent supportive housing units
HGST, Inc.	5601 Great Oaks Parkway	PD14-005	3.8	Construction of two buildings totaling 335,000 sf
Sharks Ice	1500 S. 10th St.	CP19-024	5.4	Allow addition of two ice rinks (rinks 5 and 6), associated amenities, and medical offices totaling 204,193 sf to an existing ice rink facility.
Evergreen Arcadia Expansion	2376 South Evergreen Loop	PDC20-002	2.4	Rezoning to allow an increase of allowable commercial space from 344,000 to 404,000 sf
Evergreen Arcadia	2140 Quimby Rd.	PDC10-022 & PD15-013	2.4	Construct up to 310,000 sf retail and 250 residential units and 17.2 acres parkland on 80.89 acres.
iStar Great Oaks	5855 Monterey Road & 6520 Gamma & 6670 Emergent	PDC12-028	3.9	iStar Great Oaks mixed use development: Allow up to 418 residential units (6 detached, 358 attached) & Allow construction of 301 multi-family units in two four-story buildings and two six-story parking structures

TABLE E-2
PAVEMENT MAINTENANCE PLAN 2014-2023 PAVEMENT PROJECTS

Street	Segment	Year
Yerba Buena Road	San Felipe Rd. to Villa Vista Rd.	2023

Appendix D

Comments on the Initial Study/ Notice of Preparation (NOP)

Evergreen Valley College Facilities Master Plan Environmental Impact Report Scoping Meeting Audio Transcript

February 10, 2021, 9:00 AM

Robyn Payne (SJECCD Team) - 00:00:00

- Thanks. Hi, well, I think this is a good time to get started on, Terrance I am going to hand the floor over to you.

Terrance DeGray (SJECCD Associate Vice Chancellor) - 00:00:09

- And thanks Robin and thanks to the members of the public here joining us this morning to do public comments related to our program environmental impact report for the Evergreen Valley College campus.
- The purpose of this meeting is to get your feedback related to the initial study of the EIR there's also another opportunity to provide feedback again in the future, as we develop this document and, yes, they will talk a little bit more about that.
- We've already received some comments and we're going to incorporate those into the next revision of the EIR, the CEQA document.
- My name is Terrence DeGray, I'm the associate Vice Chancellor for Physical Plant Development and Operations at the district, and then I want to turn it over to President Gilkerson to introduce herself and her team.

Tammeil Gilkerson (Evergreen Valley College President) - 00:01:07

- Thank you so much, I will. Good morning everyone, thank you again, some members of public who've joined us we're really excited about moving forward on all of these different projects so again, my name is Tammy Wilkerson, President of Evergreen Valley College and I have with me today: Andrea Alexander, the Vice President of Administrative Services and Josh Russell our Director of Marketing.
- And I probably have public relations, I probably have the title wrong I'm sorry on the fly and then members of our bond management team, so I really want to call out Ty Taylor and Mark Miller, incredible partners in this work as well, so if you all want to say anything, please feel free.

Andrea Alexander (SJECCD Vice President) - 00:01:54

- This is a month of people on the call from the group.

Ty Taylor (SJECCD Team) - 00:01:57

- Yeah, we have Robin Payne who's with our group, she is an assistant project manager with our program management team and Crystal Chan is on the call today she's also with the program management team she's an analyst on our team.

Mark Miller (SJECCD Team) - 00:02:21

- And I'm Mark Miller or senior construction manager for [Gilbain/Cordoba] [we are] the construction managers for the bond projects added, etc.

Terrance DeGray (SJECCD Associate Vice Chancellor) - 00:02:33

- And I think with that, Robin we could move to the next one, but also want to mention we have Ryan Brown on the call, as well as our public information officer for the district, and then what we're going to do is do a brief overview of the facilities master plan from 2030 and then, if there's specific questions related to the facilities master plan, we do have an EDC builds website where questions can be routed specific to the facility master plan and then we're going to spend the bulk of our time with ESA (Environmental Sciences Associates) talking about that CEQA process and soliciting feedback related to the EIR document that we currently have in place some and turn it over to I and VP Alexander to give a brief overview on the FMP.

Andrea Alexander (SJECCD Vice President) - 00:03:34

But go ahead and [let's try]. Thank you, good morning everyone to [public]. [Ty] take it over.

Ty Taylor (SJECCD Team) - 00:03:40

- Great, thank you so much.
- What I'm about to share, just so everybody knows, in the chat I put the EDC-builds.com backslash contact a hyperlink to that website in the chat.
- This is a very, very brief presentation about the... and sorry the 2030 facilities master plan and really just what, what is in that plan, so let me make sure that I'm sharing this. I'm Robin, can you confirm or cancel and confirm that you can see, the presentation?

Robyn Payne (SJECCD Team) - 00:04:24

Yes, I could see it, but now it's gone black. That that might be my Internet connection. Terrence has his thumbs up so we're good.

Ty Taylor (SJECCD Team) - 00:04:33

- Okay, great. So um, high level, what did the 2013 Master Plan tell us? The 2013 Master Plan told us multiple things, and I'm going to walk through them very briefly. Here what you see on the screen is a series of blue boxes, orange boxes, orange boxes with white lines and green boxes with white lines, the orange boxes that are solid orange are buildings that are identified in the facilities masterplan.
- As new buildings that are needed for academic programs as those programs are either shifting out of old buildings or are expanding into new buildings.

- The blue boxes are buildings that are existing that will remain and the orange boxes with white stripes are buildings that will see some type of a renovation, as laid out in the Facilities Master Plan.
- The Green boxes are generally fields or athletic courts and the Green boxes with um lines, with the exception I'll point one out here the green boxes with lines are largely new fields or new courts, so we have one down here foot on the football field and then this is the exception, this is a green box with white lines, and this is the new entry road into campus that is being investigated, to see if we can help mitigate some traffic issues on the road and have a new entry to campus that has more immediate access to the parking lots.
- So what I want to do here, just very, very briefly, is introduce some of those projects that were in the facilities master plan.
- West Ada, these are all renderings this project for those who are familiar with campus lays between the library and say drew and the purpose of this project is to rid the sidewalk of any stairs so that it is all wheelchair accessible and handicap accessible, and people don't have to take an alternate route into campus and avoid this part of campus. So now everybody will be able to enter in the similar fashion.
- It's an equity issue, it's an accessibility issue that we're solving with this project.
- Cesaro renovation, this is just revitalizing an interior of Sandro so that the students have new technology and new equipment to use in their learning environments glow to multi purpose room, this is really a Community asset campus.
- And the Multi-purpose room is being revitalized again to be more accessible to the Community, so that we can rent the space out to Community members and really give the public a space that they can use and they can own that's high quality, available for presentations, lectures, potentially even weddings in the future.
- Sports complex, also known as the football pickle ball on courts, this is a series of eight courts and sorry, eight courts for football... sorry eight courts for pickle ball, one court for football and basketball located on the campus near the existing soccer field. This will also be a huge Community asset we're hoping to really fill this up with Community use.
- Student services complex is our gateway building, the the pinnacle of the 2030 Master Plan the intent of this building is to consolidate all of the student services activities and the administration into two buildings that are connected by a bridge, and it is it'll be the first building on campus that students arrive to. It's where they'll get all the information that they need for their classes. It's really meant to be a one stop shop, if I can use that term and borrow that from some of the universities in our region.
- Language arts is another pinnacle building that was identified as part of the master plan, this will consolidate all of the language arts department into one building. Currently they're spread out across campus.
- General education, this is to add additional, just general education classrooms and not a specific owner of this building, so that we can continue to provide high-quality education to all of the different programs on campus that need classrooms throughout the day.
- And the Sequoia nursing building is the final major renovation and addition that's identified in the facilities master plan, and this is to help the nursing program have an incredible space, the

space is going to be built to mimic in intensive care unit in a hospital wing. It'll feel and look just like a hospital on the inside, it is not for real patient care, it is only for teaching, but it will prepare the students that are going into the nursing program for their first day on the job when they walk into a hospital or a clinic.

- So with that I think I've used up my five minutes on the on the page here is the EDC-builds.com website, it is the specific website for EDC.
- Projects um you're welcome to go to that page, and you can find additional links to the full facilities master plan, as well as the CBOC the Community Bond Council Oversight Committee. Their meeting website as well, so I will hand it back off to Robin.

Robyn Payne (SJECCD Team) - 00:11:23

Thank you, that was a fantastic presentation and I'm actually going to hand it over to environmental science associates to walk us through the secret process and then take your feedback, but now see John Paul over to you.

Jon Teofilo (SJECCD Team) - 00:11:37

- Hi, good morning everyone.
- I should be beginning to share our slideshow. Robin are you able to see my presentation?
- Excellent, well first off I'd like to thank everyone for joining us today.
- My name is Jon Teofilo, I am a deputy project manager for environmental science associates, the environmental consultant preparing the environmental impact report for the facilities master plan.
- I am joined by two of my colleagues may not see revolve our Project Manager and Paul Mitchell our Project Director, and so we have between the three of us quite a bit of CEQA knowledge environmental analysis background and understanding and are happy to answer any questions you may have in regards to the environmental process and that period, of course, will come after a brief presentation. For now, our purpose of the meeting, as was previously stated, is to solicit feedback and regarding desired scoping for the environmental impact report.
- First, I will give you a brief overview of where we're at in the process of a brief discussion of the CEQA process itself, and then we can get right into essentially where we are and where we're headed.
- So first off, we are currently in the scoping process. There's two components to the process of scoping for an environmental impact report, the first is the notice of preparation, which is intended for us to be able to notify the public of the public and interested in public agencies in that the district intends to prepare an environmental impact report for a project.
- The NOP will typically include a description of the project and some anticipated environmental issues to be analyzed there.
- The Notice of Preparation is immediately followed by a public scoping period of 30 days, which is a period in which the public in interested agencies are encouraged to provide any comments on the NOP and identify anything that they would prefer to be evaluated in the environmental impact report.

- In addition to that, there is the option of preparing a or providing a scoping meeting which this is the EIR scoping meeting.
- The district has opted to provide this opportunity for the public and interested agencies to attend, ask questions, and submit their comments and feedback directly to some person, and so this is an optional step, however, the district has chosen to take this on.
- So, first, I will discuss the California Environmental Quality Act generally referred to as CEQA.
- The requirements for lead agencies and the purpose for CEQA is to disclose to the public the significant environmental effects of a proposed discretionary project, prevent or minimize damage to the environment through development of project alternatives mitigation measures and monitoring.
- Disclosed to the public the Agency decision making process utilize to prove discretionary projects enhance public participation in the environmental review process and improve Interagency coordination through early consultations, my apologies, were reading right off of the slide, however.
- This is very precise language and what it's intended to identify is that it is very important as part of CEQA for the public to be able to participate in this process, along with other agencies.
- For this process, the district is the lead agency, however, there are a number of other agencies who may also want to comment or participate in the process, and so CEQA is the process that allows for the public and for other interested agencies to comment on the environmental impact report process, provide their feedback on scoping, and be a part of the process as the district moves forward with this this decision making process.
- So, to give you a general overview of the CEQA process, from start to finish, we are in the initial scoping process, as identified before. We're in a 30-day public review period which is lasting from January 22 to February 22.
- And the Notice of Preparation has already been published, we are in the public scoping meeting, now the next steps will be.
- Risk we will receive a public and agency comments and incorporate them into the draft environmental impact report which we are in the process of preparing at this time.
- Once we have completed the draft EIR it will be published for a 45-day period where the public will be able to review the Draft EIR provide comments and those comments will then be received and responded to as we prepare a final EIR, which will include the, which will include public and agency comments that you provide and will include district responses to those comments any revisions to the Draft EIR in your song to public comments and that information will be combined into the Final EIR, which will be presented to the district board for there to sit for their final approval of the environmental impact report.
- That is essentially the process from start to finish.
- And from there, the next step for us is to again provide an opportunity for you all attendees to provide your feedback. At this point, we're asking any questions regarding the CEQA process itself, so I guess from here, I think, Robin we're opening it up for questions and comments.

Robyn Payne (SJECCD Team) - 00:18:01

That is correct, yes please.

Robert Reese - 00:18:06

- Have a couple of questions and getting some comments.
- Should we regard this as the opportunity for the scoping or will there be another opportunity with the EIR or the scoping is this it.

Jon Teofilo (SJECCD Team) - 00:18:24

- Again, so that.
- Thank you for your question Mr. Reese, the this product, so today is an opportunity for you to provide a scoping question or a scoping comment, however, you may also submit written comments in letter form to the district.
- And, let's see, you can submit it through the EDC-builds.com site.
- As well as you can also address a letter or send an email, as was identified in the notice of preparation itself.
- This is an opportunity for you to provide your feedback on the scope of what you would like to see evaluated in the environmental impact report, however, once we have prepared the draft environmental impact report and it has been published for public comment, you can at that point again comment on the scope of the of the Draft EIR, so at that point you'll be able to review the analysis that had been conducted and provide comments on the analysis, or if you perhaps feel that there were other additional thing additional analysis that you would have liked to have seen.
- In the, in the Draft EIR, those comments can be provided at that point as well, so there are multiple opportunities for you to provide your comments on this project.
- And just, just to clarify the final day for submittal of scoping comments that will be incorporated into the initial draft EIR preparation is February 22.

Robert Reese - 00:20:12

I really appreciate this best practices scoping and adding this Zoom meeting when you didn't have to that's something that we should continue doing, and thank you for that the other question I had is an ABC bills that said that the design of the traffic signal had already or was anticipated to be provided to the city and December I'm wondering if that had actually occurred as the design of the signal, already been done and provided to the city.

Ty Taylor (SJECCD Team) - 00:20:45

- I can answer that question.
- The design of the traffic signal was provided to the city and it was identified that a traffic signal could not be installed at that location due to inadequate flow of traffic. Meaning, we don't have enough traffic on that road to warrant a traffic signal, so we are going through a redesign

process to look at how to safely create a left-hand turn into campus as well as a right-hand turn out of campus and potentially a left-hand turn out of campus.

- But we are, we are re engaged with the designer to make sure that that intersection remains safe to both pedestrians and vehicles, and I should add, in when I say pedestrians I also mean bicyclists.

Robert Reese - 00:21:41

- Okay um. I think we all have a goal that it would be great if we had an award winning design and community engagement for the 158 acres of the Evergreen Valley College site.
- ESA you've got a tough job because you may not have been familiar with the site before and there's a lot of details—sorry for the phone ringing—we've been involved for those that don't know in this since 2004 more recently.
- So I just want to let I guess John know that there was some statements in the report that aren't entirely the best information.
- One of the statements, is that there is a retail housing and commercial development planned on the 27 acres.
- That's something that dates back to 2016 so on page 7. It's not entirely accurate.
- Also, I think, as we look at the scoping, part of the concern of the community is that we get it right, so when we're looking at the campus which we know to be 130 acres versus the entire holding they have 158 acres.
- It really seems that 158 acres should be the subject matter of the EIR. We want to be comprehensive, we want to be cumulative, and we want to capture what will happen there and that should be something that's scoped at various points in the report, it refers to the campus as 130 acres and then also as 158 acres.
- To my understanding the 130 acres is the campus the 158 includes the 27 acres of that our neighborhood community commercial on the general plan designation.
- So I guess that is a specific request that you look at the entire holding, and especially with respect to the traffic signal.
- The other thing that I wanted to make sure you knew, I read in the report that you're not subject to the development standards of the City of San José but you intend to follow them.
- One of the things that is a detail but it's an important thing to the community, is that on the transportation diagram of the City of San José General Plan the yerba blaine of frontage is a scenic rural corridor on an unrelated matter to this. We're working on getting that all the way extended up your bubbling a road to a born road, so that when we have worked with the district before and the private developer on the 27 acres there was a real interest in preserving as much of the rural character of the neighborhood as possible, I think that, since you're developing in the core you're not planning to do too much, and your facilities master plan along the corridor but that's something to be mindful of is you've got a really great entrance there on the eastern entrance.
- I want to let you know, this is where it really becomes critical and I think it was time that made the comment that what was submitted to the city wasn't thought to be suitable to go ahead

because there wasn't sufficient traffic so when you look at the 27 acres, even though there is not a current project for a retail housing and commercial development.

- The district's desire since 2004 has been for housing development there, and if we want to be comprehensive and make sure that we look at the cumulative impacts, something to understand about that neighborhood community commercial general plan designation is the floor area ratio is as high as 3.5.
- The Heights are quite high previously when the district was working with the private developer, the 27 acres.
- Initially, the developer came in, with a five-story building five feet off the curb which basically obliterates any kind of rural feel for the site, so that we don't really know what's going to happen there, but I think we all would hate to make a mistake and not in some fashion, take into consideration the entirety of what the district plans.
- I may have some more comments later, but I want to open it up to any feedback, you might want to give or questions you have, and some of the other Community Members say something.
- Again, a really great process, the only thing I would say, for those that you don't know [Yerba Buena] and [San Felipe].
- It may be the worst intersection of the city and even with going to the empty basically the city is throwing its hands up with respect to the congestion issue, so what we do there is really, really careful and thank you.

Terrance DeGray (SJECCD Associate Vice Chancellor) - 00:27:05

Robin I can respond to a couple of the comments from Mr. Reese and.

Robyn Payne (SJECCD Team) - 00:27:09

Mr. Reese, thank you for that feedback.

Terrance DeGray (SJECCD Associate Vice Chancellor) - 00:27:13

- We mentioned doing the optional public meeting to President Wilkerson she was, you know, 100% for it. She's like, "We need to make sure the public's informed."
- What we're doing, and was really supportive of this meeting, which I think it's so thank you for that that feedback and will continue to do this process going forward in the next steps of the EIR.
- And thank you for the feedback on the the error that we made in the initial study and then reference to the 27 acres and the housing.
- Ryan Brown also who's who's been with the district.
- Or you know, more time than myself and Dr bill person provided some of the feedback and the 2016 notes related to the housing so we'll we'll fix that in the next iteration and we'll also take a look at the acreages and make sure that that's that's corrected. Our reason for putting the reference to the 27 acres was to make sure that people knew that this program EIR was specific to the to the campus improvements, since we're not, you know, we don't have a finalized plan

for about the 27 acres and the development of that plan so we tried to to keep those two separate.

- And thank you also for the feedback on the traffic signal, and then the urban core indoor designation we do work with the city's when, for you know egress in and out like obviously time mentioned that with the the civilization and then or potential civilization and then traffic flow, so we do have to work with the city's whatever you know crossing into the the city space.
- And so we'll continue to do that and yeah and if you have any other feedback as well, like specific to the EIR and you know, other Community Members do as well.
- My email is the contact email for all the written feedback and we'll make sure to to review all of that information and then respond appropriately and thank you again for your feedback.

Robert Reese - 00:29:29

- John I really appreciate your, your bullet points and reading them because the issue of this certainly engagement, coupled with successful Interagency communication is really important, in the city of San José and all of us partnering together as we move forward.
- This is exactly something that necessarily pertains to the EIR the initial study but, but this is a kind of thing that happens with the Community and that's why.
- I want to stress to look at the scoping, including the 27 acres the larger piece, because the sum is more than the pieces, so what happened with the general plan hearings on the neighborhood Community commercial between the city and Hexagon.
- There was an error in the transportation analysis, so that that had to be corrected before it went to the Council, so what happened is that the planning Commission level, they had the wrong planning traffic analysis and then it was delayed and came to counsel. So basically, this coordination is really important The other thing I wanted to make sure you understood is there's 320 acres up and back of the College site that is the extension of your balbuena to a born I don't know how you integrate that into what you're planning for a signal, but there's a potential for a lot going on up there.
- You may recall, it was the Measure B, which was a major initiative, where a developer tried to essentially by the zoning for the project so there's an extreme amount of uncertainty with respect to what happens upstream.
- So, being comprehensive scoping looking at the big picture, with that traffic signal is going to be really, really important.

Robyn Payne (SJECCD Team) - 00:31:28

I noticed that you had your hand up as well, would you like to make a comment?

Wesley Lee - 00:31:34

- So yeah, this is Wesley Lee I'm Evergreen resident, for you know about 25 years and actually been involved with Evergreen Valley College.
- You know 27 acres way back in 2015, believe it or not just had a couple comments and I'm not sure how this all fits into the EIR since I'm just a resident here I don't know all the technical

details, and one of the comments was 27 acres in terms of the development of it, you know I saw some initial plans for that, and I really didn't think that really fit into.

- That every week Evergreen community as a whole in terms of the aesthetics, the terms of building heights in terms of set facts, and you know even.
- You know the overall plan of it, and so there isn't every specific plan you know I'm not sure how that will go forward legally going forward, but you know, in terms of that principles are guiding principles of how you would actually build.
- You know, buildings in the air, how you would develop things in terms of building heights in terms of how things look in terms of the overall environment, you know the whole Evergreen is a whole in terms of parking space and all those kinds of things, so I'm hoping that whenever development is going on, that they would take these into consideration for the overall look of Evergreen. I certainly wouldn't want to see three-story or four-story buildings.
- With a five-foot setback, which I saw, you know, in some initial plans which really makes sense downtown San José but absolutely makes no sense, you know, at Evergreen.
- So that's just one point in terms of the actual guiding principles in the Evergreen Specific Plan.
- The second thing is, you know if maybe as a gesture of goodwill to the Community is perhaps work with a city for maybe some improvements to monitor Montgomery Hill Park. That's just, just right behind the College, you know there's some areas, perhaps that can be improved, you know, in terms of there could be some picnic public spaces back there.
- Even some parking, free parking back there because I've seen on certain days like on the weekends or be hundreds of people back there you know people just jogging walking with myself.
- By walking there every day practically and so it'd be a real nice gesture for the Community to the Community to put something there, you know as a public space for people to you know congregate and say hey you know this is done by Evergreen Valley College, and this is a great thing, and I think you know if that could somehow be put into the overall plans of things that would be wonderful.
- That's my comment.

Tammeil Gilkerson (Evergreen Valley College President) - 00:34:37

- Robin D.
- yeah I could I just really briefly just.
- Please Thank you so much.
- Um, so Mr. Lee, Mr. Reese everybody, I really appreciate you, Mr. as attending today, I just wanted to clarify and let you know that we really are committed to one sort of doing this scoping and EIR for the campus projects that are part of our master plan.
- And our planning right now Community meetings regarding the surplus land or the 27 acres how everyone do it, we are attentively looking at dates in April to have further conversations regarding those projects and that what's happening with that, so I wanted to just inform you that we're absolutely going to be continuing these conversations directly related to that, and so your feedback right now is super repeated and there'll be other opportunities to speak specifically to

that in the near future and we'll make sure that you have that information and Ryan may have additional information on that tentative dates we're looking at.

Ryan Brown (SJECCD Marketing and Public Information Officer) - 00:35:40

- Yeah, thank you, I was just going to add that, right now, we're looking at either April 17 or 24th.
- Those are Saturdays and we're hoping to be able to get the most community engagement on a weekend when people hopefully don't have work and school conflicts and things like that so once we do finalize the date and the time the agenda on that we will share that out widely and make sure that everyone involved in the district, a Community Roundtable certainly as well as the broader Evergreen community has that information and can participate, and that will also be done via Zoom.

Robyn Payne (SJECCD Team) - 00:36:22

Yes, please.

Unknown Speaker - 00:36:24

Thank you.

Daniel Reyes - 00:36:25

- Hope everybody's safe from the pandemic and I'd like to let you know that I've been a resident of this community of Evergreen Community since 1973.
- Since then, many, many chancellors they've gone by the College, most of them from outside.
- And back in 2000 when they decided that it was a surplus land, there was no Community input per se as it's being done today.
- I appreciate what you're doing with us, by allowing us to participate.
- But it takes me back to the 27 acres, which is what the community has been really involved.
- The consultants that were hired back in 2015 or so.
- It took me by surprise that they did not mention one acre more towards academic use.
- It seemed like there was a line drawn that says 27 acres is for development outside the College.
- So, as the new President, as new chancellors, they have in mind that 99 years old leasing all that meant is not appropriate it's inconceivable for the Community.
- So taking my also how it is develop, that it doesn't affect the view that we are to us is precious in that's why we decided to live in this area in many of my neighbors go back to 1970s when they bought in this area, so please maintain this as part of the loop, don't take it for granted.
- And I appreciate today's meeting, thank you.

Robyn Payne (SJECCD Team) - 00:38:32

comment.

Robert Reese - 00:38:34

- President Wilkerson, I think you've been here you're already right it's been a quick year.
- But I, you may not have been here when BMD presented to the trustees the I'm not going to be able to say it correctly, the Integrated core infrastructure program which was looking at a potentially commercial uses of that could provide a return to the land that we're better integrated in with your educational uses and sort of try to get a big bang for our buck, so we had been waiting for that process to occur, but I think in the way that Mark Newton had conceptualize that integrated approach that's part of the idea that you folks have recognized that we're asking for the scoping is that we look at this comprehensively and if the cumulative impacts, so that we can get it right.
- John your comments, I believe, about looking at the change in elevation from the 30 feet across the entire site that's an important ingredient in looking at the design of the property, and, particularly when you look at the interface with the neighbors of falls creek park Evergreen creek the solar panels and the warehouse that elevation to that neighborhood is even higher, I guess, maybe because of the riparian corridor so.
- To the extent that those solar panels may be coming to the end of their economic life, or you may you know need additional warehouse space.
- If you're intending to do anything big there the mindful of that elevation and that all of a sudden that you're going to be doing something right next to those neighbors, I think that's the critical point also in the report, I did not see explicitly as to whether or not you're planning parking structures.
- And they have missed it, but I think the the lighting on the parking structures is something that folks have brought up previously from that northerly neighborhood. I'm Montgomery Health Park.
- As a district aware that the really the only public parking for access to the park is in your parking lot, so nominally at least all the frontage on your between a road is park is, is, you know, signed for no parking so we would presume that that was going to be continuing and that there would be no hiccups in terms of that continuation for the public access that might be something to work with the the county on, and I think on an overall basis is you know we're looking at the interface with the roads to to keep that world feeling.
- It sounds like you're doing what you're doing within the core you don't have really any plans now to go much more than three stories if you started really maxing out.
- That could have an impact on some of the views I don't know how many of you have been up to the top of Montgomery Hill, but it is you know, not just a view but it's a, now that has a really sweeping panorama over to valleys, we are Evergreen Valley, and you know if you started going to seven-story buildings on the campus, that might change how you describe the views.

Jon Teofilo (SJECCD Team) - 00:42:29

- Thank you Mr. Reese.
- I did want to respond to one of your earlier comments regarding transportation and maybe provide a little bit of clarity on how that's going to be looked at.

- You did mention that the the, you mentioned analysis that VMT analysis is to be conducted, of course, however, I did want to clarify some of the criteria that we look at when we evaluate traffic.
- And that includes, first off, whether or not development would be in conflict with any existing plans, standards, or policies that govern the transportation network, and so part of what will be evaluated is the impacts of the project to area roadways and whether or not those would be in conflict with city of San José transportation policies.
- In addition to that, the the transportation analysis itself, it has been prepared using the Santa Clara Valley Transportation Authority Guidelines for the analysis of traffic, and so the way that the county and the city look at transportation impacts is being taken into account and incorporated into this analysis.
- In addition to that, we will also be looking at how the project impacts pedestrian and bicycle facilities and access to those types of facilities will look at how it impacts, transit and then also how it can impact emergency access in the camps itself, and also in the surrounding communities.

Robert Reese - 00:44:21

- Thank you, John. Um, something I forgot to say I'm a resident of the villages, thank you for publishing the meeting notice in The Villager, also just so everyone knows that an emergency access from the Villager Villages, is that rural road right across from your easterly parking lot.
- There's only about three access points there and I know that during the Paradise fire when the campus had to be evacuated by smoke from because of smoke, I think that you're letting folks out alternating between faculty and students, it was something really to take care of.

Jon Teofilo (SJECCD Team) - 00:45:09

Thank you for that comment that is very helpful.

Robyn Payne (SJECCD Team) - 00:45:18

Does anyone have any other comments that they would like to make?

Jon Teofilo (SJECCD Team) - 00:45:29

- I think we just wanted to thank all the members of the public for joining us and for your questions and comments, so far, however, we also want to encourage you to continue to take the opportunity to provide scoping comments.
- The again the final deadline for well it's not the final deadline, however, the period where the scoping period will close will be February 22nd.

Robyn Payne (SJECCD Team) - 00:46:00

However.

Jon Teofilo (SJECCD Team) - 00:46:01

- If you have not been if you would like to provide additional comment, you will also have an opportunity to do so once the Draft EIR is published and you'll be able to view the analysis in the Draft EIR and provide comment at that point, which the district will respond to in the Final EIR.

Terrance DeGray (SJECCD Associate Vice Chancellor) - 00:46:27

- In this to follow up on President Gilkerson and Dr. Brown's comments when we know and we finalize this dates will make sure to invite everybody that was on this call from the public about the 27 acres we don't have a plan set in stone on those 27 acres.
- So, you know, as that develops and that's why we've kind of separated the two from this EIR and this programming are and that specific space, which would have a separate EIR are for whatever was developed in that area but we'll also talk with the NSA and see.
- You know how we, you know analyze the potential for future traffic and that a, you know, there may be some assumptions that we can take into account, just as we're developing our next steps for the year, so thanks for everybody's comments and feedback and joining us this morning, and we look forward to seeing all of you guys again in the upcoming meetings.

Robyn Payne (SJECCD Team) - 00:47:36

- Yes, thank you everyone for joining us today we really appreciate your time, and please don't hesitate to contact us if you have any questions, and I think that I will call it a day here for us this morning.
- Okay, everyone enjoy the rest of your morning. Thank you so much. Thank you.

Tammeil Gilkerson (Evergreen Valley College President) - 00:47:53

Thank you all for coming.

Daniel Reyes - 00:47:54

Bye.

Unknown Speaker - 00:47:55

Thank you.

Terrance DeGray (SJECCD Associate Vice Chancellor) - 00:47:57

Thank you.

First Name	Last Name	Association	Comment	Addressed
Robert	Reese		<p>Is this our opportunity for us to discuss scoping? Has the design of the traffic signal been provided to the City. Some statements in the report are not correct (27 acres).</p> <p>158 acres should be the subject of the EIR. We want to be cumulative and we want to be accurate. This is something that should be scoped. Campus reports the area as 130 acres AND 158 acres (which includes 27 acres).</p> <p>Not subject to development standards of the City. Transportation diagram - Yerba Buena has a scenic corridor that we want to have preserved. Something to be mindful of. great Eastern interest.</p> <p>Yerba Buena and San Felipe may be the worst intersections of the city. What we do there is important.</p> <p>Did not see in the report whether we are planning parking structures. Lighting on the parking structures is something that we have brought up previously for that Northern neighborhood.</p> <p>Only parking for Montgomery is at EVC campus. Would like to continue public access. Looking at the interface with the roads to keep this rural feeling. Doesn't seem like we want to go more than 3 stories at the core. Could have an impact on some of the views from Montgomery Hill of the valley. If we start going to 7 stories it could have an impact on the view.</p>	<p>Yes, it could not be installed at this location due to inadequate flow of traffic). We are going through a re-design process to determine how to safely provide LH and RH turn out of campus.</p> <p>We made an error on the initial study regarding the use of the 27 acres and the housing. We will also ensure the acreage is correct in the next iteration. This document is focused on campus development and therefore the 27 acres would not be covered under this document.</p>
Daniel	Reyes		Resident of this community since 1973. Extremely grateful for the community input. 27 acres for development outside of the college, what about using some of this for education purposes? They have had this land leased for a long time. How it will be developed is important to the community. Please maintain us as part of the group and don't take us for granted.	
Ryan	Brown			
Terrance	DeGray			
Josh	Russell			
S				
Ty	Taylor			
Crystal	Chan			
Robyn	Payne			
Mark	Miller			
Wesley	Lee		<p>Development of 27 acres - saw some initial plans and it doesn't fit into the community's vision. How do we develop buildings with heights etc, how do things look, EVC as a whole - hoping the development would take this into account.</p> <p>Gesture of goodwill to the community - Montgomery Hill Park could see some improvements, public spaces for picnics, free parking. Space for people to congregate and show that it's been done by EVC.</p>	<p>We are committed to working with the community regarding the 27 acres. We will absolutely be continuing these community discussions. Once dates/times finalized we will share with the group.</p>
Tammell	Gilkinson			
Andrea	Alexander			
Jon	Teofilo			
Paul	Mitchell			
Meenaxi	Raval			

From: Robert Reese <reeserlest@yahoo.com>
Sent: Wednesday, February 10, 2021 10:43 AM
To: Gilkerson, Tammeil <Tammeil.Gilkerson@evc.edu>; DeGray, Terrance <Terrance.DeGray@sjeccd.edu>; Brown, Ryan C. <Ryan.Brown@sjeccd.edu>
Cc: Breland, Byron D. <Byron.Breland@sjcc.edu>; Escobar, Jorge L <Jorge.Escobar@sjeccd.edu>; Sandra Randles <all4education@yahoo.com>; Wes Lee <wesleylee99@yahoo.com>; Daniel Reyes <dreyes95135@yahoo.com>
Subject: Today's ZOOM on EVC EIR Initial Study

[ALERT FROM ITSS: This message was sent from outside SJECCD's email. Do NOT respond to requests for personal information or passwords. Think twice before clicking on a link or opening an attachment.]

Hello SJECCD and EVC Team!

Thank you again for going the extra mile and holding the voluntary EIR Initial Study Scoping ZOOM today!

As a follow up I have attached some reference materials for Jon from ESA and would appreciate one of you forwarding to him.

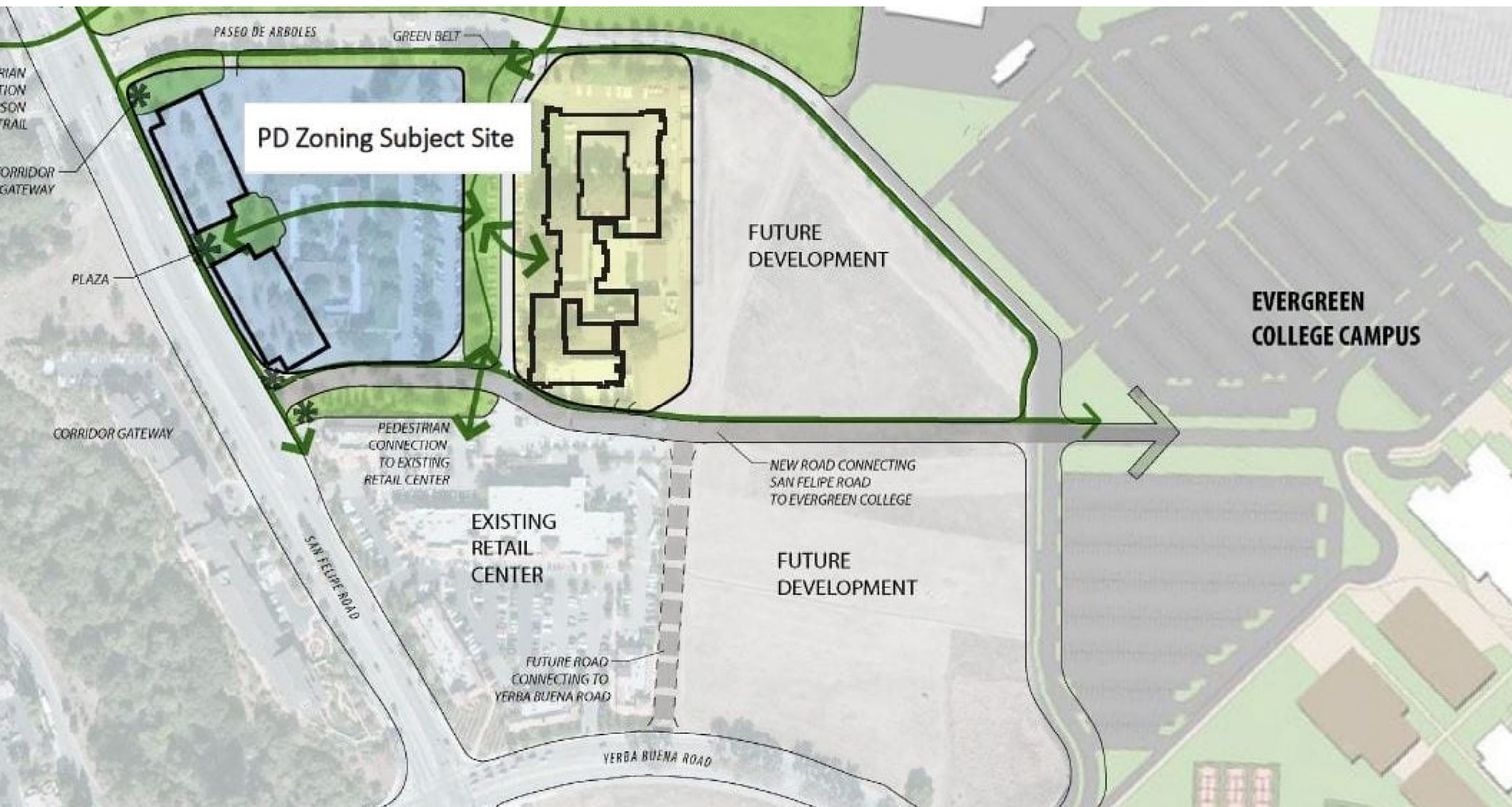
SJ General Plan Rural Scenic Corridor Map

<https://www.sanjoseca.gov/home/showpublisheddocument?id=22565>

(A future idea is that SJECCD consider partnering with the community in support of extending the Rural Scenic Corridor along upper Yerba Buena Road to Aborn Road. The extension of this Gen Plan designation would link to Quimby Road which is on the AMGEN cycle route and in the years ahead perhaps could provide exposure/linkage for EVC with AMGEN event)

Prior Traffic Circulation Plan for 27 acres & Aerial of northwest EVC boundary with adjacent residences showing elevation differential and parking

Schematic on traffic circulation plan roughed out by prior SJECCD vendor for development of 27 acres demonstrates the necessity of some kind of broader EIR scoping for the integrated development of 27 acres as part of the 158 acre site to get traffic circulation plan and signal design right!







State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Bay Delta Region
2825 Cordelia Road, Suite 100
Fairfield, CA 94534
(707) 428-2002
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director



February 19, 2021

Mr. Terrance DeGray
San José Evergreen Community College District
40 S. Market Street
San José, CA 95113
Terrance.DeGray@sjeccd.edu

Subject: Evergreen Valley College Facilities Master Plan, Notice of Preparation of a
Draft Environmental Impact Report, SCH No. 2021010261, Santa Clara County

Dear Mr. DeGray:

The California Department of Fish and Wildlife (CDFW) received the Notice of Preparation (NOP) of a draft Environmental Impact Report (EIR) from the San José Evergreen Community College District (District) for the Evergreen Valley College Facilities Master Plan (Project) pursuant the California Environmental Quality Act (CEQA) and CEQA Guidelines.¹

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife resources. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

CDFW ROLE

CDFW is a Trustee Agency with responsibility under CEQA §15386 for commenting on projects that could impact fish, plant and wildlife resources. CDFW is also considered a Responsible Agency if a project would require discretionary approval, such as the California Endangered Species Act (CESA) Permit, the Native Plant Protection Act, the Lake and Streambed Alteration (LSA) Agreement and other provisions of the Fish and Game Code that afford protection to the State's fish and wildlife trust resources. Pursuant to our jurisdiction, CDFW has the following concerns, comments, and recommendations regarding the Project.

PROJECT DESCRIPTION SUMMARY

Proponent: San José Evergreen Community College District

¹ CEQA is codified in the California Public Resources Code in section 21000 et seq. The "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

Mr. Terrance DeGray
San José Evergreen Community College District
February 19, 2021
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Objective: The Project includes demolition and renovation of existing structures, construction of new structures, improvements to vehicular and pedestrian access and circulation systems, and expansion of parking facilities.

Location: 3095 Yerba Buena Road, San José, CA 95135, Santa Clara County. The coordinates are 37.300278° N latitude and 121.764167 W longitude (NAD 83 or WGS 84). The Assessor's Parcel Numbers are 66021023, 66021016, 66021014, and 66021022.

COMMENTS AND RECOMMENDATIONS

CDFW offers the comments and recommendations below to assist the District in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources.

NOP Page 2, Environmental Effects and the Scope of the EIR

The NOP states that potentially significant environmental effects will be identified, and mitigation measures or alternatives will be developed to reduce effects to a less-than-significant level. The topics listed that are considered significant, in which measures and alternatives will be developed, does not include Biological Resources. NOP page 2 also states that specific topics are expected to have less than significant impacts and will be discussed only in the Initial Study, including Biological Resources.

The Initial Study, Biological Resources section, starting on page 26, clearly shows that the Project will result in significant impacts to biological resources, including special-status species and potential conflict with Natural Community Conservation Plans. CDFW recommends further impact analysis and potential measures be included in the draft EIR, as described below.

Initial Study, Biological Resources, Mitigation Measures, starting page 34

Special-Status Species, Discussion, page 31

The Initial Study states that there is suitable habitat in the Project study area for several special-status species. The Initial Study generally states potential direct impacts (e.g., vegetation removal, ground disturbance, building demolition) and indirect impacts (e.g., noise, vibration, and increased human activity) to special-status wildlife species. Specific Project impacts to each special-status species and their habitat is not discussed. Appropriate mitigation measures should be developed based upon the specific impacts expected on each species and their habitat. As described further below it is difficult to discern how the mitigation measures reduce impacts to less-than-significant due to lack of specificity in describing direct and indirect impacts for each

Mr. Terrance DeGray
San José Evergreen Community College District
February 19, 2021
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species. CDFW recommends that the draft EIR include a description of the specific impacts on each species within this Special-Status Species Discussion section.

Mitigation Measure BIO-1b: Western Burrowing Owl Surveys

This measure states that nesting western burrowing owls will not be disturbed until nesting season is over or until young have fledged. However, the measure does not describe how disturbance will be avoided. The draft EIR should describe implementation of measures, such as buffers, that will be implemented to avoid take and reduce impacts to less-than-significant.

This measure states that, outside of the nesting season, individual owls will be excluded from the “disturbance area”. The specific types of disturbance that would result in exclusion, direct or indirect, is not specified. CDFW recommends clarifying this distinction. This measure appears to indicate that direct impacts to western burrowing owl habitat would occur. The draft EIR should describe the type of habitat to be impacted (e.g., nesting or foraging), area to be impacted (e.g. acres or square feet), and the type of type of impact (e.g. temporary or permanent). In order to reduce impacts to a less-than-significant level, the draft EIR should propose compensatory mitigation for loss of nesting and foraging habitat.

California Red-Legged Frog

The Initial Study does not discuss the likelihood of presence of California red-legged frog (CRLF, *Rana draytonii*, Federally Threatened, State Species of Special Concern) within or near the Project area. There are CRLF California Natural Diversity Database (CNDDDB) occurrences to the east of the Project site (CDFW 2021) and potential riparian habitat is present along the northern and southern border of the Project area (unnamed drainage and Yerba Buena Creek). CDFW recommends that the draft EIR include an analysis of the potential for CRLF to be present within riparian areas adjacent to the Project site and the potential for CRLF dispersal onto the Project site. If CRLF may be present, the draft EIR should analyze how Project implementation may directly and indirectly impact CRLF. The draft EIR should include measures to avoid, minimize, or mitigate for impacts to CRLF to reduce impacts to a less-than-significant level.

California Tiger Salamander

The Initial Study does not discuss the likelihood of presence of California tiger salamander (CTS, *Ambystoma californiense*, Federal Threatened, State Threatened) within or near the Project area. There are CTS CNDDDB occurrences to the east of the Project site (CDFW 2021) and ponds are present within one mile of the Project area. However, as seen on Biogeographic Information and Observation System aerials, the presence of Yerba Buena Road may prevent dispersal of CTS into the Project area.

Mr. Terrance DeGray
San José Evergreen Community College District
February 19, 2021
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CDFW recommends that the draft EIR include an analysis of the potential for CTS to be present in ponds near the Project site and the potential for CTS to disperse into the Project area. If CTS may be present, the draft EIR should analyze how Project implementation may directly and indirectly impact CTS. The draft EIR should include measures to avoid, minimize, or mitigate for impacts to CTS to reduce impacts to a less-than-significant level.

ENVIRONMENTAL DATA

CEQA requires that information developed in draft environmental impact reports be incorporated into a data base which may be used to make subsequent or supplemental environmental determinations. [Pub. Resources Code, § 21003, subd. (e)]. Accordingly, please report any special-status species and natural communities detected during Project surveys to CNDDDB. The CNDDDB field survey form, online field survey form, and contact information for CNDDDB staff can be found at the following link: <https://wildlife.ca.gov/data/CNDDDB/submitting-data>. The types of information reported to CNDDDB can be found at the following link: <https://wildlife.ca.gov/Data/CNDDDB/Plants-and-Animals>.

FILING FEES

CDFW anticipates that the Project will have an impact on fish and/or wildlife, and assessment of filing fees is necessary (Fish and Game Code, § 711.4; Pub. Resources Code, § 21089). Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW.

CONCLUSION

CDFW appreciates the opportunity to comment on the NOP to assist the District in identifying and mitigating Project impacts on biological resources. Questions regarding this letter or further coordination should be directed to Ms. Kristin Garrison, Environmental Scientist, at (707) 944-5534 or Kristin.Garrison@wildlife.ca.gov; or Ms. Brenda Blinn, Senior Environmental Scientist (Supervisory), at (707) 944-5541 or Brenda.Blinn@wildlife.ca.gov.

Sincerely,

DocuSigned by:

BE74D4C93C604EA...
Gregg Erickson
Regional Manager
Bay Delta Region

cc: Office of Planning and Research, State Clearinghouse, Sacramento

Mr. Terrance DeGray
San José Evergreen Community College District
February 19, 2021
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LITERATURE CITED

California Department of Fish and Wildlife (CDFW). 2021. Biogeographic Information and Observation System (BIOS). <https://www.wildlife.ca.gov/Data/BIOS>. Accessed February 11, 2021.

February 19, 2021

VIA E-MAIL ONLY

Terrance DeGray
San Jose Evergreen Community College District
40 S. Market Street
San Jose, CA 95113

SUBJECT: Evergreen Valley College Facilities Master Plan
NOP - Environmental Impact Report (EIR) Comments

Dear Mr. DeGray:

This letter shall serve as the City of San Jose's Department of Public Works (DPW) and Department of Transportation (DOT) comments for the Notice of Preparation of an Environmental Impact Report for the Vision 2030 Evergreen Valley College Facilities Master (EVC FMP) received on January 25, 2021.

Comments:

- The project is within the Evergreen East-Hill Area Development policy and will be subject to the policy impact fees.
- A Transportation Analysis (TA) is required prior to environmental clearance or zoning. TA reports are prepared to ensure that new development projects comply with all applicable transportation policies and regulations. **This project is required to provide a detailed CEQA transportation analysis.** Council Policy 5-1, Transportation Analysis Handbook and other transportation analysis resources can be found at the Development Services website: <https://www.sanjoseca.gov/your-government/departments-offices/transportation/planning-policies/vehicle-miles-traveled-metric>
 - Please verify if the buildout of the Master Plan is intended for projected student and faculty/staff growth. If so, please provide the projected growth.
- The City is currently reviewing the transportation analysis (conducted by TJKM) for Evergreen Valley College for the proposed future new access along Yerba Buena Road.
 - Based on the peak hour signal warrant analysis, the new access does not warrant a traffic signal. Per the transportation analysis, the City is only in support of implementing a one-way stop control access at the Yerba Buena Road/new entry road.
 - Based on possible projected student or staff growth, a signal may be warranted for the access at Yerba Buena Road/new entry road. The access point needs to be analyzed and addressed as part of the Master Plan.

February 19, 2021
Evergreen Valley College CSJ NOP-EIR Comments

If you have any questions, please contact my staff, Manjit Banwait, Senior Transportation Specialist, at manjit.banwait@sanjoseca.gov or (408) 793-5301.

Sincerely,



Ryan Do
Division Manager
Department of Public Works

MB:CC

C: Jessica Zenk, City of San Jose Department of Transportation
Florin Lapustea, City of San Jose Department of Transportation

Jonathan Teofilo

From: Payne, Robyn (Bond Services) <Robyn.Payne@sjeccd.edu>
Sent: Monday, February 22, 2021 8:37 AM
To: Meenaxi Raval; Jonathan Teofilo
Cc: Chan, Crystal E. (Bond Services)
Subject: FW: Scoping Comments for EIR for Evergreen Valley College

Meenaxi & Jon,

Please see comments below on the EVC IS/NOP.

Robyn L. Payne, CMIT | ASSISTANT PROJECT MANAGER

San José-Evergreen Community College District | BOND PROGRAM
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From: DeGray, Terrance <Terrance.DeGray@sjeccd.edu>
Sent: Monday, February 22, 2021 8:36 AM
To: Payne, Robyn (Bond Services) <Robyn.Payne@sjeccd.edu>
Cc: Taylor, Ty (Bond Services) <Ty.Taylor@evc.edu>; Miller, Mark (Bond Services) <Mark.Miller@evc.edu>; Chan, Crystal E. (Bond Services) <Crystal.Chan@evc.edu>
Subject: FW: Scoping Comments for EIR for Evergreen Valley College

Hi Robyn,

Please see below for ESA.

Thanks,

Terrance
c: (804) 955-5512

From: DeGray, Terrance
Sent: Monday, February 22, 2021 8:35 AM
To: 'Robert Reese' <reeseerlest@yahoo.com>
Cc: Breland, Byron D. <Byron.Breland@sjcc.edu>; Breland, Byron D. <Byron.Breland@sjcc.edu>; Escobar, Jorge L <Jorge.Escobar@sjeccd.edu>; Sandra Randles <all4education@yahoo.com>; Wes Lee <wesleylee99@yahoo.com>; Daniel Reyes <dreyes95135@yahoo.com>; Gilkerson, Tammeil <Tammeil.Gilkerson@evc.edu>; Brown, Ryan C. <Ryan.Brown@sjeccd.edu>
Subject: RE: Scoping Comments for EIR for Evergreen Valley College

Hi Mr. Reese,

Thank you for the excellent and thoughtful feedback. We'll review these items with the College, Program Management Team and our CEQA consultant. We include the public comments in the subsequent EIRs for the public information and CEQA records. We do reach out to other agencies in the surrounding areas as part of the review process.

Some quick responses below:

- 1) Thank you for catching that error on the use of the 27 acres. We'll correct that.
- 2) There will not be a traffic signal to the new entry road for the College off of Yerba Buena Road. We had reached out to the City to determine what could and couldn't be done at that intersection. The traffic signal was not a viable option due to the proximity to existing traffic light and intersection at San Felipe Rd and Yerba Buena Rd.
- 3) We do reach out to other agencies in the surrounding areas, both public and private, as part of the review process. Part of the review that includes the City is getting additional feedback from the City and coordinating with other EIRs, especially for traffic.
- 4) The current master plan and this EIR does not have a parking structure included in the plan. I'll put those notes in our files though if there is a future discussion related to parking structure placement.
- 5) I will double check the sound and lighting impacts, to make sure we're considering those items as part of the EIR.

Dr. Gilkerson was the driver behind the community engagement and we'll look to do another round of community engagement during our next public review session, which should be sometime this summer 2021.

Thanks,

Terrance
c: (804) 955-5512

From: Robert Reese <reeserlest@yahoo.com>
Sent: Monday, February 22, 2021 7:26 AM
To: DeGray, Terrance <Terrance.DeGray@sjeccd.edu>
Cc: Breland, Byron D. <Byron.Breland@sjcc.edu>; Breland, Byron D. <Byron.Breland@sjcc.edu>; Escobar, Jorge L <Jorge.Escobar@sjeccd.edu>; Sandra Randles <all4education@yahoo.com>; Wes Lee <wesleylee99@yahoo.com>; Daniel Reyes <dreyes95135@yahoo.com>
Subject: Scoping Comments for EIR for Evergreen Valley College

[ALERT FROM ITSS: This message was sent from outside SJECCD's email. Do NOT respond to requests for personal information or passwords. Think twice before clicking on a link or opening an attachment.]

Thank you for exceeding the minimum requirements of State Law and inviting community members to the EIR Initial Study Scoping Meeting for the Evergreen Valley College site when you were merely required to circulation the Study and take written comments. It was a good discussion! This approach to community engagement is most appreciated and I encourage SJECCD to continue this trendline practice.

At the Scoping Meeting it was mentioned that the design and specifications for the new signal at the new Yerba Buena Road main entry with the new left turn in from Yerba Buena Road had already been submitted to the City of San Jose prior to the completion of the EIR Initial Study and were so far denied in some manner by the City. Please provide the documentation of the design and specifications which were submitted to the City as well as the City's response.

Looking forward to the Comments and suggested Scoping Studies being incorporated in the EIR which will be submitted to the SJECCD Board of Trustees for Certification.

Specific Comments to be included in the analyses of the EIR are as follows:

1. The Study incorrectly states there is a retail, housing and commercial development planned for the 27 acres and correctly states that the entire 158 acres are in a suburban/rural setting.

There was a previous proposal going back to 2015 that included up to 250 market-rate apartments and 80 to 150 senior apartments, along with 40,000 square feet of retail, up to 40,000 square feet of office, a gym and an aquatics center which is probably what the Study is referencing.

The Study's mindfulness of both the suburban and ***rural attributes*** of the site is appropriate and appreciated.

2. The Study area should include the entire 158 acres and not merely the 130 acre EVC Campus by considering a project alternative development scenario for the 27 acres.

The inclusion of the entire 158 acres in the Study area significantly enhances the opportunity for the resulting analyses of the traffic circulation and private and public road plans, new signals, new left hand turn lanes from Yerba Buena Road and the other subject matter of the Study to reflect a more comprehensive set of analyses of the cumulative impacts of development of the SJECCD's 158 acres than would be realized by only analyzing the 130 acres.

To only consider the 130 acres in the Study would also contradict the central premise of SJECCD's ***Integrated Planning of EVC's Campus Facilities Master Plan and Surplus Land: Review of Campus Core Infrastructure in Preparation for Future Private-Public Partnerships 2019*** which contemplates that the 158 acres will be developed with "integrated planning".

The Study states that the San Jose General Plan Designation for the Study site is in part Neighborhood Community Commercial which implies you will consider the 158 acres. The Study also states in another place that the Campus is 158 acres which implies you will consider the 158 acres.

The 250 market-rate apartments and 80 to 150 senior apartments, along with 40,000 square feet of retail, up to 40,000 square feet of office, a gym and an aquatics center which SJECCD previously sought for the 27 acres in 2015 and/or SJECCD's ***Integrated Planning of EVC's Campus Facilities Master Plan and Surplus Land: Review of Campus Core Infrastructure in Preparation for Future Private-Public Partnerships*** could be project alternative development scenarios studied to ensure that the scoping of the EIR does in fact reflect comprehensive and thorough analyses which fully capture the entire cumulative impacts of the integrated development of the 158 acres.

3. The Study should include reference to the San Jose General Plan's Transportation Diagram which designates Yerba Buena Road as a Rural Scenic Corridor.

The Study omitted reference to the Rural Scenic Corridor yet also acknowledged that while SJECCD is not required to adhere to San Jose's land use regulations for the 130 acre EVC Campus, that SJECCD would be mindful of San Jose's requirements.

The Study does not reflect any new building construction along Yerba Buena Road and suggests that while all needed new buildings are not known at this time the heights of any new buildings would be similar to the one and two story buildings which already exist.

Should the needs of EVC change to require such building activity along Yerba Buena Road being mindful of the intent of the Rural Scenic Corridor for great setbacks, vegetation and tree canopy that currently exist is very important as is engaging with the community regarding any changes in setback, vegetation and tree canopy.

4. The Study should continue to provide parking for community members' continued access to Montgomery Hill Park.

There is no public parking for Montgomery Hill Park as Yerba Buena Road is marked for no parking.

5. The Study should consider areas of cooperation with the City of San Jose for mutual enhancements by the agencies for Montgomery Hill Park.

5. The Study should consider areas of cooperation with the City of San Jose and the Valley Water District for mutual enhancements by the agencies for Falls Creek Park and Evergreen Creek.

6. The Study should consider the effects on the Falls Creek Park neighbors which would result from any new construction or activity beyond the existing warehouse and solar panels along the shared boundary.

7. The Study should consider the effects of lighting and sound or other EVC activities on the Falls Creek Park and The Estates neighbors.

8. The Study should consider the effect of the 16% increase in parking spaces in relation to the lighting and visual proximity of any new multi-level parking structures to the adjacent Falls Creek neighborhood to the north.

9. The Study should consider the placement of any new multi-level parking structures at central campus locations and away from neighbors and San Felipe Road and the Rural Scenic Corridor along Yerba Buena Road.

Thank you for your good help in facilitating the community's engagement in this Scoping the of EIR for the 158 acres at Evergreen Valley College.

Best!

Robert Reese