Appendix C

Air Quality Technical Worksheets

Eagle Lodge

Draft Environmental Impact Report

Air Quality Assessment Files

Provided by PCR Services Corporation

September 2006

Appendix C-1

- Construction Emissions Inventory
  - Regional Construction Emissions
    - URBEMIS2002 Output Files

URBEMIS 2002 For Windows 8.7.0

File Name: V:\AQNOI SE DIVISIO N\Active Pr ojects\Eag le Lodge\C onstructio n\Construction (090507).urb
Project Name: Eagle Lo dge Constr uction (Max Day)
Project Location: Mountain Counties and Rural C ounties
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2. 2

DETAIL REPORT
(Tons/ Year)

Construction Start Month and Ye ar: Janua "ry, 2007"
Construction Duration: 24
Total Land Use Area to be Devel oped: 4 a cres
Maximum Acreage Disturbed Per D ay: 4 acr es
Single Family Units: 21 Multi-F amily Uni ts: 62
Retail/Office/Institutional/Ind ustrial S quare Foot age: 88000

CONSTRUCTION EMISSION ESTIMATES MITIGATE D (tons/ye ar)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	P EX	M10 HAUST	PM10 DUST	
*** 2007***									
Phase 1 - Demolition Emissions									
Fugitive Dust	-	-	-	-	0.09	-	0.09		
Off-Road Diesel		0.05	0.29	0.42	-	0.01	0.01	0	
On-Road Diesel	0.02	0.31	0.06	0	0.01	0.01	0		
Worker Trips	0	0	0.02	0	0	0	0		
Total tons/year		0.07	0.6	0.5	0	0.11	0.02	0.09	
Phase 2 - Site Grading Emission s									
Fugitive Dust	-	-	-	-	4.11	-	4.11		
Off-Road Diesel		1.26	8.6	10.06	-	0.34	0.34	0	
On-Road Diesel	0.06	1.15	0.22	0	0.03	0.03	0		
Worker Trips	0.01	0	0.06	0	0	0	0		
Total tons/year		1.33	9.75	10.34	0	4.48	0.37	4.11	
Phase 3 - Building Construction									
Bldg Const Off-Road Diesel		0.14	0.96	1.05	-	0.04	0.04	0	
Bldg Const Worker Trips		0.01	0.01	0.13	0	0	0	0	
Arch Coatings Off-Gas	0	-	-	-	-	-	-		
Arch Coatings Worker Trips		0	0	0	0	0	0	0	
Asphalt Off-Gas		0	-	-	-	-	-		
Asphalt Off-Road Diesel		0	0	0	-	0	0	0	
Asphalt On-Road Diesel	0	0	0	0	0	0	0		
Asphalt Worker Trips	0	0	0	0	0	0	0		
Total tons/year		0.15	0.97	1.18	0	0.04	0.04	0	
Total all phases tons/yr		1.55	11.32	12.02	0	4.63	0.43	4.2	
*** 2008***									
Phase 1 - Demolition Emissions									
Fugitive Dust	-	-	-	-	0	-	0		
Off-Road Diesel		0	0	0	-	0	0	0	
On-Road Diesel	0	0	0	0	0	0	0		
Worker Trips	0	0	0	0	0	0	0		
Total tons/year		0	0	0	0	0	0	0	
Phase 2 - Site Grading Emission s									
Fugitive Dust	-	-	-	-	0	-	0		
Off-Road Diesel		0	0	0	-	0	0	0	
On-Road Diesel	0	0	0	0	0	0	0		
Worker Trips	0	0	0	0	0	0	0		
Total tons/year		0	0	0	0	0	0	0	
Phase 3 - Building Construction									
Bldg Const Off-Road Diesel		0.81	5.54	6.42	-	0.22	0.22	0	
Bldg Const Worker Trips		0.05	0.03	0.66	0	0.02	0	0.02	
Arch Coatings Off-Gas	3.89	-	-	-	-	-	-		

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Arch Coatings Worker Trips    0.03    0.02    0.33    0       0.01    0       0.01
Asphalt Off-Gas       0       -       -       -       -       -       -
Asphalt Off-Road Diesel       0.18    1.3     1.38    -       0.06    0.06    0
Asphalt On-Road Diesel 0      0       0       0       0       0       0
Asphalt Worker Trips  0       0       0.02    0       0       0       0
Total tons/year       4.96    6.89    8.81    0       0.31    0.28    0.03

Total all phases tons/yr      4.96    6.89    8.81    0       0.31    0.28    0.03

Construction-Related Mitigation       Measures

Phase 2: Soil Disturbance: App        ly water       to exposed     surfaces 2     x daily

Percent Reduction(ROG 0.0% N  Ox 0.0% C       O 0.0% SO2     0.0% PM10      50%)
Phase 1 - Demolition Assumption       s
Start Month/Year for Phase 1: J       an '07
Phase 1 Duration: 1 months
Building Volume Total (cubic fe       et): 7875      0
Building Volume Daily (cubic fe       et): 1968      7
On-Road Truck Travel (VMT): 109       5
Off-Road Equipment
No.     Type          Horse   power    Lo    ad Factor      Hours/  Day
1    Excavators               18      0       0.58    8
2    Rubber Tired Loaders             16      5       0.465   8

Phase 2 - Site Grading Assumpti       ons
Start Month/Year for Phase 2: F       eb '07
Phase 2 Duration: 9 months
On-Road Truck Travel (VMT): 461       0.23087098
Off-Road Equipment
No.     Type          Horse   power    Lo    ad Factor      Hours/  Day
1    Cranes           19      0       0.43    8
1    Excavators               18      0       0.58    8
1    Graders          17      4       0.575   8
1    Other Equipment          19      0       0.62    8
1    Rubber Tired Dozers              35      2       0.59    8
1    Rubber Tired Loaders             16      5       0.465   8
1    Tractor/Loaders/Backh    oes     7       9       0.465   8

Phase 3 - Building Construction       Assumpti       ons
Start Month/Year for Phase 3: N       ov '07
Phase 3 Duration: 14 months
Start Month/Year for SubPhase Building       : Nov '07
SubPhase Building Duration: 1 4 months
Off-Road Equipment
No.     Type          Horse   power    Lo    ad Factor      Hours/  Day
1    Excavators               18      0       0.58    8
1    Rubber Tired Dozers              35      2       0.59    8
1    Tractor/Loaders/Backh    oes     7       9       0.465   8
Start Month/Year for SubPhase Architec       tural Coat     ings: Jul '    8
SubPhase Architectural Coatin gs Durati      on: 6 mont     hs
Start Month/Year for SubPhase Asphalt:       Jul '08
SubPhase Asphalt Duration: 6  months
Acres to be Paved: 0.5
Off-Road Equipment
No.     Type          Horse   power    Lo    ad Factor      Hours/  Day
2    Paving Equipment         11      1       0.53    8
1    Tractor/Loaders/Backh    oes     7       9       0.465   8
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Appendix C-2

- Operation Emissions Inventory
  - Regional Operation Emissions
    - Regional Emission Summary Sheet
    - Stationary Source Emissions
    - Area Source Emissions
    - URBEMIS2002 Output Files
  - Local Operation Emissions (CO Hotspots)
    - One-hour CO Summary Sheet
    - Eight-hour CO Summary Sheet
    - CALINE4 Output Files
    - EMFAC2002 Emission Rates
  - Local Operation Emissions (PM_{10} Hotspots)
    - GBUAPCD PM_{10} Hotspot Spreadsheet Model

Eagle Lodge (Hotel Option)

Regional Emission Calculations (tons/year)

	CO	NOx	PM10	ROC	SOx
Existing					
Mobile	25.3	3.4	2.5	2.1	<0.1
Area	0.2	<0.1	<0.1	<0.1	<0.1
Stationary	<0.1	<0.1	0.4	<0.1	<0.1
Total Existing	**25.5**	**3.5**	**2.9**	**2.1**	**<0.1**
Project (Winter Operations)					
Mobile	51.3	7.1	6.4	4.2	<0.1
Area	2.4	0.5	0.3	1.8	<0.1
Stationary	0.4	<0.1	2.4	<0.1	0.2
Project (Summer Operations)					
Mobile	48.2	6.6	6.0	4.0	<0.1
Area	0.5	0.4	<0.1	0.4	<0.1
Stationary	0.4	<0.1	2.4	<0.1	0.2
Net Project					
Net Mobile	74.3	10.3	9.9	6.2	<1
Net Area	2.8	<1	<1	2.1	<1
Net Stationary	<1	<1	4.3	<1	<1
Total Net	77.8	11.2	14.5	8.4	0.5

Electricity Usage

Land Use	1,000 Sqft	Electricity Usage Rate [a] (kWh\sq.ft\yr)	Total Electricity Usage (KWh\year)	Total Electricity Usage (MWh\Day)	Emission Factors (lbs/MWh) [b] CO 0.2	ROC 0.01	NOx 1.15	PM10 0.04	SOx 0.12
Existing					**Emissions from Electricity Consumption (lbs/day)**				
Retail	0.6	13.55	8,130	0.022	0.004	0.000	0.026	0.001	0.003
Hotel/Motel	12.0	9.95	119,400	0.327	0.065	0.003	0.376	0.013	0.039
Total Existing			**127,530**	**0.349**	**0.07**	**0.00**	**0.40**	**0.01**	**0.04**
Project									
Hotel/Motel	88.1	9.95	876,595	2.402	0.480	0.024	2.762	0.096	0.288
Total Project			**876,595**	**2.402**	**0.48**	**0.02**	**2.76**	**0.10**	**0.29**
Net Emissions From Electricity Usage					**0.41**	**0.02**	**2.36**	**0.08**	**0.25**

Summary of Stationary Emissions

	CO	ROC	NOx	PM10	SOx
Total Existing Emissions (lbs/day)	0.07	0.00	0.40	0.01	0.04
Total Project Emissions (lbs/day)	0.48	0.02	2.76	0.10	0.29
Total Net Emissions (lbs/day)	**0.41**	**0.02**	**2.36**	**0.08**	**0.25**

[a] Electricity Usage Rates from Table A9-11-A, CEQA Air Quality Handbook, SCAQMD, 1993.

[b] Emission Factors from Table A9-11-B, CEQA Air Quality Handbook, SCAQMD, 1993.

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URBEMIS 2002 For Windows 8.7.0

File Name: V:\AQNOISE DIVISION\Active Projects\Eagle Lodge\Operations\Operations (Existing).urb
Project Name: Eagle Lodge Operations Existing Use
Project Location: Mountain Counties and Rural Counties
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Tons/Year)

AREA SOURCE EMISSION ESTIMATES (Tons per Year, Unmitigated)

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.00	0.03	0.02	0.00	0.00
Hearth	0.00	0.00	0.00	0.00	0.00
Landscaping	0.02	0.00	0.14	0.00	0.00
Consumer Prdcts	0.00	-	-	-	-
Architectural Coatings	0.01	-	-	-	-
TOTALS (tpy, unmitigated)	0.04	0.03	0.16	0.00	0.00

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Hotel	2.05	3.44	25.25	0.02	2.47
Convenience market (24 ho	0.00	0.00	0.00	0.00	0.00
TOTAL EMISSIONS (tons/yr)	2.05	3.44	25.25	0.02	2.47

Does not include correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2006 Season: Annual

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
Hotel		106.04 trips/1000 sq. ft.	12.00	1,272.50
Convenience market (24 ho		0.00 trips/1000 sq. ft.	0.60	0.00
		Sum of Total Trips		1,272.50
		Total Vehicle Miles Traveled		8,913.87

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	55.60	2.20	97.30	0.50
Light Truck < 3,750 lbs	15.10	4.00	93.40	2.60
Light Truck 3,751- 5,750	15.90	1.90	96.90	1.20
Med Truck 5,751- 8,500	7.00	1.40	95.70	2.90
Lite-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.00	10.00	20.00	70.00
Heavy-Heavy 33,001-60,000	0.90	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.10	0.00	0.00	100.00
Motorcycle	1.70	82.40	17.60	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	1.20	0.00	91.70	8.30

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.8	7.3	7.5	9.5	7.4	7.4
Rural Trip Length (miles)	16.8	7.1	7.9	14.7	6.6	6.6
Trip Speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Hotel				5.0	2.5	92.5
Convenience market (24 hour)				2.0	1.0	97.0

Changes made to the default values for Land Use Trip Percentages

The Primary Trip % for City park changed from 70 to 100
The Diverted Trip % for City park changed from 25 to 0
The Pass-By Trip % for City park changed from 5 to 0
The Primary Trip % for Quality resturant changed from 50 to 100
The Diverted Trip % for Quality resturant changed from 40 to 0
The Pass-By Trip % for Quality resturant changed from 10 to 0

Changes made to the default values for Area

The landscape year changed from 2005 to 2006.

Changes made to the default values for Operations

The operational emission year changed from 2005 to 2006.
The operational winter selection item changed from 2 to 1.
The operational summer temperature changed from 60 to 70.

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URBEMIS 2002 For Windows 8.7.0

File Name: V:\AQNOISE DIVISION\Active Projects\Eagle Lodge\Operations\Operations (Winter) - 2009.urb
Project Name: Eagle Lodge Operations (Winter) - 2009
Project Location: Mountain Counties and Rural Counties
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Tons/Year)

AREA SOURCE EMISSION ESTIMATES (Tons per Year, Unmitigated)

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.07	1.00	0.79	0.00	0.00
Hearth	1.93	0.05	3.53	0.01	0.53
Landscaping	0.07	0.00	0.48	0.00	0.00
Consumer Prdcts	0.74	-	-	-	-
Architectural Coatings	0.77	-	-	-	-
TOTALS (tpy, unmitigated)	3.59	1.05	4.79	0.01	0.53

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Fireplace Emissions (assu	0.03	0.00	0.00	0.00	0.00
Conference Room	0.26	0.33	2.42	0.00	0.30
Base Lodge Employee Trips	0.55	0.95	6.78	0.01	0.91
Day Spa	0.21	0.36	2.61	0.00	0.32
Ice Rink	0.25	0.43	3.12	0.00	0.39
High turnover (sit-down)	0.77	1.21	8.77	0.01	1.09
Hotel	2.20	3.66	26.60	0.02	3.30
Convenience market (24 ho	4.20	7.19	52.24	0.04	6.46
TOTAL EMISSIONS (tons/yr)	8.46	14.14	102.54	0.07	12.78

Does not include correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2009 Season: Annual

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
Fireplace Emissions (assu	1.30	0.00 trips/dwelling unit	83.00	0.00
Conference Room		0.80 trips/people	200.00	160.00
Base Lodge Employee Trips		1.83 trips/employees	122.00	223.26
Day Spa		20.87 trips/1000 sq. ft.	8.00	166.96
Ice Rink		39.93 trips/1000 sq. ft.	5.00	199.65
High turnover (sit-down)		2.81 trips/seats	200.00	562.00
Hotel		8.00 trips/rooms	213.00	1,704.00
Convenience market (24 ho		863.10 trips/1000 sq. ft.	4.00	3,452.40
		Sum of Total Trips		6,468.27
		Total Vehicle Miles Traveled		46,150.40

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	54.90	1.30	98.40	0.30
Light Truck < 3,750 lbs	15.10	2.60	95.40	2.00
Light Truck 3,751- 5,750	16.10	1.20	98.10	0.70
Med Truck 5,751- 8,500	7.30	1.40	95.90	2.70
Lite-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.00	0.00	20.00	80.00
Heavy-Heavy 33,001-60,000	0.90	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.20	0.00	50.00	50.00
Motorcycle	1.60	75.00	25.00	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	1.40	7.10	85.70	7.20

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.8	7.3	7.5	9.5	7.4	7.4
Rural Trip Length (miles)	16.8	7.1	7.9	14.7	6.6	6.6
Trip Speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Conference Room				2.0	1.0	97.0
Base Lodge Employee Trips				100.0	0.0	0.0
Day Spa				5.0	2.5	92.5
Ice Rink				5.0	2.5	92.5
High turnover (sit-down) rest.				5.0	2.5	92.5
Hotel				5.0	2.5	92.5
Convenience market (24 hour)				2.0	1.0	97.0

Changes made to the default values for Land Use Trip Percentages

The Trip Rate and/or Acreage values for Condominium/townhouse high rise
have changed from the defaults 5.26/1.3 to 0/1.3
The Primary Trip % for City park changed from 70 to 100
The Diverted Trip % for City park changed from 25 to 0
The Pass-By Trip % for City park changed from 5 to 0
The Primary Trip % for Quality resturant changed from 50 to 100
The Diverted Trip % for Quality resturant changed from 40 to 0
The Pass-By Trip % for Quality resturant changed from 10 to 0

Changes made to the default values for Area

The landscape year changed from 2005 to 2009.

Changes made to the default values for Operations

The operational emission year changed from 2005 to 2009.
The operational winter selection item changed from 2 to 1.
The operational summer temperature changed from 60 to 70.

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URBEMIS 2002 For Windows 8.7.0

File Name: V:\AQNOISE DIVISION\Active Projects\Eagle Lodge\Operations\Operations (Summer) - 2009.urb
Project Name: Eagle Lodge Operations (Summer) - 2009
Project Location: Mountain Counties and Rural Counties
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Tons/Year)

AREA SOURCE EMISSION ESTIMATES (Tons per Year, Unmitigated)

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.06	0.87	0.73	0.00	0.00
Hearth	0.00	0.00	0.00	0.00	0.00
Landscaping	0.05	0.00	0.36	0.00	0.00
Consumer Prdcts	0.00	-	-	-	-
Architectural Coatings	0.59	-	-	-	-
TOTALS (tpy, unmitigated)	0.70	0.87	1.09	0.00	0.00

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Conference Room	0.45	0.67	4.84	0.00	0.60
Mountain Biking Employees	0.11	0.20	1.40	0.00	0.19
Day Spa	0.21	0.36	2.61	0.00	0.32
High turnover (sit-down)	0.77	1.21	8.77	0.01	1.09
Hotel	2.20	3.66	26.60	0.02	3.30
Convenience market (24 ho	4.20	7.19	52.24	0.04	6.46
TOTAL EMISSIONS (tons/yr)	7.94	13.29	96.46	0.07	11.97

Does not include correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2009 Season: Annual

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
Conference Room		1.60 trips/people	200.00	320.00
Mountain Biking Employees		1.84 trips/employees	25.00	46.00
Day Spa		20.87 trips/1000 sq. ft.	8.00	166.96
High turnover (sit-down)		2.81 trips/seats	200.00	562.00
Hotel		8.00 trips/rooms	213.00	1,704.00
Convenience market (24 ho		863.10 trips/1000 sq. ft.	4.00	3,452.40
		Sum of Total Trips		6,251.36
		Total Vehicle Miles Traveled		43,228.05

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	54.90	1.30	98.40	0.30
Light Truck < 3,750 lbs	15.10	2.60	95.40	2.00
Light Truck 3,751- 5,750	16.10	1.20	98.10	0.70
Med Truck 5,751- 8,500	7.30	1.40	95.90	2.70
Lite-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.00	0.00	20.00	80.00
Heavy-Heavy 33,001-60,000	0.90	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.20	0.00	50.00	50.00
Motorcycle	1.60	75.00	25.00	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	1.40	7.10	85.70	7.20

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.8	7.3	7.5	9.5	7.4	7.4
Rural Trip Length (miles)	16.8	7.1	7.9	14.7	6.6	6.6
Trip Speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Conference Room				2.0	1.0	97.0
Mountain Biking Employees				100.0	0.0	0.0
Day Spa				5.0	2.5	92.5
High turnover (sit-down) rest.				5.0	2.5	92.5
Hotel				5.0	2.5	92.5
Convenience market (24 hour)				2.0	1.0	97.0

Changes made to the default values for Land Use Trip Percentages

The Primary Trip % for City park changed from 70 to 100
The Diverted Trip % for City park changed from 25 to 0
The Pass-By Trip % for City park changed from 5 to 0
The Primary Trip % for Quality resturant changed from 50 to 100
The Diverted Trip % for Quality resturant changed from 40 to 0
The Pass-By Trip % for Quality resturant changed from 10 to 0

Changes made to the default values for Area

The landscape year changed from 2005 to 2009.

Changes made to the default values for Operations

The operational emission year changed from 2005 to 2009.
The operational winter selection item changed from 2 to 1.
The operational summer temperature changed from 60 to 70.

Eagle Lodge (Condo Option)

Regional Emission Calculations (tons/year)

	CO	NOx	PM10	ROC	SOx
Existing					
Mobile	25.3	3.4	2.5	2.1	<0.1
Area	0.2	<0.1	<0.1	<0.1	<0.1
Stationary	<0.1	<0.1	0.4	<0.1	<0.1
Total Existing	**25.5**	**3.5**	**2.9**	**2.1**	**<0.1**
Project					
Mobile	115.3	15.9	14.5	9.3	<0.1
Area	4.3	0.6	0.5	3.4	<0.1
Stationary	0.3	<0.1	1.5	<0.1	0.2
Total Project	**119.9**	**16.4**	**16.5**	**12.7**	**0.2**
Net Project					
Net Mobile	90.0	12.4	12.0	7.3	<0.1
Net Area	4.2	0.5	0.5	3.3	<0.1
Net Stationary	0.2	<0.1	1.1	<0.1	0.1
Total Net	94.4	13.0	13.6	10.6	0.2

Electricity Usage

Land Use	1,000 Sqft	Electricity Usage Rate [a] (kWh\sq.ft\yr)	Total Electricity Usage (KWh\year)	Total Electricity Usage (MWh\Day)	Emission Factors (lbs/MWh) [b] CO 0.2	ROC 0.01	NOx 1.15	PM10 0.04	SOx 0.12
Existing					**Emissions from Electricity Consumption (lbs/day)**				
Retail	0.6	13.55	8,130	0.022	0.004	0.000	0.026	0.001	0.003
Hotel/Motel	12.0	9.95	119,400	0.327	0.065	0.003	0.376	0.013	0.039
Total Existing			**127,530**	**0.349**	**0.07**	**0.00**	**0.40**	**0.01**	**0.04**
Project									
Residential (DU)	83.0	5,627	467,000	1.279	0.256	0.013	1.471	0.051	0.154
Total Project			**467,000**	**1.279**	**0.26**	**0.01**	**1.47**	**0.05**	**0.15**
Net Emissions From Electricity Usage					**0.19**	**0.01**	**1.07**	**0.04**	**0.11**

Summary of Stationary Emissions

	CO	ROC	NOx	PM10	SOx
Total Existing Emissions (lbs/day)	0.07	0.00	0.40	0.01	0.04
Total Project Emissions (lbs/day)	0.26	0.01	1.47	0.05	0.15
Total Net Emissions (lbs/day)	**0.19**	**0.01**	**1.07**	**0.04**	**0.11**

[a] Electricity Usage Rates from Table A9-11-A, CEQA Air Quality Handbook, SCAQMD, 1993.

[b] Emission Factors from Table A9-11-B, CEQA Air Quality Handbook, SCAQMD, 1993.

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URBEMIS 2002 For Windows 8.7.0

File Name: V:\AQNOISE DIVISION\Active Projects\Eagle Lodge\Operations\Operations (Condo Scenario) - Winter + Summer 2009.urb
Project Name: Eagle Lodge Operations (Winter) - 2009
Project Location: Mountain Counties and Rural Counties
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Tons/Year)

AREA SOURCE EMISSION ESTIMATES (Tons per Year, Unmitigated)

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.04	0.50	0.37	0.00	0.00
Hearth	1.93	0.05	3.53	0.01	0.53
Landscaping	0.06	0.00	0.42	0.00	0.00
Consumer Prdcts	0.74	-	-	-	-
Architectural Coatings	0.58	-	-	-	-
TOTALS (tpy, unmitigated)	3.35	0.55	4.31	0.01	0.53

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Condo/townhouse general	3.07	5.41	39.35	0.03	5.04
Conference Room	0.26	0.33	2.42	0.00	0.30
Base Lodge Employee Trips	0.55	0.95	6.78	0.01	0.91
Day Spa	0.21	0.36	2.61	0.00	0.32
Ice Rink	0.25	0.43	3.12	0.00	0.39
High turnover (sit-down)	0.77	1.21	8.77	0.01	1.09
Convenience market (24 ho	4.20	7.19	52.24	0.04	6.46
TOTAL EMISSIONS (tons/yr)	9.31	15.88	115.29	0.08	14.51

Does not include correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2009 Season: Annual

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
Condo/townhouse general	5.19	20.53 trips/dwelling unit	83.00	1,704.00
Conference Room		0.80 trips/people	200.00	160.00
Base Lodge Employee Trips		1.83 trips/employees	122.00	223.26
Day Spa		20.87 trips/1000 sq. ft.	8.00	166.96
Ice Rink		39.93 trips/1000 sq. ft.	5.00	199.65
High turnover (sit-down)		2.81 trips/seats	200.00	562.00
Convenience market (24 ho		863.10 trips/1000 sq. ft.	4.00	3,452.40
		Sum of Total Trips		6,468.27
		Total Vehicle Miles Traveled		52,419.59

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	54.90	1.30	98.40	0.30
Light Truck < 3,750 lbs	15.10	2.60	95.40	2.00
Light Truck 3,751- 5,750	16.10	1.20	98.10	0.70
Med Truck 5,751- 8,500	7.30	1.40	95.90	2.70
Lite-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.00	0.00	20.00	80.00
Heavy-Heavy 33,001-60,000	0.90	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.20	0.00	50.00	50.00
Motorcycle	1.60	75.00	25.00	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	1.40	7.10	85.70	7.20

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.8	7.3	7.5	9.5	7.4	7.4
Rural Trip Length (miles)	16.8	7.1	7.9	14.7	6.6	6.6
Trip Speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Conference Room				2.0	1.0	97.0
Base Lodge Employee Trips				100.0	0.0	0.0
Day Spa				5.0	2.5	92.5
Ice Rink				5.0	2.5	92.5
High turnover (sit-down) rest.				5.0	2.5	92.5
Convenience market (24 hour)				2.0	1.0	97.0

Changes made to the default values for Land Use Trip Percentages

The Trip Rate and/or Acreage values for Condominium/townhouse general
have changed from the defaults 6.9/5.19 to 20.53012/5.19
The Primary Trip % for City park changed from 70 to 100
The Diverted Trip % for City park changed from 25 to 0
The Pass-By Trip % for City park changed from 5 to 0
The Primary Trip % for Quality resturant changed from 50 to 100
The Diverted Trip % for Quality resturant changed from 40 to 0
The Pass-By Trip % for Quality resturant changed from 10 to 0

Changes made to the default values for Area

The landscape year changed from 2005 to 2009.

Changes made to the default values for Operations

The operational emission year changed from 2005 to 2009.
The operational winter selection item changed from 2 to 1.
The operational summer temperature changed from 60 to 70.

Eagle Lodge (Year 2009 Buildout)

CALINE4 Modeling Results and Estimated Local 1-Hour Carbon Monoxide Concentrations (ppm)

Projected Background 1-Hour CO Concentrations (ppm)[a]

Monitoring Station: Mono County

Year	1-Hr Concentration
2009	1.94

Intersection and Receptor Locations	Future Without Project		Future With Project		
	Traffic CO Contribution[b]	Estimated Local CO Concentration[c]	Traffic CO Contribution[b]	Estimated Local CO Concentration[c]	Exceedance of Significance Threshold[d]
Meridian Boulevard and East of Majestic Pines Road North 2009 WKNE					
NE	0.8	2.7	1.3	3.2	NO
SE	1.1	3.0	1.6	3.5	NO
SW	1.0	2.9	1.5	3.4	NO
NW	0.9	2.8	1.4	3.3	NO
Meridian Boulevard and West of Majestic Pines Road North 2009 WKNE					
NE	0.9	2.8	1.8	3.7	NO
SE	0.9	2.8	2.9	4.8	NO
SW	1.0	2.9	2.7	4.6	NO
NW	1.1	3.0	2.2	4.1	NO
Minaret Road and Meridian Boulevard 2009 WKNE					
NE	1.3	3.2	1.7	3.6	NO
SE	1.6	3.5	1.9	3.8	NO
SW	1.8	3.7	2.1	4.0	NO
NW	1.5	3.4	1.7	3.6	NO
Old Mammoth Road and Meridian Boulevard 2009 WKNE					
NE	2.3	4.2	2.3	4.2	NO
SE	2.2	4.1	2.4	4.3	NO
SW	2.5	4.4	2.8	4.7	NO
NW	2.4	4.3	2.5	4.4	NO

a Based on guidance provided by the AQMD Air Quality Analysis Guidance Handbook

b The 1-hour traffic contribution (ppm) is determined by inputing total traffic volumes into the CALINE4 model.

c The estimated local concentration is the traffic contribution + the background concentration.

d The California Ambient Air Quality Standard for 1-hour CO concentrations is 20 ppm.

Eagle Lodge (Year 2009 Buildout)

CALINE4 Modeling Results and Estimated Local 8-Hour Carbon Monoxide Concentrations (ppm)

Projected Background 8-Hour CO Concentrations (ppm) [a]	
Monitoring Station: Mono County	Average Persistence Factor = 0.70
Year 2009 — 8-Hr Concentration 1.36	

Intersection and Receptor Locations	Future Without Project: Traffic CO Contribution [b]	Future Without Project: Estimated Local CO Concentration [c]	Future With Project: Traffic CO Contribution [b]	Future With Project: Estimated Local CO Concentration [c]	Future With Project: Exceedance of Significance Threshold [d]
Meridian Boulevard and East of Majestic Pines Road North 2009 WKND					
NE	0.4	1.8	0.7	2.1	NO
SE	0.6	1.9	0.8	2.2	NO
SW	0.5	1.8	0.8	2.2	NO
NW	0.5	1.8	0.8	2.1	NO
Meridian Boulevard and West of Majestic Pines Road North 2009 WKND					
NE	0.4	1.8	0.9	2.3	NO
SE	0.5	1.8	1.1	2.5	NO
SW	0.5	1.8	1.2	2.5	NO
NW	0.6	1.9	1.2	2.5	NO
Minaret Road and Meridian Boulevard 2009 WKND					
NE	0.7	2.1	0.9	2.3	NO
SE	0.8	2.2	1.0	2.3	NO
SW	0.9	2.3	1.1	2.5	NO
NW	0.8	2.2	1.0	2.3	NO
Old Mammoth Road and Meridian Boulevard 2009 WKND					
NE	1.1	2.5	1.1	2.5	NO
SE	1.1	2.5	1.2	2.5	NO
SW	1.2	2.5	1.3	2.7	NO
NW	1.1	2.5	1.2	2.5	NO

a Based on guidance provided by the AQMD Air Quality Analysis Guidance Handbook.

b The persistence factor is calculated as recommended in Table B.15 in the Transportation Project-Level Carbon Monoxide Protocol (Institute of Transportation Studies, UC Davis, Revised 1997). This is a generalized persistence factor likely to provide a conservative estimate in most situations.

c The estimated local concentration is the traffic contribution + the background concentration.

d The California Ambient Air Quality Standard for 8-hour CO concentrations is 9 ppm.

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

JOB: MERIDIAN BOULEVARD AND EAST MAJESTIC PINES ROAD NORTH WKND NP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 0. (FT)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= .0 PPM
SIGTH= 5. DEGREES TEMP= 15.6 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	8	-1500	8	-500	AG	2	6.3	.0	35.0
B. NA	8	-500	8	0	AG	2	16.4	.0	33.0
C. ND	8	0	8	500	AG	162	8.7	.0	33.0
D. NE	8	500	8	1500	AG	162	6.3	.0	35.0
E. SF	-8	1500	-8	500	AG	142	6.3	.0	35.0
F. SA	-8	500	-8	0	AG	22	16.4	.0	33.0
G. SD	-8	0	-8	-500	AG	18	8.7	.0	33.0
H. SE	-8	-500	-8	-1500	AG	18	6.3	.0	35.0
I. WF	1500	15	500	15	AG	251	6.3	.0	50.0
J. WA	500	15	0	15	AG	242	9.3	.0	33.0
K. WD	0	15	-500	15	AG	157	6.7	.0	33.0
L. WE	-500	15	-1500	15	AG	157	6.3	.0	50.0
M. EF	-1500	-15	-500	-15	AG	310	6.3	.0	50.0
N. EA	-500	-15	0	-15	AG	255	9.3	.0	33.0
O. ED	0	-15	500	-15	AG	368	6.7	.0	33.0
P. EE	500	-15	1500	-15	AG	368	6.3	.0	50.0
Q. NL	0	-1900	0	-1800	AG	0	16.4	.0	33.0
R. SL	0	0	-8	500	AG	120	16.4	.0	33.0
S. WL	0	0	500	8	AG	9	9.3	.0	33.0
T. EL	0	0	-500	-8	AG	55	9.3	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NE3	25	40	6.0
2. SE3	25	-40	6.0
3. SW3	-25	-40	6.0
4. NW3	-25	40	6.0
5. NE7	38	53	6.0
6. SE7	38	-53	6.0
7. SW7	-38	-53	6.0
8. NW7	-38	53	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	264.	.8	.0	.0	.0	.0	.0	.0	.0	.0
2. SE3	355.	1.1	.0	.0	.3	.0	.0	.0	.0	.0
3. SW3	4.	1.0	.0	.0	.2	.0	.0	.1	.0	.0
4. NW3	95.	.9	.0	.0	.0	.0	.0	.0	.0	.0
5. NE7	263.	.6	.0	.0	.0	.0	.0	.0	.0	.0
6. SE7	353.	.8	.0	.0	.2	.0	.0	.0	.0	.0
7. SW7	6.	.7	.0	.0	.1	.0	.0	.0	.0	.0
8. NW7	96.	.7	.0	.0	.0	.0	.0	.0	.0	.0

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

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	.0	.2	.0	.1	.1	.0	.0	.0	.1	.0	.0
2. SE3	.0	.0	.0	.0	.0	.0	.2	.0	.0	.4	.0	.0
3. SW3	.0	.0	.0	.0	.0	.1	.0	.0	.0	.4	.0	.0
4. NW3	.0	.4	.0	.0	.0	.0	.0	.2	.0	.1	.0	.0
5. NE7	.0	.0	.1	.0	.1	.1	.0	.0	.0	.1	.0	.0
6. SE7	.0	.0	.0	.0	.0	.0	.1	.0	.0	.3	.0	.0
7. SW7	.0	.0	.0	.0	.0	.1	.0	.0	.0	.3	.0	.0
8. NW7	.0	.2	.0	.0	.0	.0	.0	.1	.0	.1	.0	.0

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

JOB: MERIDIAN BOULEVARD AND EAST MAJESTIC PINES ROAD NORTH WKND WP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 0. (FT)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= .0 PPM
SIGTH= 5. DEGREES TEMP= 15.6 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	8	-1500	8	-500	AG	2	6.3	.0	35.0
B. NA	8	-500	8	0	AG	2	16.9	.0	33.0
C. ND	8	0	8	500	AG	219	9.6	.0	33.0
D. NE	8	500	8	1500	AG	219	6.3	.0	35.0
E. SF	-8	1500	-8	500	AG	218	6.3	.0	35.0
F. SA	-8	500	-8	0	AG	55	16.9	.0	33.0
G. SD	-8	0	-8	-500	AG	18	9.6	.0	33.0
H. SE	-8	-500	-8	-1500	AG	18	6.3	.0	35.0
I. WF	1500	15	500	15	AG	411	6.3	.0	50.0
J. WA	500	15	0	15	AG	402	9.3	.0	33.0
K. WD	0	15	-500	15	AG	339	6.7	.0	33.0
L. WE	-500	15	-1500	15	AG	339	6.3	.0	50.0
M. EF	-1500	-15	-500	-15	AG	584	6.3	.0	50.0
N. EA	-500	-15	0	-15	AG	483	9.3	.0	33.0
O. ED	0	-15	500	-15	AG	639	6.7	.0	33.0
P. EE	500	-15	1500	-15	AG	639	6.3	.0	50.0
Q. NL	0	-1900	0	-1800	AG	0	16.9	.0	33.0
R. SL	0	0	-8	500	AG	163	16.9	.0	33.0
S. WL	0	0	500	8	AG	9	9.3	.0	33.0
T. EL	0	0	-500	-8	AG	101	9.3	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NE3	25	40	6.0
2. SE3	25	-40	6.0
3. SW3	-25	-40	6.0
4. NW3	-25	40	6.0
5. NE7	38	53	6.0
6. SE7	38	-53	6.0
7. SW7	-38	-53	6.0
8. NW7	-38	53	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	264.	1.3	.0	.0	.1	.0	.0	.0	.0	.0
2. SE3	355.	1.6	.0	.0	.4	.0	.0	.2	.0	.0
3. SW3	4.	1.5	.0	.0	.2	.0	.0	.3	.0	.0
4. NW3	95.	1.4	.0	.0	.1	.0	.0	.0	.0	.0
5. NE7	263.	1.0	.0	.0	.1	.0	.0	.0	.0	.0
6. SE7	353.	1.2	.0	.0	.3	.0	.0	.1	.0	.0
7. SW7	6.	1.2	.0	.0	.2	.0	.0	.2	.0	.0
8. NW7	96.	1.1	.0	.0	.1	.0	.0	.0	.0	.0

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

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	.0	.4	.0	.2	.2	.0	.0	.0	.2	.0	.0
2. SE3	.0	.2	.0	.0	.0	.0	.3	.0	.0	.5	.0	.0
3. SW3	.0	.0	.0	.0	.0	.3	.0	.0	.0	.5	.0	.0
4. NW3	.1	.6	.0	.0	.0	.0	.2	.2	.0	.2	.0	.0
5. NE7	.0	.0	.2	.0	.2	.2	.0	.0	.0	.1	.0	.0
6. SE7	.0	.1	.0	.0	.0	.0	.2	.0	.0	.3	.0	.0
7. SW7	.0	.0	.0	.0	.0	.2	.0	.0	.0	.3	.0	.0
8. NW7	.0	.4	.0	.0	.0	.0	.1	.2	.0	.1	.0	.0

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

JOB: OLD MAMMOTH ROAD AND MERIDIAN BOULEVARD WKND NP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0= 100. CM	ALT= 0. (FT)
BRG=	WORST CASE	VD= .0 CM/S	
CLAS=	7 (G)	VS= .0 CM/S	
MIXH=	1000. M	AMB= .0 PPM	
SIGTH=	5. DEGREES	TEMP= 15.6 DEGREE (C)	

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	15	-1500	15	-500	AG	502	6.3	.0	35.0
B. NA	15	-500	15	0	AG	378	11.1	.0	33.0
C. ND	15	0	15	500	AG	594	7.4	.0	33.0
D. NE	15	500	15	1500	AG	594	6.3	.0	35.0
E. SF	-15	1500	-15	500	AG	640	6.3	.0	35.0
F. SA	-15	500	-15	0	AG	509	11.1	.0	33.0
G. SD	-15	0	-15	-500	AG	652	8.0	.0	33.0
H. SE	-15	-500	-15	-1500	AG	652	6.3	.0	35.0
I. WF	1500	23	500	23	AG	472	6.3	.0	50.0
J. WA	500	23	0	23	AG	350	12.1	.0	45.0
K. WD	0	23	-500	23	AG	450	7.2	.0	33.0
L. WE	-500	23	-1500	23	AG	450	6.3	.0	50.0
M. EF	-1500	-23	-500	-23	AG	481	6.3	.0	50.0
N. EA	-500	-23	0	-23	AG	340	12.1	.0	45.0
O. ED	0	-23	500	-23	AG	399	7.2	.0	33.0
P. EE	500	-23	1500	-23	AG	399	6.3	.0	50.0
Q. NL	0	0	15	-500	AG	124	11.1	.0	33.0
R. SL	0	0	-15	500	AG	131	11.1	.0	33.0
S. WL	0	0	500	15	AG	122	12.1	.0	33.0
T. EL	0	0	-500	-15	AG	141	12.1	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NE3	33	48	6.0
2. SE3	33	-48	6.0
3. SW3	-33	-48	6.0
4. NW3	-33	48	6.0
5. NE7	46	61	6.0
6. SE7	46	-61	6.0
7. SW7	-46	-61	6.0
8. NW7	-46	61	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	185.	2.3	.0	.8	.2	.0	.0	.0	.3	.2
2. SE3	355.	2.2	.0	.2	.8	.0	.2	.3	.0	.0
3. SW3	5.	2.5	.0	.0	.2	.2	.0	1.0	.3	.0
4. NW3	175.	2.4	.2	.3	.0	.0	.0	.3	.9	.0
5. NE7	186.	1.6	.0	.6	.0	.0	.0	.0	.2	.2
6. SE7	353.	1.6	.0	.0	.5	.0	.1	.3	.0	.0
7. SW7	6.	1.7	.0	.0	.2	.2	.0	.7	.0	.0
8. NW7	173.	1.6	.1	.2	.0	.0	.0	.0	.6	.0

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

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	.3	.0	.0	.0	.0	.1	.0	.2	.0	.0	.0
2. SE3	.0	.2	.0	.0	.0	.0	.2	.0	.0	.2	.0	.0
3. SW3	.0	.0	.1	.0	.0	.3	.0	.0	.0	.2	.0	.0
4. NW3	.0	.0	.2	.0	.0	.2	.0	.0	.2	.0	.0	.0
5. NE7	.0	.2	.0	.0	.0	.0	.1	.0	.2	.0	.0	.0
6. SE7	.0	.2	.0	.0	.0	.0	.1	.0	.0	.1	.0	.0
7. SW7	.0	.0	.1	.0	.0	.2	.0	.0	.0	.2	.0	.0
8. NW7	.0	.0	.2	.0	.0	.2	.0	.0	.1	.0	.0	.0

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

JOB: OLD MAMMOTH ROAD AND MERIDIAN BOULEVARD WKND WP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S	Z0= 100. CM	ALT= 0. (FT)
BRG= WORST CASE	VD= .0 CM/S	
CLAS= 7 (G)	VS= .0 CM/S	
MIXH= 1000. M	AMB= .0 PPM	
SIGTH= 5. DEGREES	TEMP= 15.6 DEGREE (C)	

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	15	-1500	15	-500	AG	507	6.3	.0	35.0
B. NA	15	-500	15	0	AG	378	11.1	.0	33.0
C. ND	15	0	15	500	AG	643	7.6	.0	33.0
D. NE	15	500	15	1500	AG	643	6.3	.0	35.0
E. SF	-15	1500	-15	500	AG	673	6.3	.0	35.0
F. SA	-15	500	-15	0	AG	542	11.6	.0	33.0
G. SD	-15	0	-15	-500	AG	663	8.2	.0	33.0
H. SE	-15	-500	-15	-1500	AG	663	6.3	.0	35.0
I. WF	1500	23	500	23	AG	492	6.3	.0	50.0
J. WA	500	23	0	23	AG	370	12.1	.0	45.0
K. WD	0	23	-500	23	AG	508	7.2	.0	33.0
L. WE	-500	23	-1500	23	AG	508	6.3	.0	50.0
M. EF	-1500	-23	-500	-23	AG	571	6.3	.0	50.0
N. EA	-500	-23	0	-23	AG	381	12.1	.0	45.0
O. ED	0	-23	500	-23	AG	429	7.2	.0	33.0
P. EE	500	-23	1500	-23	AG	429	6.3	.0	50.0
Q. NL	0	0	15	-500	AG	129	11.1	.0	33.0
R. SL	0	0	-15	500	AG	131	11.1	.0	33.0
S. WL	0	0	500	15	AG	122	12.1	.0	33.0
T. EL	0	0	-500	-15	AG	190	12.1	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NE3	33	48	6.0
2. SE3	33	-48	6.0
3. SW3	-33	-48	6.0
4. NW3	-33	48	6.0
5. NE7	46	61	6.0
6. SE7	46	-61	6.0
7. SW7	-46	-61	6.0
8. NW7	-46	61	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	185.	2.3	.0	.8	.3	.0	.0	.0	.3	.2
2. SE3	355.	2.4	.0	.2	.9	.0	.2	.4	.0	.0
3. SW3	5.	2.8	.0	.0	.3	.2	.0	1.1	.3	.0
4. NW3	175.	2.5	.2	.3	.0	.0	.0	.4	1.0	.0
5. NE7	186.	1.6	.0	.6	.0	.0	.0	.0	.2	.2
6. SE7	353.	1.7	.0	.0	.6	.0	.2	.3	.0	.0
7. SW7	6.	1.9	.0	.0	.2	.2	.0	.8	.0	.0
8. NW7	173.	1.7	.1	.2	.0	.0	.0	.0	.7	.0

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

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	.3	.0	.0	.0	.0	.1	.0	.2	.0	.0	.0
2. SE3	.0	.2	.0	.0	.0	.0	.2	.0	.0	.2	.0	.0
3. SW3	.0	.0	.1	.0	.0	.3	.0	.0	.0	.2	.0	.1
4. NW3	.0	.0	.2	.0	.0	.2	.0	.0	.2	.0	.0	.1
5. NE7	.0	.2	.0	.0	.0	.0	.1	.0	.2	.0	.0	.0
6. SE7	.0	.2	.0	.0	.0	.0	.2	.0	.0	.1	.0	.0
7. SW7	.0	.0	.1	.0	.0	.2	.0	.0	.0	.2	.0	.0
8. NW7	.0	.0	.2	.0	.0	.2	.0	.0	.1	.0	.0	.0

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

JOB: MINARET ROAD AND MERIDIAN BOULEVARD WKND NP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S	Z0= 100. CM	ALT= 0. (FT)
BRG= WORST CASE	VD= .0 CM/S	
CLAS= 7 (G)	VS= .0 CM/S	
MIXH= 1000. M	AMB= .0 PPM	
SIGTH= 5. DEGREES	TEMP= 15.6 DEGREE (C)	

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	15	-1500	15	-500	AG	174	6.3	.0	35.0
B. NA	15	-500	15	0	AG	136	12.7	.0	33.0
C. ND	15	0	15	500	AG	344	7.6	.0	33.0
D. NE	15	500	15	1500	AG	344	6.3	.0	35.0
E. SF	-15	1500	-15	500	AG	416	6.3	.0	35.0
F. SA	-15	500	-15	0	AG	250	12.7	.0	33.0
G. SD	-15	0	-15	-500	AG	255	7.6	.0	33.0
H. SE	-15	-500	-15	-1500	AG	255	6.3	.0	35.0
I. WF	1500	23	500	23	AG	377	6.3	.0	50.0
J. WA	500	23	0	23	AG	354	10.3	.0	45.0
K. WD	0	23	-500	23	AG	316	6.8	.0	33.0
L. WE	-500	23	-1500	23	AG	316	6.3	.0	50.0
M. EF	-1500	-23	-500	-23	AG	498	6.3	.0	50.0
N. EA	-500	-23	0	-23	AG	405	10.3	.0	45.0
O. ED	0	-23	500	-23	AG	550	6.9	.0	33.0
P. EE	500	-23	1500	-23	AG	550	6.3	.0	50.0
Q. NL	0	0	15	-500	AG	38	12.7	.0	33.0
R. SL	0	0	-15	500	AG	166	12.7	.0	33.0
S. WL	0	0	500	15	AG	23	10.3	.0	33.0
T. EL	0	0	-500	-15	AG	93	10.3	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NE3	33	48	6.0
2. SE3	33	-48	6.0
3. SW3	-33	-48	6.0
4. NW3	-33	48	6.0
5. NE7	46	61	6.0
6. SE7	46	-61	6.0
7. SW7	-46	-61	6.0
8. NW7	-46	61	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	262.	1.3	.0	.0	.2	.0	.0	.1	.0	.0
2. SE3	354.	1.6	.0	.1	.5	.0	.1	.2	.0	.0
3. SW3	4.	1.8	.0	.0	.1	.2	.1	.6	.0	.0
4. NW3	95.	1.5	.0	.0	.1	.0	.0	.2	.0	.0
5. NE7	260.	1.0	.0	.0	.1	.0	.0	.1	.0	.0
6. SE7	352.	1.2	.0	.0	.4	.0	.0	.2	.0	.0
7. SW7	6.	1.3	.0	.0	.1	.1	.0	.4	.0	.0
8. NW7	96.	1.2	.0	.0	.1	.0	.0	.2	.0	.0

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

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	.0	.3	.0	.1	.2	.0	.0	.0	.1	.0	.0
2. SE3	.0	.1	.0	.0	.0	.0	.2	.0	.0	.3	.0	.0
3. SW3	.0	.0	.0	.0	.0	.3	.0	.0	.0	.3	.0	.0
4. NW3	.0	.6	.0	.0	.0	.0	.0	.2	.0	.1	.0	.0
5. NE7	.0	.0	.2	.0	.0	.2	.0	.0	.0	.1	.0	.0
6. SE7	.0	.1	.0	.0	.0	.0	.2	.0	.0	.2	.0	.0
7. SW7	.0	.0	.0	.0	.0	.2	.0	.0	.0	.2	.0	.0
8. NW7	.0	.4	.0	.0	.0	.0	.0	.2	.0	.1	.0	.0

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

JOB: MINARET ROAD AND MERIDIAN BOULEVARD WKND WP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 0. (FT)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= .0 PPM
SIGTH= 5. DEGREES TEMP= 15.6 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	15	-1500	15	-500	AG	209	6.3	.0	35.0
B. NA	15	-500	15	0	AG	136	13.3	.0	33.0
C. ND	15	0	15	500	AG	400	8.2	.0	33.0
D. NE	15	500	15	1500	AG	400	6.3	.0	35.0
E. SF	-15	1500	-15	500	AG	450	6.3	.0	35.0
F. SA	-15	500	-15	0	AG	284	13.3	.0	33.0
G. SD	-15	0	-15	-500	AG	310	7.8	.0	33.0
H. SE	-15	-500	-15	-1500	AG	310	6.3	.0	35.0
I. WF	1500	23	500	23	AG	453	6.3	.0	50.0
J. WA	500	23	0	23	AG	430	9.9	.0	45.0
K. WD	0	23	-500	23	AG	461	6.8	.0	33.0
L. WE	-500	23	-1500	23	AG	461	6.3	.0	50.0
M. EF	-1500	-23	-500	-23	AG	727	6.3	.0	50.0
N. EA	-500	-23	0	-23	AG	578	9.9	.0	45.0
O. ED	0	-23	500	-23	AG	668	6.8	.0	33.0
P. EE	500	-23	1500	-23	AG	668	6.3	.0	50.0
Q. NL	0	0	15	-500	AG	73	13.3	.0	33.0
R. SL	0	0	-15	500	AG	166	13.3	.0	33.0
S. WL	0	0	500	15	AG	23	9.9	.0	33.0
T. EL	0	0	-500	-15	AG	149	9.9	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NE3	33	48	6.0
2. SE3	33	-48	6.0
3. SW3	-33	-48	6.0
4. NW3	-33	48	6.0
5. NE7	46	61	6.0
6. SE7	46	-61	6.0
7. SW7	-46	-61	6.0
8. NW7	-46	61	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	262.	1.7	.0	.0	.2	.0	.0	.2	.0	.0
2. SE3	354.	1.9	.0	.1	.6	.0	.1	.3	.0	.0
3. SW3	5.	2.1	.0	.0	.2	.1	.0	.7	.1	.0
4. NW3	95.	1.7	.0	.0	.1	.0	.0	.3	.0	.0
5. NE7	260.	1.3	.0	.0	.2	.0	.0	.2	.0	.0
6. SE7	352.	1.4	.0	.0	.4	.0	.0	.3	.0	.0
7. SW7	6.	1.6	.0	.0	.2	.1	.0	.5	.0	.0
8. NW7	96.	1.4	.0	.0	.1	.0	.0	.2	.0	.0

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

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	.0	.5	.0	.2	.3	.0	.0	.0	.1	.0	.1
2. SE3	.0	.2	.0	.0	.0	.0	.3	.0	.0	.3	.0	.0
3. SW3	.0	.0	.1	.0	.0	.4	.0	.0	.0	.3	.0	.0
4. NW3	.1	.7	.0	.0	.0	.0	.0	.3	.0	.1	.0	.0
5. NE7	.0	.0	.3	.0	.1	.3	.0	.0	.0	.1	.0	.1
6. SE7	.0	.2	.0	.0	.0	.0	.2	.0	.0	.2	.0	.0
7. SW7	.0	.0	.1	.0	.0	.3	.0	.0	.0	.2	.0	.0
8. NW7	.1	.5	.0	.0	.0	.0	.0	.3	.0	.1	.0	.0

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

JOB: MERIDIAN BOULEVARD AND WEST MAJESTIC PINES ROAD NORTH WKND NP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 0. (FT)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= .0 PPM
SIGTH= 5. DEGREES TEMP= 15.6 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	8	-1500	8	-500	AG	62	6.3	.0	35.0
B. NA	8	-500	8	0	AG	59	10.3	.0	33.0
C. ND	8	0	8	500	AG	101	6.8	.0	33.0
D. NE	8	500	8	1500	AG	101	6.3	.0	35.0
E. SF	-8	1500	-8	500	AG	223	6.3	.0	35.0
F. SA	-8	500	-8	0	AG	25	10.3	.0	33.0
G. SD	-8	0	-8	-500	AG	74	6.8	.0	33.0
H. SE	-8	-500	-8	-1500	AG	74	6.3	.0	35.0
I. WF	1500	8	500	8	AG	156	6.3	.0	35.0
J. WA	500	8	0	8	AG	110	13.3	.0	33.0
K. WD	0	8	-500	8	AG	23	7.4	.0	33.0
L. WE	-500	8	-1500	8	AG	23	6.3	.0	35.0
M. EF	-1500	-8	-500	-8	AG	18	6.3	.0	35.0
N. EA	-500	-8	0	-8	AG	18	13.3	.0	33.0
O. ED	0	-8	500	-8	AG	261	7.6	.0	33.0
P. EE	500	-8	1500	-8	AG	261	6.3	.0	35.0
Q. NL	0	0	8	-500	AG	3	10.3	.0	33.0
R. SL	0	0	-8	500	AG	198	10.3	.0	33.0
S. WL	0	0	500	8	AG	46	13.3	.0	33.0
T. EL	-1900	0	-1800	0	AG	0	13.3	.0	33.0

POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NE3	25	25	6.0
2. SE3	25	-25	6.0
3. SW3	-25	-25	6.0
4. NW3	-25	25	6.0
5. NE7	38	38	6.0
6. SE7	38	-38	6.0
7. SW7	-38	-38	6.0
8. NW7	-38	38	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	94.	.9	.0	.0	.0	.0	.0	.0	.0	.0
2. SE3	355.	.9	.0	.0	.2	.0	.0	.0	.0	.0
3. SW3	86.	1.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NW3	94.	1.1	.0	.0	.0	.0	.0	.0	.0	.0
5. NE7	96.	.6	.0	.0	.0	.0	.0	.0	.0	.0

RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

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

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	.4	.0	.0	.0	.0	.2	.1	.0	.0	.1	.0
2. SE3	.0	.0	.0	.0	.0	.0	.1	.0	.0	.3	.0	.0
3. SW3	.0	.2	.0	.0	.0	.0	.4	.0	.0	.0	.1	.0
4. NW3	.0	.4	.0	.0	.0	.0	.2	.1	.0	.1	.1	.0
5. NE7	.0	.2	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0
6. SE7	.0	.0	.0	.0	.0	.0	.1	.0	.0	.2	.0	.0

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

JOB: MERIDIAN BOULEVARD AND WEST MAJESTIC PINES ROAD NORTH WKND WP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 0. (FT)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= .0 PPM
SIGTH= 5. DEGREES TEMP= 15.6 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	8	-1500	8	-500	AG	81	6.3	.0	35.0
B. NA	8	-500	8	0	AG	78	9.3	.0	33.0
C. ND	8	0	8	500	AG	106	6.7	.0	33.0
D. NE	8	500	8	1500	AG	106	6.3	.0	35.0
E. SF	-8	1500	-8	500	AG	564	6.3	.0	35.0
F. SA	-8	500	-8	0	AG	59	9.3	.0	33.0
G. SD	-8	0	-8	-500	AG	101	6.7	.0	33.0
H. SE	-8	-500	-8	-1500	AG	101	6.3	.0	35.0
I. WF	1500	8	500	8	AG	155	6.3	.0	35.0
J. WA	500	8	0	8	AG	116	15.5	.0	33.0
K. WD	0	8	-500	8	AG	22	8.4	.0	33.0
L. WE	-500	8	-1500	8	AG	22	6.3	.0	35.0
M. EF	-1500	-8	-500	-8	AG	18	6.3	.0	35.0
N. EA	-500	-8	0	-8	AG	18	15.5	.0	33.0
O. ED	0	-8	500	-8	AG	589	17.6	.0	33.0
P. EE	500	-8	1500	-8	AG	589	6.3	.0	35.0
Q. NL	0	0	8	-500	AG	3	9.3	.0	33.0
R. SL	0	0	-8	500	AG	505	9.9	.0	33.0
S. WL	0	0	500	8	AG	39	15.5	.0	33.0
T. EL	-1900	0	-1800	0	AG	0	15.5	.0	33.0

POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NE3	25	25	6.0
2. SE3	25	-25	6.0
3. SW3	-25	-25	6.0
4. NW3	-25	25	6.0
5. NE7	38	38	6.0
6. SE7	38	-38	6.0
7. SW7	-38	-38	6.0
8. NW7	-38	38	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	96.	1.8	.0	.0	.0	.0	.0	.0	.0	.0
2. SE3	85.	2.9	.0	.0	.0	.0	.0	.0	.0	.0
3. SW3	86.	2.7	.0	.0	.0	.0	.0	.0	.0	.0
4. NW3	96.	2.2	.0	.0	.0	.0	.0	.0	.0	.0
5. NE7	99.	1.3	.0	.0	.0	.0	.0	.0	.0	.0

RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

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

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	.5	.0	.0	.0	.0	1.1	.1	.0	.0	.1	.0
2. SE3	.0	.2	.0	.0	.0	.0	2.4	.1	.0	.0	.1	.0
3. SW3	.0	.2	.0	.0	.0	.0	2.1	.1	.0	.0	.1	.0
4. NW3	.0	.4	.0	.0	.0	.0	1.1	.1	.0	.3	.1	.0
5. NE7	.0	.3	.0	.0	.0	.0	.9	.0	.0	.0	.0	.0
6. SE7	.0	.2	.0	.0	.0	.0	1.2	.0	.0	.0	.0	.0

Title : Mono County Avg 2009 Winter Default Title
Version : Emfac2002 V2.2 Apr 23 2003
Run Date : 06/28/06 14:07:34
Scen Year: 2009 -- Model Years: 1965 to 2009
Season : Winter
Area : Mono County

****

Year:2009 -- Model Years 1965 to 2009 Inclusive -- Winter
Emfac2002 Emission Factors: V2.2 Apr 23 2003
Pollutant Name: Carbon Monoxide Temperature: 27F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
3	9.498	17.946	14.768	35.841	40.226	54.809	17.560
4	9.104	17.066	14.109	35.841	40.226	54.809	16.934
5	8.739	16.257	13.505	35.841	40.226	54.809	16.359
6	8.400	15.509	12.826	32.931	36.847	52.521	15.486
7	8.085	14.820	12.205	30.322	33.827	50.430	14.689
8	7.792	14.184	11.634	27.980	31.125	48.520	13.961
9	7.519	13.597	11.110	25.874	28.704	46.775	13.294
10	7.265	13.053	10.627	23.979	26.530	45.183	12.682
11	7.027	12.549	10.183	22.270	24.576	43.733	12.121
12	6.804	12.082	9.772	20.727	22.817	42.412	11.604
13	6.595	11.648	9.393	19.332	21.231	41.214	11.129
14	6.400	11.244	9.041	18.070	19.800	40.128	10.690
15	6.216	10.868	8.716	16.926	18.507	39.148	10.286
16	6.043	10.518	8.415	15.889	17.338	38.268	9.912
17	5.881	10.192	8.135	14.947	16.278	37.481	9.566
18	5.728	9.887	7.874	14.092	15.318	36.783	9.246
19	5.583	9.602	7.632	13.313	14.446	36.168	8.950
20	5.447	9.337	7.407	12.605	13.655	35.635	8.675
21	5.318	9.088	7.198	11.960	12.936	35.178	8.420
22	5.197	8.856	7.003	11.372	12.282	34.795	8.184
23	5.082	8.639	6.821	10.836	11.687	34.485	7.965
24	4.974	8.436	6.652	10.348	11.146	34.244	7.762
25	4.871	8.247	6.494	9.903	10.654	34.073	7.574
26	4.775	8.070	6.348	9.497	10.207	33.969	7.400
27	4.683	7.904	6.211	9.127	9.800	33.934	7.239
28	4.596	7.750	6.085	8.790	9.430	33.965	7.090
29	4.515	7.607	5.967	8.484	9.095	34.064	6.953
30	4.437	7.473	5.858	8.206	8.791	34.232	6.826
31	4.365	7.350	5.757	7.955	8.516	34.469	6.711
32	4.296	7.235	5.664	7.727	8.268	34.778	6.605
33	4.232	7.129	5.579	7.522	8.045	35.160	6.509
34	4.171	7.032	5.501	7.338	7.846	35.618	6.422
35	4.114	6.944	5.429	7.174	7.669	36.155	6.344
36	4.061	6.863	5.365	7.029	7.513	36.775	6.275
37	4.012	6.791	5.308	6.901	7.376	37.481	6.214
38	3.966	6.726	5.256	6.790	7.258	38.280	6.162
39	3.924	6.669	5.212	6.696	7.157	39.175	6.118
40	3.885	6.620	5.173	6.616	7.074	40.173	6.083

Eagle Lodge (Year 2024 Buildout)

CALINE4 Modeling Results and Estimated Local 1-Hour Carbon Monoxide Concentrations (ppm)

Projected Background 1-Hour CO Concentrations (ppm)[a]

Monitoring Station: Central LA

Year	1-Hr Concentration
2024	1.94

Intersection and Receptor Locations	Future Without Project		Future With Project		
	Traffic CO Contribution[b]	Estimated Local CO Concentration[c]	Traffic CO Contribution[b]	Estimated Local CO Concentration[c]	Exceedance of Significance Threshold[d]
Meridian Boulevard and East of Majestic Pines Road North 2024 WKNE					
NE	0.3	2.2	0.4	2.3	NO
SE	0.4	2.3	0.6	2.5	NO
SW	0.3	2.2	0.5	2.4	NO
NW	0.3	2.2	0.4	2.3	NO
Meridian Boulevard and West of Majestic Pines Road North 2024 WKNE					
NE	0.3	2.2	0.4	2.3	NO
SE	0.3	2.2	0.7	2.6	NO
SW	0.3	2.2	0.7	2.6	NO
NW	0.3	2.2	0.5	2.4	NO
Minaret Road and Meridian Boulevard 2024 WKNE					
NE	0.5	2.4	0.6	2.5	NO
SE	0.5	2.4	0.7	2.6	NO
SW	0.6	2.5	0.7	2.6	NO
NW	0.6	2.5	0.7	2.6	NO
Old Mammoth Road and Meridian Boulevard 2024 WKNE					
NE	0.7	2.6	0.6	2.5	NO
SE	0.6	2.5	0.5	2.4	NO
SW	0.7	2.6	0.6	2.5	NO
NW	0.7	2.6	0.8	2.7	NO

a Based on guidance provided by the AQMD Air Quality Analysis Guidance Handbook

b The 1-hour traffic contribution (ppm) is determined by inputing total traffic volumes into the CALINE4 model.

c The estimated local concentration is the traffic contribution + the background concentration.

d The California Ambient Air Quality Standard for 1-hour CO concentrations is 20 ppm.

Eagle Lodge (Year 2024 Buildout)

CALINE4 Modeling Results and Estimated Local 8-Hour Carbon Monoxide Concentrations (ppm)

Projected Background 8-Hour CO Concentrations (ppm) [a]	
Monitoring Station: Central LA	Average Persistence Factor = 0.70
Year: 2024 — 8-Hr Concentration: 1.36	

Intersection and Receptor Locations	Future Without Project: Traffic CO Contribution [b]	Future Without Project: Estimated Local CO Concentration [c]	Future With Project: Traffic CO Contribution [b]	Future With Project: Estimated Local CO Concentration [c]	Exceedance of Significance Threshold [d]
Meridian Boulevard and East of Majestic Pines Road North 2024 WKND					
NE	0.1	1.5	0.2	1.6	NO
SE	0.2	1.6	0.3	1.6	NO
SW	0.2	1.6	0.3	1.6	NO
NW	0.2	1.6	0.3	1.6	NO
Meridian Boulevard and West of Majestic Pines Road North 2024 WKND					
NE	0.1	1.5	0.2	1.6	NO
SE	0.1	1.5	0.3	1.6	NO
SW	0.1	1.5	0.3	1.6	NO
NW	0.1	1.5	0.3	1.6	NO
Minaret Road and Meridian Boulevard 2024 WKND					
NE	0.3	1.6	0.3	1.6	NO
SE	0.3	1.6	0.4	1.7	NO
SW	0.3	1.6	0.4	1.7	NO
NW	0.3	1.6	0.4	1.7	NO
Old Mammoth Road and Meridian Boulevard 2024 WKND					
NE	0.4	1.7	0.4	1.7	NO
SE	0.3	1.6	0.3	1.6	NO
SW	0.4	1.7	0.3	1.6	NO
NW	0.4	1.7	0.4	1.7	NO

a Based on guidance provided by the AQMD Air Quality Analysis Guidance Handbook.

b The persistence factor is calculated as recommended in Table B.15 in the Transportation Project-Level Carbon Monoxide Protocol (Institute of Transportation Studies, UC Davis, Revised 1997). This is a generalized persistence factor likely to provide a conservative estimate in most situations.

c The estimated local concentration is the traffic contribution + the background concentration.

d The California Ambient Air Quality Standard for 8-hour CO concentrations is 9 ppm.

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

JOB: MERIDIAN BOULEVARD AND EAST MAJESTIC PINES ROAD WKND NP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 0. (FT)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= .0 PPM
SIGTH= 5. DEGREES TEMP= 15.6 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	8	-1500	8	-500	AG	0	1.6	.0	35.0
B. NA	8	-500	8	0	AG	0	3.0	.0	33.0
C. ND	8	0	8	500	AG	338	2.3	.0	33.0
D. NE	8	500	8	1500	AG	338	1.6	.0	35.0
E. SF	-8	1500	-8	500	AG	265	1.6	.0	35.0
F. SA	-8	500	-8	0	AG	65	3.0	.0	33.0
G. SD	-8	0	-8	-500	AG	0	2.0	.0	33.0
H. SE	-8	-500	-8	-1500	AG	0	1.6	.0	35.0
I. WF	1500	15	500	15	AG	374	1.6	.0	50.0
J. WA	500	15	0	15	AG	374	2.2	.0	33.0
K. WD	0	15	-500	15	AG	259	1.7	.0	33.0
L. WE	-500	15	-1500	15	AG	259	1.6	.0	50.0
M. EF	-1500	-15	-500	-15	AG	415	1.6	.0	50.0
N. EA	-500	-15	0	-15	AG	257	2.2	.0	33.0
O. ED	0	-15	500	-15	AG	457	1.7	.0	33.0
P. EE	500	-15	1500	-15	AG	457	1.6	.0	50.0
Q. NL	0	-1900	0	-1800	AG	0	3.0	.0	33.0
R. SL	0	0	-8	500	AG	200	3.0	.0	33.0
S. WL	0	0	500	8	AG	0	2.2	.0	33.0
T. EL	0	0	-500	-8	AG	158	2.2	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NE3	25	40	6.0
2. SE3	25	-40	6.0
3. SW3	-25	-40	6.0
4. NW3	-25	40	6.0
5. NE7	38	53	6.0
6. SE7	38	-53	6.0
7. SW7	-38	-53	6.0
8. NW7	-38	53	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	355.	.3	.0	.0	.2	.0	.0	.0	.0	.0
2. SE3	356.	.4	.0	.0	.2	.0	.0	.0	.0	.0
3. SW3	4.	.3	.0	.0	.0	.0	.0	.0	.0	.0
4. NW3	95.	.3	.0	.0	.0	.0	.0	.0	.0	.0
5. NE7	263.	.2	.0	.0	.0	.0	.0	.0	.0	.0
6. SE7	354.	.3	.0	.0	.1	.0	.0	.0	.0	.0
7. SW7	6.	.3	.0	.0	.0	.0	.0	.0	.0	.0
8. NW7	96.	.3	.0	.0	.0	.0	.0	.0	.0	.0

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

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. SE3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NW3	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. NE7	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. SE7	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. SW7	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. NW7	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

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

JOB: MERIDIAN BOULEVARD AND EAST MAJESTIC PINES ROAD NORTH WKND WP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 0. (FT)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= .0 PPM
SIGTH= 5. DEGREES TEMP= 15.6 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	8	-1500	8	-500	AG	0	1.6	.0	35.0
B. NA	8	-500	8	0	AG	0	3.1	.0	33.0
C. ND	8	0	8	500	AG	395	3.0	.0	33.0
D. NE	8	500	8	1500	AG	395	1.6	.0	35.0
E. SF	-8	1500	-8	500	AG	341	1.6	.0	35.0
F. SA	-8	500	-8	0	AG	98	3.1	.0	33.0
G. SD	-8	0	-8	-500	AG	0	2.0	.0	33.0
H. SE	-8	-500	-8	-1500	AG	0	1.6	.0	35.0
I. WF	1500	15	500	15	AG	534	1.6	.0	50.0
J. WA	500	15	0	15	AG	534	2.2	.0	33.0
K. WD	0	15	-500	15	AG	441	1.7	.0	33.0
L. WE	-500	15	-1500	15	AG	441	1.6	.0	50.0
M. EF	-1500	-15	-500	-15	AG	689	1.6	.0	50.0
N. EA	-500	-15	0	-15	AG	485	2.2	.0	33.0
O. ED	0	-15	500	-15	AG	728	1.7	.0	33.0
P. EE	500	-15	1500	-15	AG	728	1.6	.0	50.0
Q. NL	0	-1900	0	-1800	AG	0	3.1	.0	33.0
R. SL	0	0	-8	500	AG	243	3.1	.0	33.0
S. WL	0	0	500	8	AG	0	2.2	.0	33.0
T. EL	0	0	-500	-8	AG	204	2.2	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NE3	25	40	6.0
2. SE3	25	-40	6.0
3. SW3	-25	-40	6.0
4. NW3	-25	40	6.0
5. NE7	38	53	6.0
6. SE7	38	-53	6.0
7. SW7	-38	-53	6.0
8. NW7	-38	53	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	264.	.4	.0	.0	.0	.0	.0	.0	.0	.0
2. SE3	356.	.6	.0	.0	.2	.0	.0	.0	.0	.0
3. SW3	5.	.5	.0	.0	.1	.0	.0	.0	.0	.0
4. NW3	95.	.4	.0	.0	.0	.0	.0	.0	.0	.0
5. NE7	263.	.3	.0	.0	.0	.0	.0	.0	.0	.0
6. SE7	353.	.4	.0	.0	.2	.0	.0	.0	.0	.0
7. SW7	6.	.4	.0	.0	.0	.0	.0	.0	.0	.0
8. NW7	96.	.4	.0	.0	.0	.0	.0	.0	.0	.0

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

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. SE3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0
3. SW3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0
4. NW3	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. NE7	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. SE7	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. SW7	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. NW7	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

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

JOB: OLD MAMMOTH ROAD AND MERIDIAN BOULEVARD WKND NP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S	Z0= 100. CM	ALT= 0. (FT)
BRG= WORST CASE	VD= .0 CM/S	
CLAS= 7 (G)	VS= .0 CM/S	
MIXH= 1000. M	AMB= .0 PPM	
SIGTH= 5. DEGREES	TEMP= 15.6 DEGREE (C)	

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	15	-1500	15	-500	AG	650	1.6	.0	35.0
B. NA	15	-500	15	0	AG	534	2.4	.0	33.0
C. ND	15	0	15	500	AG	637	1.8	.0	33.0
D. NE	15	500	15	1500	AG	637	1.6	.0	35.0
E. SF	-15	1500	-15	500	AG	903	1.6	.0	35.0
F. SA	-15	500	-15	0	AG	693	2.4	.0	33.0
G. SD	-15	0	-15	-500	AG	937	2.1	.0	33.0
H. SE	-15	-500	-15	-1500	AG	937	1.6	.0	35.0
I. WF	1500	23	500	23	AG	484	1.6	.0	50.0
J. WA	500	23	0	23	AG	327	2.7	.0	45.0
K. WD	0	23	-500	23	AG	427	1.8	.0	33.0
L. WE	-500	23	-1500	23	AG	427	1.6	.0	50.0
M. EF	-1500	-23	-500	-23	AG	591	1.6	.0	50.0
N. EA	-500	-23	0	-23	AG	478	2.7	.0	45.0
O. ED	0	-23	500	-23	AG	627	1.9	.0	33.0
P. EE	500	-23	1500	-23	AG	627	1.6	.0	50.0
Q. NL	0	0	15	-500	AG	116	2.4	.0	33.0
R. SL	0	0	-15	500	AG	210	2.4	.0	33.0
S. WL	0	0	500	15	AG	157	2.7	.0	33.0
T. EL	-1900	0	-1800	0	AG	113	2.7	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NE3	33	48	6.0
2. SE3	33	-48	6.0
3. SW3	-33	-48	6.0
4. NW3	-33	48	6.0
5. NE7	46	61	6.0
6. SE7	46	-61	6.0
7. SW7	-46	-61	6.0
8. NW7	-46	61	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	185.	.7	.0	.2	.0	.0	.0	.0	.1	.0
2. SE3	355.	.6	.0	.0	.2	.0	.0	.0	.0	.0
3. SW3	5.	.7	.0	.0	.0	.0	.0	.3	.1	.0
4. NW3	175.	.7	.0	.0	.0	.0	.0	.0	.3	.0
5. NE7	186.	.5	.0	.2	.0	.0	.0	.0	.0	.0
6. SE7	353.	.4	.0	.0	.1	.0	.0	.0	.0	.0
7. SW7	6.	.5	.0	.0	.0	.0	.0	.2	.0	.0
8. NW7	174.	.5	.0	.0	.0	.0	.0	.0	.2	.0

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

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. SE3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NW3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. NE7	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. SE7	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. SW7	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. NW7	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

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

JOB: OLD MAMMOTH ROAD AND MERIDIAN BOULEVARD WKND WP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	0. (FT)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	5. DEGREES	TEMP=	15.6 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	15	-1500	15	-500	AG	727	1.6	.0	35.0
B. NA	15	-500	15	0	AG	525	2.3	.0	33.0
C. ND	15	0	15	500	AG	241	1.7	.0	33.0
D. NE	15	500	15	1500	AG	241	1.6	.0	35.0
E. SF	-15	1500	-15	500	AG	936	1.6	.0	35.0
F. SA	-15	500	-15	0	AG	726	2.3	.0	33.0
G. SD	-15	0	-15	-500	AG	1036	2.1	.0	33.0
H. SE	-15	-500	-15	-1500	AG	1036	1.6	.0	35.0
I. WF	1500	23	500	23	AG	407	1.6	.0	50.0
J. WA	500	23	0	23	AG	277	2.8	.0	45.0
K. WD	0	23	-500	23	AG	496	1.9	.0	33.0
L. WE	-500	23	-1500	23	AG	496	1.6	.0	50.0
M. EF	-1500	-23	-500	-23	AG	479	1.6	.0	50.0
N. EA	-500	-23	0	-23	AG	479	2.8	.0	45.0
O. ED	0	-23	500	-23	AG	776	2.0	.0	33.0
P. EE	500	-23	1500	-23	AG	776	1.6	.0	50.0
Q. NL	0	0	15	-500	AG	202	2.3	.0	33.0
R. SL	0	0	-15	500	AG	210	2.3	.0	33.0
S. WL	0	0	500	15	AG	130	2.8	.0	33.0
T. EL	-1900	0	-1800	0	AG	0	2.8	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NE3	33	48	6.0
2. SE3	33	-48	6.0
3. SW3	-33	-48	6.0
4. NW3	-33	48	6.0
5. NE7	46	61	6.0
6. SE7	46	-61	6.0
7. SW7	-46	-61	6.0
8. NW7	-46	61	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	185.	.6	.0	.2	.0	.0	.0	.0	.1	.0
2. SE3	353.	.5	.0	.0	.0	.0	.0	.1	.0	.0
3. SW3	83.	.6	.0	.0	.0	.0	.0	.0	.2	.0
4. NW3	175.	.8	.0	.0	.0	.0	.0	.0	.4	.0
5. NE7	186.	.5	.0	.1	.0	.0	.0	.0	.0	.0
6. SE7	276.	.4	.0	.0	.0	.0	.0	.0	.0	.0
7. SW7	82.	.4	.0	.0	.0	.0	.0	.0	.1	.0
8. NW7	174.	.5	.0	.0	.0	.0	.0	.0	.2	.0

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

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. SE3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW3	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0
4. NW3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. NE7	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. SE7	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0
7. SW7	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0
8. NW7	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

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

JOB: MINARET ROAD AND MERIDIAN BOULEVARD WKND NP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 0. (FT)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= .0 PPM
SIGTH= 5. DEGREES TEMP= 15.6 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	15	-1500	15	-500	AG	413	1.6	.0	35.0
B. NA	15	-500	15	0	AG	241	2.6	.0	33.0
C. ND	15	0	15	500	AG	432	1.8	.0	33.0
D. NE	15	500	15	1500	AG	432	1.6	.0	35.0
E. SF	-15	1500	-15	500	AG	673	1.6	.0	35.0
F. SA	-15	500	-15	0	AG	398	2.6	.0	33.0
G. SD	-15	0	-15	-500	AG	552	2.1	.0	33.0
H. SE	-15	-500	-15	-1500	AG	552	1.6	.0	35.0
I. WF	1500	23	500	23	AG	518	1.6	.0	50.0
J. WA	500	23	0	23	AG	508	2.5	.0	45.0
K. WD	0	23	-500	23	AG	590	1.8	.0	33.0
L. WE	-500	23	-1500	23	AG	590	1.6	.0	50.0
M. EF	-1500	-23	-500	-23	AG	830	1.6	.0	50.0
N. EA	-500	-23	0	-23	AG	729	2.5	.0	45.0
O. ED	0	-23	500	-23	AG	860	1.8	.0	33.0
P. EE	500	-23	1500	-23	AG	860	1.6	.0	50.0
Q. NL	0	0	15	-500	AG	172	2.6	.0	33.0
R. SL	0	0	-15	500	AG	275	2.7	.0	33.0
S. WL	0	0	500	15	AG	10	2.5	.0	33.0
T. EL	0	0	-500	-15	AG	101	2.5	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NE3	33	48	6.0
2. SE3	33	-48	6.0
3. SW3	-33	-48	6.0
4. NW3	-33	48	6.0
5. NE7	46	61	6.0
6. SE7	46	-61	6.0
7. SW7	-46	-61	6.0
8. NW7	-46	61	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	262.	.5	.0	.0	.0	.0	.0	.0	.0	.0
2. SE3	355.	.5	.0	.0	.1	.0	.0	.0	.0	.0
3. SW3	4.	.6	.0	.0	.0	.0	.0	.2	.0	.0
4. NW3	175.	.6	.0	.0	.0	.0	.0	.0	.2	.0
5. NE7	262.	.4	.0	.0	.0	.0	.0	.0	.0	.0
6. SE7	276.	.4	.0	.0	.0	.0	.0	.0	.0	.0
7. SW7	6.	.4	.0	.0	.0	.0	.0	.1	.0	.0
8. NW7	173.	.4	.0	.0	.0	.0	.0	.0	.1	.0

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

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. SE3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW3	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0
4. NW3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. NE7	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. SE7	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0
7. SW7	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. NW7	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

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

JOB: MINARET ROAD AND MERIDIAN BOULEVARD WKND WP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S	Z0= 100. CM	ALT= 0. (FT)
BRG= WORST CASE	VD= .0 CM/S	
CLAS= 7 (G)	VS= .0 CM/S	
MIXH= 1000. M	AMB= .0 PPM	
SIGTH= 5. DEGREES	TEMP= 15.6 DEGREE (C)	

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	15	-1500	15	-500	AG	508	1.6	.0	35.0
B. NA	15	-500	15	0	AG	289	2.7	.0	33.0
C. ND	15	0	15	500	AG	424	1.9	.0	33.0
D. NE	15	500	15	1500	AG	424	1.6	.0	35.0
E. SF	-15	1500	-15	500	AG	707	1.6	.0	35.0
F. SA	-15	500	-15	0	AG	432	2.7	.0	33.0
G. SD	-15	0	-15	-500	AG	607	2.2	.0	33.0
H. SE	-15	-500	-15	-1500	AG	607	1.6	.0	35.0
I. WF	1500	23	500	23	AG	594	1.6	.0	50.0
J. WA	500	23	0	23	AG	584	2.4	.0	45.0
K. WD	0	23	-500	23	AG	747	1.8	.0	33.0
L. WE	-500	23	-1500	23	AG	747	1.6	.0	50.0
M. EF	-1500	-23	-500	-23	AG	1059	1.6	.0	50.0
N. EA	-500	-23	0	-23	AG	902	2.5	.0	45.0
O. ED	0	-23	500	-23	AG	1090	1.8	.0	33.0
P. EE	500	-23	1500	-23	AG	1090	1.6	.0	50.0
Q. NL	0	0	15	-500	AG	219	2.7	.0	33.0
R. SL	0	0	-15	500	AG	275	2.8	.0	33.0
S. WL	0	0	500	15	AG	10	2.4	.0	33.0
T. EL	0	0	-500	-15	AG	157	2.4	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NE3	33	48	6.0
2. SE3	33	-48	6.0
3. SW3	-33	-48	6.0
4. NW3	-33	48	6.0
5. NE7	46	61	6.0
6. SE7	46	-61	6.0
7. SW7	-46	-61	6.0
8. NW7	-46	61	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	262.	.6	.0	.0	.0	.0	.0	.0	.0	.0
2. SE3	275.	.7	.0	.0	.0	.0	.0	.0	.0	.0
3. SW3	5.	.7	.0	.0	.0	.0	.0	.2	.0	.0
4. NW3	175.	.7	.0	.0	.0	.0	.0	.0	.2	.0
5. NE7	262.	.4	.0	.0	.0	.0	.0	.0	.0	.0
6. SE7	277.	.5	.0	.0	.0	.0	.0	.0	.0	.0
7. SW7	6.	.5	.0	.0	.0	.0	.0	.1	.0	.0
8. NW7	173.	.5	.0	.0	.0	.0	.0	.0	.2	.0

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

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. SE3	.0	.0	.0	.0	.0	.3	.0	.0	.0	.0	.0	.0
3. SW3	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0
4. NW3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. NE7	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. SE7	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0
7. SW7	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0
8. NW7	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

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

             JOB:   MERIDIAN BOULEVARD AND WEST MAJESTIC PINES ROAD NORTH WKND NP
             RUN:                  (WORST CASE ANGLE)
       POLLUTANT: Carbon Monoxide


  I.  SITE VARIABLES

        U=    .5 M/S            Z0= 100. CM           ALT=     0. (FT)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     7 (G)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=   .0 PPM
    SIGTH=    5. DEGREES       TEMP= 15.6 DEGREE (C)


 II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (FT)  *             EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (FT)  (FT)
----------------*-------------------------*-----------------------------
A. NF           *     8 -1500     8  -500 *  AG    128   1.6     .0  35.0
B. NA           *     8  -500     8     0 *  AG    125   2.5     .0  33.0
C. ND           *     8     0     8   500 *  AG    102   1.8     .0  33.0
D. NE           *     8   500     8  1500 *  AG    102   1.6     .0  35.0
E. SF           *    -8  1500    -8   500 *  AG    223   1.6     .0  35.0
F. SA           *    -8   500    -8     0 *  AG     25   2.5     .0  33.0
G. SD           *    -8     0    -8  -500 *  AG    117   1.8     .0  33.0
H. SE           *    -8  -500    -8 -1500 *  AG    117   1.6     .0  35.0
I. WF           *  1500     8   500     8 *  AG    251   1.6     .0  35.0
J. WA           *   500     8     0     8 *  AG    170   2.5     .0  33.0
K. WD           *     0     8  -500     8 *  AG     83   1.8     .0  33.0
L. WE           *  -500     8 -1500     8 *  AG     83   1.6     .0  35.0
M. EF           * -1500    -8  -500    -8 *  AG     85   1.6     .0  35.0
N. EA           *  -500    -8     0    -8 *  AG     85   2.5     .0  33.0
O. ED           *     0    -8   500    -8 *  AG    385   1.8     .0  33.0
P. EE           *   500    -8  1500    -8 *  AG    385   1.6     .0  35.0
Q. NL           *     0     0     8  -500 *  AG      3   2.5     .0  33.0
R. SL           *     0     0    -8   500 *  AG    198   2.5     .0  33.0
S. WL           *     0     0   500     8 *  AG     81   2.5     .0  33.0
T. EL           *     0     0  -500    -8 *  AG      0   2.5     .0  33.0
III.  RECEPTOR LOCATIONS

            *    COORDINATES (FT)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. NE3      *     25     25   6.0
2. SE3      *     25    -25   6.0
3. SW3      *    -25    -25   6.0
4. NW3      *    -25     25   6.0
5. NE7      *     38     38   6.0
6. SE7      *     38    -38   6.0
7. SW7      *    -38    -38   6.0
8. NW7      *    -38     38   6.0


 IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *               CONC/LINK
            *  BRG  * CONC  *                 (PPM)
 RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. NE3      *   94. *    .3 *   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *   86. *    .3 *   .0   .0   .0   .0   .0   .0   .0   .0
3. SW3      *   86. *    .3 *   .0   .0   .0   .0   .0   .0   .0   .0
4. NW3      *   94. *    .3 *   .0   .0   .0   .0   .0   .0   .0   .0
5. NE7      *   96. *    .2 *   .0   .0   .0   .0   .0   .0   .0   .0
6. SE7      *  354. *    .2 *   .0   .0   .0   .0   .0   .0   .0   .0
7. SW7      *   84. *    .2 *   .0   .0   .0   .0   .0   .0   .0   .0
8. NW7      *   95. *    .2 *   .0   .0   .0   .0   .0   .0   .0   .0

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

            *                         CONC/LINK
            *                           (PPM)
 RECEPTOR   *   I    J    K    L    M    N    O    P    Q    R    S    T
------------*-------------------------------------------------------------
1. NE3      *   .0   .1   .0   .0   .0   .0   .0   .0   .0   .0   .0   .0
2. SE3      *   .0   .0   .0   .0   .0   .0   .2   .0   .0   .0   .0   .0
3. SW3      *   .0   .0   .0   .0   .0   .0   .1   .0   .0   .0   .0   .0
4. NW3      *   .0   .1   .0   .0   .0   .0   .0   .0   .0   .0   .0   .0
5. NE7      *   .0   .0   .0   .0   .0   .0   .0   .0   .0   .0   .0   .0
6. SE7      *   .0   .0   .0   .0   .0   .0   .0   .0   .0   .0   .0   .0
7. SW7      *   .0   .0   .0   .0   .0   .0   .0   .0   .0   .0   .0   .0
8. NW7      *   .0   .0   .0   .0   .0   .0   .0   .0   .0   .0   .0   .0
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CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: MERIDIAN BOULEVARD AND WEST MAJESTIC PINES ROAD NORTH WKND WP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 0. (FT)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= .0 PPM
SIGTH= 5. DEGREES TEMP= 15.6 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	8	-1500	8	-500	AG	147	1.6	.0	35.0
B. NA	8	-500	8	0	AG	144	2.2	.0	33.0
C. ND	8	0	8	500	AG	107	1.7	.0	33.0
D. NE	8	500	8	1500	AG	107	1.6	.0	35.0
E. SF	-8	1500	-8	500	AG	564	1.6	.0	35.0
F. SA	-8	500	-8	0	AG	59	2.2	.0	33.0
G. SD	-8	0	-8	-500	AG	144	1.7	.0	33.0
H. SE	-8	-500	-8	-1500	AG	144	1.6	.0	35.0
I. WF	1500	8	500	8	AG	250	1.6	.0	35.0
J. WA	500	8	0	8	AG	176	2.8	.0	33.0
K. WD	0	8	-500	8	AG	82	1.9	.0	33.0
L. WE	-500	8	-1500	8	AG	82	1.6	.0	35.0
M. EF	-1500	-8	-500	-8	AG	85	1.6	.0	35.0
N. EA	-500	-8	0	-8	AG	85	2.8	.0	33.0
O. ED	0	-8	500	-8	AG	713	3.2	.0	33.0
P. EE	500	-8	1500	-8	AG	713	1.6	.0	35.0
Q. NL	0	0	8	-500	AG	3	2.2	.0	33.0
R. SL	0	0	-8	500	AG	505	2.3	.0	33.0
S. WL	0	0	500	8	AG	74	2.8	.0	33.0
T. EL	0	0	-500	-8	AG	0	2.8	.0	33.0

POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NE3	25	25	6.0
2. SE3	25	-25	6.0
3. SW3	-25	-25	6.0
4. NW3	-25	25	6.0
5. NE7	38	38	6.0
6. SE7	38	-38	6.0
7. SW7	-38	-38	6.0
8. NW7	-38	38	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	95.	.4	.0	.0	.0	.0	.0	.0	.0	.0
2. SE3	85.	.7	.0	.0	.0	.0	.0	.0	.0	.0
3. SW3	86.	.7	.0	.0	.0	.0	.0	.0	.0	.0
4. NW3	95.	.5	.0	.0	.0	.0	.0	.0	.0	.0
5. NE7	98.	.3	.0	.0	.0	.0	.0	.0	.0	.0

RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

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

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	.1	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0
2. SE3	.0	.0	.0	.0	.0	.0	.5	.0	.0	.0	.0	.0
3. SW3	.0	.0	.0	.0	.0	.0	.4	.0	.0	.0	.0	.0
4. NW3	.0	.1	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0
5. NE7	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0
6. SE7	.0	.0	.0	.0	.0	.0	.3	.0	.0	.0	.0	.0

Title   : Mono County Avg 2024 Winter Default Title
Version : Emfac2002 V2.2 Apr 23 2003
Run Date : 06/28/06 14:07:34
Scen Year: 2024 -- Model Years: 1979 to 2024
Season   : Winter
Area   : Mono County
****

Year:2024 -- Model Years 1979 to 2024 Inclusive -- Winter
Emfac2002 Emission Factors: V2.2 Apr 23 2003
Pollutant Name: Carbon Monoxide Temperature: 27F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
3	1.407	2.616	3.234	5.238	5.436	32.288	3.273
4	1.378	2.550	3.154	5.238	5.436	32.288	3.221
5	1.349	2.487	3.077	5.238	5.436	32.288	3.170
6	1.321	2.426	2.986	4.830	4.939	31.075	3.056
7	1.295	2.368	2.899	4.462	4.498	29.961	2.949
8	1.269	2.312	2.818	4.130	4.107	28.937	2.850
9	1.243	2.258	2.741	3.830	3.758	27.996	2.758
10	1.219	2.207	2.668	3.560	3.448	27.132	2.673
11	1.195	2.157	2.599	3.315	3.170	26.339	2.592
12	1.172	2.109	2.534	3.093	2.922	25.611	2.517
13	1.150	2.064	2.472	2.891	2.700	24.945	2.447
14	1.128	2.020	2.412	2.708	2.500	24.336	2.381
15	1.107	1.977	2.356	2.542	2.321	23.780	2.320
16	1.087	1.936	2.302	2.391	2.160	23.274	2.261
17	1.067	1.897	2.250	2.253	2.015	22.816	2.207
18	1.047	1.859	2.201	2.127	1.884	22.403	2.156
19	1.028	1.822	2.154	2.012	1.765	22.033	2.107
20	1.010	1.786	2.109	1.907	1.658	21.703	2.062
21	0.992	1.752	2.066	1.811	1.562	21.412	2.019
22	0.975	1.719	2.024	1.724	1.474	21.160	1.979
23	0.958	1.687	1.985	1.644	1.395	20.943	1.941
24	0.941	1.656	1.946	1.570	1.323	20.763	1.905
25	0.925	1.626	1.910	1.503	1.258	20.618	1.871
26	0.910	1.597	1.874	1.442	1.198	20.507	1.840
27	0.895	1.569	1.840	1.386	1.145	20.430	1.810
28	0.880	1.542	1.808	1.334	1.096	20.388	1.782
29	0.865	1.516	1.776	1.287	1.052	20.380	1.756
30	0.851	1.490	1.746	1.244	1.012	20.407	1.732
31	0.838	1.466	1.717	1.205	0.976	20.469	1.710
32	0.824	1.442	1.689	1.170	0.943	20.567	1.689
33	0.811	1.419	1.662	1.138	0.914	20.702	1.670
34	0.799	1.397	1.636	1.109	0.888	20.875	1.652
35	0.786	1.375	1.611	1.082	0.864	21.088	1.636
36	0.774	1.354	1.586	1.059	0.843	21.342	1.622
37	0.763	1.334	1.563	1.038	0.825	21.640	1.610
38	0.751	1.315	1.541	1.019	0.809	21.983	1.599
39	0.740	1.296	1.520	1.003	0.795	22.375	1.589
40	0.729	1.278	1.499	0.989	0.783	22.818	1.582

Eagle Lodge
Operational Localized PM10 Analysis
GBUAPCD Spreadsheet Methodology

Operational PM10 Localized Analysis (Year 2006)

Vehicle Emissions

Vehicle Miles Travelled	PM10 Emission Factor (g/vmt)[1]	PM10 Emissions (kg/day)
78,537	21.6	1696

[1]Assumes 40% control from street sweeping

Residential Wood Stove Emissions

Wood Burning Appliance Type	Number	PM10 Emission Factor (g/day/stove)	PM10 Emissions (kg/day)
Fireplace-Visitor	448	266	60
Fireplace-Resident	51	308	8
Conventional Stove/Insert	239	285	34
Certified I Stove/Insert	177	171	15
Certified II Stove/Insert	6728	142.5	479

Totals

Total Emissions (kg)		2285
PM10 Budget Limit (kg)		3042
Inventory/Budgeted (percent)		75.1

Mandatory curtailment (50 percent control) included per SB656.

CALCULATED IMPACTS AT BUILDOUT (ug/m^3)

Wood-Burning Dominated Design Day	
Fireplaces	7.1
Stoves/Inserts	55.6
Road Dust	3.5
Tailpipe	5.9
Background	5.0
Total[2]	**77.2**

Road Dust-Dominated Design Day	
Fireplaces	4.1
Stoves/Inserts	32.0
Road Dust	66.0
Tailpipe	0.0
Background	5.0
Total[2]	**107.2**

[2]The Federal 24 hour PM_{10} standard is 150 ug/m^3.

Eagle Lodge
Operational Localized PM10 Analysis
GBUAPCD Spreadsheet Methodology

Operational PM10 Localized Analysis (Year 2009 - Without Projec

Vehicle Emissions

Vehicle Miles Travelled	PM10 Emission Factor (g/vmt)[1]	PM10 Emissions (kg/day)
80,204	21.6	1732

[1]Assumes 40% control from street sweeping

Residential Wood Stove Emissions

Wood Burning Appliance Type	Number	PM10 Emission Factor (g/day/stove)	PM10 Emissions (kg/day)
Fireplace-Visitor	382	266	51
Fireplace-Resident	44	308	7
Conventional Stove/Insert	204	285	29
Certified I Stove/Insert	177	171	15
Certified II Stove/Insert	6910	142.5	492

Totals

Total Emissions (kg)		2320
PM10 Budget Limit (kg)		3042
Inventory/Budgeted (percent)		76.3

Mandatory curtailment (50 percent control) included per SB656.

CALCULATED IMPACTS AT BUILDOUT (ug/m^3)

Wood-Burning Dominated Design Day	
Fireplaces	6.1
Stoves/Inserts	56.4
Road Dust	3.6
Tailpipe	6.1
Background	5.0
Total[2]	**77.2**

Road Dust-Dominated Design Day	
Fireplaces	3.5
Stoves/Inserts	32.5
Road Dust	67.4
Tailpipe	0.0
Background	5.0
Total[2]	**108.5**

[2]The Federal 24 hour PM_{10} standard is 150 ug/m^3.

Eagle Lodge
Operational Localized PM10 Analysis
GBUAPCD Spreadsheet Methodology

Operational PM10 Localized Analysis (Year 2009 - With Project)

Vehicle Emissions

Vehicle Miles Travelled	PM10 Emission Factor (g/vmt)[1]	PM10 Emissions (kg/day)
88,239	21.6	1906

[1]Assumes 40% control from street sweeping

Residential Wood Stove Emissions

Wood Burning Appliance Type	Number	PM10 Emission Factor (g/day/stove)	PM10 Emissions (kg/day)
Fireplace-Visitor	382	266	51
Fireplace-Resident	44	308	7
Conventional Stove/Insert	204	285	29
Certified I Stove/Insert	177	171	15
Certified II Stove/Insert	6910	142.5	492

Totals

Total Emissions (kg)		2493
PM10 Budget Limit (kg)		3042
Inventory/Budgeted (percent)		82.0

Mandatory curtailment (50 percent control) included per SB656.

CALCULATED IMPACTS AT BUILDOUT (ug/m^3)

Wood-Burning Dominated Design Day	
Fireplaces	6.1
Stoves/Inserts	56.4
Road Dust	4.0
Tailpipe	6.7
Background	5.0
Total[2]	**78.2**

Road Dust-Dominated Design Day	
Fireplaces	3.5
Stoves/Inserts	32.5
Road Dust	74.2
Tailpipe	0.0
Background	5.0
Total[2]	**115.2**

[2]The Federal 24 hour PM_{10} standard is 150 ug/m^3.

Appendix C–3

- Alternative Operation Emissions Inventory
  - Alternative 1 (Development in Accordance to Existing Regulations)
    - Regional Emission Summary Sheet
    - Stationary Source Emissions
    - URBEMIS2002 Output Files
  - Alternative 2 (Reduced Intensity)
    - Regional Emission Summary Sheet
    - Stationary Source Emissions
    - URBEMIS2002 Output Files

Eagle Lodge Alternative 1

Regional Emission Calculations (lbs/day)

	CO	NOx	PM10	ROC	SOx
Existing					
Mobile	25	3	2	2	0.1
Area	0.1	0.1	0	0.1	0
Stationary	0.1	0.0	0.4	0.0	0.0
Total Existing	**25.2**	**3.1**	**2.4**	**2.1**	**0.1**
Project					
Mobile	23.43	3.24	2.85	1.8	0.02
Area	0.1	0.04	0	0.08	0
Stationary	0	0	1	0	0
Total Project	**24**	**3**	**4**	**2**	**0**
Net Project					
Net Mobile	-1.6	0.2	0.9	-0.2	-0.1
Net Area	0.0	-0.1	0.0	0.0	0.0
Net Stationary	0.2	0.0	1.0	0.0	0.1
Total Net	-1.4	0.2	1.9	-0.2	0.0
SCAQMD Significance Threshold	550	55	150	55	150
Difference	**(551)**	**(55)**	**(148)**	**(55)**	**(150)**
Significant?	**No**	**No**	**No**	**No**	**No**

Electricity Usage

Land Use	1,000 Sqft	Electricity Usage Rate [a] (kWh\sq.ft\yr)	Total Electricity Usage (KWh\year)	Total Electricity Usage (MWh\Day)	Emission Factors (lbs/MWh) [b] CO 0.2	ROC 0.01	NOx 1.15	PM10 0.04	SOx 0.12
Existing					**Emissions from Electricity Consumption (lbs/day)**				
Retail	0.6	13.55	8,130	0.022	0.004	0.000	0.026	0.001	0.003
Hotel/Motel	12.0	9.95	119,400	0.327	0.065	0.003	0.376	0.013	0.039
Total Existing			**127,530**	**0.349**	**0.07**	**0.00**	**0.40**	**0.01**	**0.04**
Project									
Office	35.0	12.95	453,250	1.242	0.248	0.012	1.428	0.050	0.149
Total Project			**453,250**	**1.242**	**0.25**	**0.01**	**1.43**	**0.05**	**0.15**
Net Emissions From Electricity Usage					**0.18**	**0.01**	**1.03**	**0.04**	**0.11**

Summary of Stationary Emissions

	CO	ROC	NOx	PM10	SOx
Total Existing Emissions (lbs/day)	0.07	0.00	0.40	0.01	0.04
Total Project Emissions (lbs/day)	0.25	0.01	1.43	0.05	0.15
Total Net Emissions (lbs/day)	**0.18**	**0.01**	**1.03**	**0.04**	**0.11**

[a] Electricity Usage Rates from Table A9-11-A, CEQA Air Quality Handbook, SCAQMD, 1993.

[b] Emission Factors from Table A9-11-B, CEQA Air Quality Handbook, SCAQMD, 1993.

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URBEMIS 2002 For Windows 8.7.0

File Name: V:\AQNOISE DIVISION\Active Projects\Eagle Lodge\Alternatives\Alternative 1\Alternative 1.urb
Project Name: Alternative 1
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Tons/Year)

AREA SOURCE EMISSION ESTIMATES (Tons per Year, Unmitigated)

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.00	0.04	0.04	0.00	0.00
Hearth	0.00	0.00	0.00	0.00	0.00
Landscaping	0.01	0.00	0.06	0.00	0.00
Consumer Prdcts	0.00	-	-	-	-
Architectural Coatings	0.06	-	-	-	-
TOTALS (tpy, unmitigated)	0.08	0.04	0.10	0.00	0.00

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
General office building	1.80	3.24	23.43	0.02	2.85
TOTAL EMISSIONS (tons/yr)	1.80	3.24	23.43	0.02	2.85

Does not include correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2009 Season: Annual

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
General office building		40.94 trips/1000 sq. ft.	35.00	1,432.90
		Sum of Total Trips		1,432.90
		Total Vehicle Miles Traveled		10,288.22

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	54.90	1.30	98.40	0.30
Light Truck < 3,750 lbs	15.10	2.60	95.40	2.00
Light Truck 3,751- 5,750	16.10	1.20	98.10	0.70
Med Truck 5,751- 8,500	7.30	1.40	95.90	2.70
Lite-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.00	0.00	20.00	80.00
Heavy-Heavy 33,001-60,000	0.90	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.20	0.00	50.00	50.00
Motorcycle	1.60	75.00	25.00	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	1.40	7.10	85.70	7.20

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			
% of Trips - Commercial (by land use)						
General office building				35.0	17.5	47.5

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Area

The landscape year changed from 2005 to 2009.

Changes made to the default values for Operations

The operational emission year changed from 2005 to 2009.
The operational winter temperature changed from 50 to 40.
The operational winter selection item changed from 3 to 1.
The operational summer temperature changed from 90 to 70.
The operational summer selection item changed from 8 to 4.

Eagle Lodge Alternative 2

Regional Emission Calculations (lbs/day)

	CO	NOx	PM10	ROC	SOx
Existing					
Mobile	25	3	2	2	0.1
Area	0.1	0.1	0	0.1	0
Stationary	0.1	0.0	0.4	0.0	0.0
Total Existing	**25.2**	**3.1**	**2.4**	**2.1**	**0.1**
Project					
Mobile	40.58	5.61	5.14	3.33	0.03
Area	2.99	0.55	0.34	2.4	0.01
Stationary	1	0	3	0	0
Total Project	**44**	**6**	**9**	**6**	**0**
Net Project					
Net Mobile	15.6	2.6	3.1	1.3	-0.1
Net Area	2.9	0.5	0.3	2.3	0.0
Net Stationary	0.5	0.0	2.7	0.1	0.3
Total Net	18.9	3.1	6.2	3.7	0.2
SCAQMD Significance Threshold	550	55	150	55	150
Difference	**(531)**	**(52)**	**(144)**	**(51)**	**(150)**
Significant?	**No**	**No**	**No**	**No**	**No**

Electricity Usage

Land Use	1,000 Sqft	Electricity Usage Rate [a] (kWh\sq.ft\yr)	Total Electricity Usage (KWh\year)	Total Electricity Usage (MWh\Day)	Emission Factors (lbs/MWh) [b] CO 0.2	ROC 0.01	NOx 1.15	PM10 0.04	SOx 0.12
Existing					**Emissions from Electricity Consumption (lbs/day)**				
Retail	0.6	13.55	8,130	0.022	0.004	0.000	0.026	0.001	0.003
Hotel/Motel	12.0	9.95	119,400	0.327	0.065	0.003	0.376	0.013	0.039
Total Existing			**127,530**	**0.349**	**0.07**	**0.00**	**0.40**	**0.01**	**0.04**
Project									
Office	52.0	12.95	673,400	1.845	0.369	0.018	2.122	0.074	0.221
Residential (DU)	54.0	5,627	303,831	0.832	0.166	0.008	0.957	0.033	0.100
Total Project			**977,231**	**2.677**	**0.54**	**0.03**	**3.08**	**0.11**	**0.32**
Net Emissions From Electricity Usage					**0.47**	**0.02**	**2.68**	**0.09**	**0.28**

Summary of Stationary Emissions

	CO	ROC	NOx	PM10	SOx
Total Existing Emissions (lbs/day)	0.07	0.00	0.40	0.01	0.04
Total Project Emissions (lbs/day)	0.54	0.03	3.08	0.11	0.32
Total Net Emissions (lbs/day)	**0.47**	**0.02**	**2.68**	**0.09**	**0.28**

[a] Electricity Usage Rates from Table A9-11-A, CEQA Air Quality Handbook, SCAQMD, 1993.

[b] Emission Factors from Table A9-11-B, CEQA Air Quality Handbook, SCAQMD, 1993.

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File Name: V:\AQNOISE DIVISION\Active Projects\Eagle Lodge\Alternatives\Alternative 2\Alternative2.urb
Project Name: Eagle Lodge Operations (Winter) - 2009
Project Location: Mountain Counties and Rural Counties
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Tons/Year)

AREA SOURCE EMISSION ESTIMATES (Tons per Year, Unmitigated)

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.04	0.51	0.40	0.00	0.00
Hearth	1.26	0.03	2.29	0.01	0.34
Landscaping	0.04	0.00	0.30	0.00	0.00
Consumer Prdcts	0.48	-	-	-	-
Architectural Coatings	0.58	-	-	-	-
TOTALS (tpy, unmitigated)	2.40	0.55	2.99	0.01	0.34

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Condo/townhouse general	0.68	1.18	8.60	0.01	1.10
Base Lodge Employee Trips	0.60	1.04	7.42	0.01	0.99
High turnover (sit-down)	0.77	1.21	8.77	0.01	1.09
General Commercial	1.25	2.12	15.41	0.01	1.91
Convenience market (24 ho	0.03	0.05	0.39	0.00	0.05
TOTAL EMISSIONS (tons/yr)	3.33	5.61	40.58	0.03	5.14

Does not include correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2009 Season: Annual

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
Condo/townhouse general	3.38	6.90 trips/dwelling unit	54.00	372.60
Base Lodge Employee Trips		2.00 trips/employees	122.00	244.00
High turnover (sit-down)		2.81 trips/seats	200.00	562.00
General Commercial		21.21 trips/1000 sq. ft.	48.00	1,018.08
Convenience market (24 ho		21.21 trips/1000 sq. ft.	1.20	25.45
		Sum of Total Trips		2,222.13
		Total Vehicle Miles Traveled		18,560.87

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	54.90	1.30	98.40	0.30
Light Truck < 3,750 lbs	15.10	2.60	95.40	2.00
Light Truck 3,751- 5,750	16.10	1.20	98.10	0.70
Med Truck 5,751- 8,500	7.30	1.40	95.90	2.70
Lite-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.00	0.00	20.00	80.00
Heavy-Heavy 33,001-60,000	0.90	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.20	0.00	50.00	50.00
Motorcycle	1.60	75.00	25.00	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	1.40	7.10	85.70	7.20

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.8	7.3	7.5	9.5	7.4	7.4
Rural Trip Length (miles)	16.8	7.1	7.9	14.7	6.6	6.6
Trip Speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Base Lodge Employee Trips				100.0	0.0	0.0
High turnover (sit-down) rest.				5.0	2.5	92.5
General Commercial				2.0	1.0	97.0
Convenience market (24 hour)				2.0	1.0	97.0