Appendix E. Greenhouse Gas Emissions Analysis Technical Memorandum

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Harris & Associates

MEMORANDUM

To: Jordan Moore, Senior Planner, City of San Diego
From: Sharon Toland, Senior Greenhouse Gas Emissions Specialist, Harris & Associates
RE: Revised De Anza Cove Amendment to the Mission Bay Park Master Plan – Greenhouse Gas Emissions Impacts
Date: March 6, 2023
CC: Kelsey Hawkins, Project Manager, Harris & Associates
Att: Figures; 1, 2019 Greenhouse Gas Emissions Analysis for the De Anza Cove Amendment

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A Greenhouse Gas (GHG) Emissions Analysis for the De Anza Cove Amendment to the Mission Bay Park Master Plan was prepared by Dudek in January 2019. Since the preparation of this GHG Emissions Analysis, the project has been revised to accommodate additional marshland habitat (De Anza Natural Amendment to the Mission Bay Park Master Plan). The purpose of this memorandum is to compare the components of the Updated Project (Proposed Project) to the Previous 2019 Project (2018 Proposal) to identify previous analysis that applies to the Proposed Project components and to provide additional GHG emissions analysis for the Proposed Project to reflect revised components and environmental setting. The 2019 GHG Emissions Analysis for the 2018 Proposal is included as Attachment 1 to this memorandum.

Environmental Setting

The Proposed Project area is in the northeastern corner of Mission Bay Park in the City of San Diego (City) (Figure 1, Regional Location). The Proposed Project area is approximately 505.2 acres, including both land and water areas. It includes the Kendall-Frost Marsh Reserve/Northern Wildlife Preserve (KFMR/NWP), Campland on the Bay (Campland), Pacific Beach Tennis Club, athletic fields, Mission Bay Golf Course and Practice Center, and De Anza Cove area, including a vacated mobile home park and supporting infrastructure, Mission Bay RV Resort, public park, public beach, parking, and water areas (Figure 2, Project Location). The Proposed Project area falls within the boundaries of Mission Bay Park, a regional park that serves San Diego residents and visitors.

Description of the Proposed Project

The Proposed Project is an amendment to the Mission Bay Park Master Plan (MBPMP) to update existing language in the MBPMP and add new language and recommendations pertaining to the project area to serve local and regional recreation needs while preserving and enhancing the natural resources of the De Anza Cove area. The Proposed Project expands the Proposed Project area's natural habitat and improves water quality through the creation of additional wetlands while implementing nature-based solutions to protect the City against the risk of climate change, in line with the City's Climate Resilient SD Plan. The Proposed Project would enhance the existing regional parkland by providing a variety of uses, including low-cost visitor guest accommodations (recreational vehicles and other low-cost camping facilities), active and passive recreational opportunities to enhance public use of the area, and improvements to access to recreational uses. Finally, the Proposed Project would recognize the history and ancestral homelands of the Iipay-Tipay Kumeyaay people, providing opportunities to partner and collaborate on the planning and restoration of the area. The Proposed Project would include a combination of habitat restoration, active recreation, low-cost visitor guest accommodations, and open beach and regional parkland and would modify the open water portions of De Anza Cove (Figure 3, Site Plan). The proposed land use designations for the Proposed Project area are summarized in Table 1, Proposed Land Use Acreages.

The Proposed Project would include wetlands enhancement and restoration within the existing KFMR/NWP, the area currently occupied by Campland, the eastern side of Rose Creek, and the areas in De Anza Cove currently occupied by the vacated mobile home park and open water (Figure 3). The Proposed Project would provide a total of approximately 227.4 acres of wetlands, consisting of approximately 30.7 acres in the area currently occupied by Campland, approximately 86.8 acres of wetlands at the existing KFMR/NWP, and approximately 109.8 acres of other new wetlands. Approximately 37.4 acres of upland habitat, including dune, sage, and buffer area, would also be provided. Two new upland islands would be created: one in the area currently occupied by Campland and the other in the De Anza Cove area at the eastern terminus of the vacated mobile home park. Two possible locations for a new Interpretive Nature Center have been identified: one at the northwestern edge of the restoration area along Pacific Beach Drive and another within the regional parkland area just north of the open beach. The nature center and its parking/service areas would be buffered by native vegetation. The open water area of De Anza Cove would be increased to approximately 95.9 acres with the creation of new east and west outfalls that would allow water and sediment flows to proposed wetlands on either side of Rose Creek.

In addition, the Proposed Project would incorporate a range of active recreational uses on approximately 60.1 acres in the northeastern area of the Proposed Project area (Figure 3). A portion of the Mission Bay RV Resort and the vacated mobile home park would be replaced with approximately 48.5 acres of low-cost visitor guest accommodations land use. A new channel connecting Rose Creek to the De Anza Cove water area would be constructed at approximately Lilac Drive, creating a new island that would be accessed via two new bridges. Approximately 26.3 acres of regional parkland would be enhanced with new recreational amenities and opportunities. Three open beach areas totaling approximately 5.5 acres would be provided with access to De Anza Cove. The Proposed Project would also include approximately 2.6 acres for boat facilities and a clubhouse that could potentially be co-located with another user or public use. Two potential water lease locations would be located in the cove. Water quality design features are proposed along the edges of the active recreational areas. The proposed water quality detention basins would be of differing sizes and would capture and treat stormwater before flowing into Mission Bay. New water quality basins would be located to treat the entire Proposed Project area in accordance with local and state requirements.

Multi-use paths would be throughout areas proposed for active recreation, regional parkland, low-cost visitor guest accommodations, and dune and upland areas and along the beach shorelines. Vehicular access to the Proposed Project area would be provided from Pacific Beach Drive, Grand Avenue, and North Mission Bay Drive. Service roads, vehicular access, and parking would be in areas proposed for low-cost visitor guest accommodation, regional parkland, boating, and active recreation.

Table 1 also provides a comparison of the Proposed Project's proposed land uses to the 2018 Proposal's proposed land uses, summarizing the changes in land use designations and acreages between the Proposed Project and the 2018 Proposal. Overall, the Proposed Project area (approximately 505.2 total acres) is larger compared to the 2018 Proposal area (approximately 457 total acres) because the Proposed Project would provide additional opportunities for habitat enhancement (open water). The Proposed Project includes additional enhancement and restoration opportunities, including approximately 177.9 acres of expanded marshland and upland habitat, compared to the approximately 131 acres of marshland and upland habitat under the 2018 Proposal. The additional wetland enhancement would occur on either side of the connection to Rose Creek and as part of the redesign of the open water portion of the Proposed Project area, which includes an approximately 40-acre increase in open water compared to the 2018 Proposal. In addition, the Proposed Project reduces the amount of active recreational activities and eliminates the 1-acre restaurant lease space. Overall, the Proposed Project provides more habitat restoration and greater protection of natural resources compared to the 2018 Proposal.

Table 1. Proposed Land Use Acreages

Land Use	Proposed Project (Acres)	2018 Proposal (Acres)
KFMR/NWP	86.8	90
Expanded Marshland/Habitat	140.5[1]	124
Upland Habitat (Dune, Sage) and Buffer Area	37.4	—
Low-Cost Visitor Guest Accommodations	48.5	—
Guest Housing	—	50
Regional Parkland	26.3	8
Boat Facilities/Clubhouse	2.6	—
Interpretive Nature Center (1 Location)[2]	—	—
Boat Rental Lease – Land Boat Rental Lease – Water	— —	1 4
Water Leases (2 Locations)[3]	2.1	—
Active Recreation	60.1	Not a Part
Athletic Fields/Tennis, Golf Course, and Water Quality Design Feature	—	63
Open Water	95.9	55
Open Beach	5.5	7
Road[4]	1.6	19
Natural Recreation	—	24
Upland/Developed	—	7
Coastal Landscape	—	4
Restaurant Lease	—	1
Total	**505.2**	**457**

Notes: KFMR/NWP = Kendall-Frost Marsh Reserve/Northern Wildlife Preserve

[1] Expanded wetlands includes approximately 30.7 acres currently occupied by Campland and approximately 109.8 acres of other new wetlands.

[2] Area for the Interpretive Nature Center has not been determined, and programming for the center is assumed to occur after adoption of the amendment as part of a future General Development Plan. Two alternative locations are shown, allowing for the final location to be determined in the General Development Plan process.

[3] Lease areas overlap with other land uses; therefore, acreages are not included in the total.

[4] Service roads, vehicular access, and parking would be in areas proposed for low-cost visitor guest accommodations, regional parkland, boating, and active recreation, subject to future design and subsequent approvals

Thresholds of Significance

The 2018 Proposal was analyzed for each of the following potential impacts based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines:

1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment
2. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases

For each issue addressed in the 2019 GHG Emissions Analysis for the 2018 Proposal, the following analysis summarizes the GHG impacts of the 2018 Proposal and provides a comparison to the potential impacts of the Proposed Project.

Impact 1: Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Summary of 2018 Proposal Impacts

GHG emissions from construction and operation of the 2018 Proposal and emissions from existing conditions were estimated using the California Emissions Estimator Model (CalEEMod) version 2016.3.2. Refer to Attachment 1 for detailed modeling assumptions and output. The estimated net change in GHG emissions from the 2018 Proposal is conservative because it does not include emissions sources anticipated to be less than existing baseline conditions, including mobile source emissions. Actual net emissions of 2018 Proposal implementation would be lower.

GHG emissions from the 2018 Proposal would be associated with the construction of the 2018 Proposal through use of construction equipment and vehicle trips. The total 2018 Proposal-generated construction GHG emissions were estimated to result in approximately 6,028 metric tons of carbon dioxide equivalent (MT CO_2e). These construction emissions amortized over 30 years would be 201 MT CO_2e per year.

GHG emissions from operation of existing land uses' energy sources, solid waste, and water supply and wastewater treatment associated with Campland and the Mission Bay RV Resort were estimated to be 78 MT CO_2e per year. Estimated annual 2018 Proposal-generated GHG emissions were estimated to be approximately 185 MT CO_2e per year. The net project-generated operational GHG emissions (2018 Proposal minus baseline) were estimated to be 107 MT CO_2e per year, primarily due to an increase in estimated energy consumption. Total operational GHG emissions plus amortized construction GHG emissions were estimated to be 308 MT CO_2e per year. The significance of these emissions was determined through the Climate Action Plan (CAP) Consistency Checklist (City of San Diego 2017), as discussed in Impact 2.

Proposed Project Consistency Evaluation

Construction and operation of the Proposed Project would be substantially similar to the 2018 Proposal; therefore, GHG emissions would be similar. Consistent with current City guidance, impacts related to GHG emissions associated with the Proposed Project are analyzed herein through a qualitative analysis of anticipated GHG emissions and consistency with the City's CAP. In general, GHG emissions attributable to the Proposed Project at full buildout would be less than GHG emissions under the existing conditions and the adopted Master Plan due to the deintensification of land uses and associated decrease in developed land. Any increase in GHG emissions associated with the construction and operation of the Proposed Project were included in the CAP GHG emissions inventory and business-as-usual GHG emissions projections prepared for the 2022 CAP. Temporary project construction emissions were included in the CAP GHG emissions inventory and business-as-usual GHG emissions projections and, thus, were accounted for in the CAP. One of the CAP's strategies is to restore salt marshland and other associated tidal wetlands; at buildout, the Proposed Project would provide approximately 140.5 acres of restored wetlands.

Furthermore, the CAP is a Qualified GHG Reduction Plan because it meets the requirements set forth in CEQA Guidelines, Section 15183.5, whereby a lead agency (e.g., the City) may 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 (City of San Diego 2022a).

The 2022 CAP replaced the CAP Consistency Checklist with the CAP Consistency Regulations, which are codified in the City's Land Development Code (Chapter 14, Article 3, Division 14). Most new discretionary and ministerial development, as specified in the CAP Consistency Regulations, would be required to comply with the CAP Consistency Regulations, which contain measures that are required to be implemented on a project-by-project basis to ensure that the GHG emissions reduction targets identified in the CAP are achieved. Therefore, compliance with CAP Consistency Regulations upon implementation of the Proposed Project would result in less than significant impacts associated with GHG emissions. The Proposed Project's consistency with the CAP is evaluated in greater detail below under Impact 2.

Impact 2: Would the proposed project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Summary of 2018 Proposal Impacts

The 2018 Proposal was compared to the City's 2015 CAP, the San Diego Association of Governments (SANDAG) Regional Plan, and the California Air Resources Board (CARB) Scoping Plan to determine the significance of project GHG emissions.

Consistency with the City's Climate Action Plan

The 2018 Proposal's consistency with the City's 2015 CAP was determined through the CAP Consistency Checklist (City of San Diego 2017). Step 1 of the checklist determined the 2018 Proposal's consistency with the land use assumptions used in the CAP. The 2018 Proposal was consistent with Step 1 because it included land uses consistent with those within the MBPMP, the applicable land use plan, including natural areas and active recreation. Step 2 outlined requirements for sustainable design and does not apply to the 2018 Proposal because it does not require a certificate of occupancy. Rather, the 2018 Proposal would be subject to best management practices for construction, including those listed in Section 1001 of the City's WHITEBOOK (City of San Diego 2021). However, the 2018 Proposal committed to consistency with applicable CAP measures, and a discussion of the 2018 Proposal's applicability to Step 2 of the 2015 CAP Consistency Checklist was provided for informational purposes and is summarized below.

Regarding energy and water efficient buildings, the 2018 Proposal would be consistent with requirements to include reflective roofing materials and plumbing fixtures and fittings that meet the requirements under the California Green Building Standards (CALGreen). Regarding bicycling, walking, transit and land use, electric vehicle charging stations and transportation demand management requirements were determined to not be applicable because the 2018 Proposal would not result in additional parking compared to existing conditions or employ 50 or more employees. The 2018 Proposal would implement required bicycle parking spaces, include showers as part of the guest housing component that would be available to employees, and include designated parking for fuel-efficient or carpool vehicles.

The 2018 Proposal was determined to be consistent with the City of San Diego's 2015 CAP Consistency Checklist Steps 1 and 2 as discussed above. Because the 2018 Proposal was consistent with Step 1, Step 3 did not apply to the 2018 Proposal. Accordingly, the 2018 Proposal was determined to be consistent with the City's 2015 CAP. The 2018 Proposal analysis also includes a discussion of the 2018 Proposal's consistency with the five overall strategies of the 2015 CAP, summarized below: (1) Energy and Water Efficient Buildings; (2) Clean and Renewable Energy; (3) Bicycling, Walking, Transit, and Land Use; (4) Zero Waste (Gas and Waste Management); and (5) Climate Resiliency.

The 2015 CAP's first strategy is aimed at energy- and water-efficient buildings. The 2018 Proposal would not conflict with the City's ability to implement the actions identified in the 2015 CAP related to energy- and water-efficient buildings because the 2018 Proposal would comply with applicable standards for energy efficiency. Strategy 2 focuses on clean and renewable energy. The 2018 Proposal does not include a renewable energy component; however, the 2018 Proposal would not conflict with the City's ability to implement the actions identified in Strategy 2. Strategy 3 outlines goals and actions related to bicycling, walking, transit, and land use. The 2018 Proposal would include bicycle parking and an integrated biking and walking trail. Therefore, the 2018 Proposal would support the City's strategy to reduce vehicle miles traveled. In addition, the 2018 Proposal would not conflict with the City's ability to implement the actions identified in Strategy 3. Strategy 4 focuses on zero waste and would be implemented by various City departments. The 2018 Proposal would not conflict with implementation of the actions required to meet the City's targets and would comply with state and local waste diversion requirements.

The fifth and last strategy relates to climate resiliency and includes the goal of increasing tree canopy coverage. The action under this goal includes consideration of a Citywide Urban Tree Planting Program, which would incorporate water conservation measures and prioritization of drought-tolerant and native trees and plantings in areas with recycled water. The intent of the 2018 Proposal was habitat restoration, and the 2018 Proposal would

not conflict with the City's actions to increase tree canopy coverage through a planting program and supporting measures. As such, the 2018 Proposal would not conflict with the 2015 CAP strategies applicable to the 2018 Proposal and would not impede the City's ability to implement the actions identified in the 2015 CAP to achieve the 2015 CAP's goals and targets and associated GHG emission reductions. The 2018 Proposal's GHG emissions would not have a significant cumulative impact on the environment.

Consistency with the San Diego Association of Governments' San Diego Forward: The Regional Plan

Regarding consistency with SANDAG's Regional Plan, the 2018 Proposal would include site design elements and 2018 Proposal design features developed to support the policy objectives of the plan. The 2018 Proposal includes 153 acres of open space, including an integrated walking and bicycling trail system that would connect the various components of the 2018 Proposal, as well as off-site amenities, which would serve to reduce vehicle miles traveled. Finally, as an infill project, it would have inherently less vehicle miles traveled than a project located at the outskirts of a city. Table 7 in Attachment 1 provides a detailed comparison of the 2018 Proposal with the Regional Plan. The 2018 Proposal was determined to be consistent with all applicable Regional Plan Policy Objectives or Strategies, and impacts would be less than significant.

Consistency with California Air Resources Board's Scoping Plan

The 2018 Proposal was compared to the 2008 Scoping Plan, which provided a framework for actions to reduce California's GHG emissions in accordance with Assembly Bill 32. The Scoping Plan is not directly applicable to specific projects; however, it does outline statewide regulatory measures that may apply to individual projects. Additionally, the Scoping Plan recommended strategies for implementation at the statewide level and established an overall framework for the measures that will be adopted to reduce California's GHG emissions. Table 8 in Attachment 1 provides a detailed comparison of the 2018 Proposal to the GHG emissions reduction strategies in the Scoping Plan. The 2018 Proposal would comply with all applicable regulations adopted in furtherance of the Scoping Plan to the extent required by law and was therefore determined to be consistent with the Scoping Plan strategies. Additionally, the 2018 Proposal would be consistent with Scoping Plan goals to encourage infill projects. Therefore, the 2018 Proposal was determined to be consistent with CARB's Scoping Plan.

Proposed Project Consistency Evaluation

The Proposed Project is also compared below to the City's CAP, the SANDAG Regional Plan, and the CARB Scoping Plan. Since preparation of the analysis of the 2018 Proposal, the City also adopted the Climate Resilient SD Plan, and this plan is addressed below.

Consistency with the City's Climate Action Plan

Similar to the 2018 Proposal, the Proposed Project would implement land uses consistent with the MBPMP and would implement the best management practices in the City's WHITEBOOK. The Proposed Project includes similar components as the 2018 Proposal and would be consistent with the 2015 CAP strategies, including implementation of new pedestrian and bicycle facilities. The Proposed Project does not include any components that were not addressed for the 2018 Proposal. The Proposed Project would include more habitat restoration compared to the 2018 Proposal and would provide additional support for the 2015 CAP's climate resiliency strategy. Therefore, the GHG impacts of the Proposed Project would be similar to the 2018 Proposal. However, since preparation of the analysis for the 2018 Proposal, the City adopted an updated qualified CAP in August 2022 that establishes a City-wide goal of net zero by 2035. Therefore, the Proposed Project is evaluated for consistency with the 2022 CAP based on guidance issued by the City for plan-level environmental documents (City of San Diego 2022b).

In accordance with City guidance, the environmental analysis for plan-level environmental documents should address the ways in which the plan or policy is consistent with the goals and policies of the General Plan and CAP, specifically Policies LU-A.7, ME-B.9, CEJ.2, and CE-J.3 from the General Plan and all six strategies from the CAP. Consistency with these policies and strategies is evaluated in Table 2, Proposed Project 2022 Climate Action Plan Consistency.

Table 2. Proposed Project 2022 Climate Action Plan Consistency

Policy or Strategy	Proposed Project Consistency
General Plan	
LU-A.7: Determine the appropriate mix and densities/intensities of village land uses at the community plan level, or at the project level when adequate direction is not provided in the community plan. a. Consider the role of the village in the City and region; surrounding neighborhood uses; uses that are lacking in the community; community character and preferences; and balanced community goals (see also Section H). b. Achieve transit-supportive density and design, where such density can be adequately served by public facilities and services (see also Mobility Element, Policy ME-B.9). Due to the distinctive nature of each of the community planning areas, population density and building intensity will differ by each community. c. Evaluate the quality of existing and planned transit service.	The Proposed Project would reduce the density of development on the Proposed Project area in order to increase habitat restoration. The Proposed Project land uses and development intensity are consistent with the surrounding area within Mission Bay Park. The Proposed Project would provide improved pedestrian and bicycle infrastructure to connect the active recreation uses on the site to the surrounding community. Regarding transit services, the Proposed Project does not proposed new transit connections but, instead, is served by existing transit in the area. The Proposed Project would be consistent with this policy.
ME-B.9: Make transit planning an integral component of long range planning documents and the development review process. a. Identify recommended transit routes and stops/stations as a part of the preparation of community plans and community plan amendments, and through the development review process. b. Plan for transit-supportive villages, transit corridors, and other higher-intensity uses in areas that are served by existing or planned higher-quality transit services, in accordance with Land Use and Community Planning Element, Sections A and C. c. Proactively seek reservations or dedications of right-of-way along transit routes and stations through the planning and development review process. d. Locate new public facilities that generate large numbers of person trips, such as libraries, community service centers, and some recreational facilities in areas with existing or planned transit access. e. Design for walkability in accordance with the Urban Design Element, as pedestrian supportive design also helps create a transit supportive environment. f. Address rail corridor safety in the design of development adjacent to or near railroad rights-of-way.	The Proposed Project is not a community plan but an amendment to a Master Plan that does not propose new residential or commercial development that should consider development intensity and transit proximity. The Proposed Project proposes public recreation uses in a regional park that would replace similar existing uses. Overall development would be reduced under the Proposed Project compared to the existing baseline condition, in order to increase habitat restoration. The Proposed Project has been designed for walkability and would provide improved pedestrian and bicycle connections to the surrounding community. The Proposed Project would be consistent with this policy.

Table 2. Proposed Project 2022 Climate Action Plan Consistency

Policy or Strategy	Proposed Project Consistency
CE-J.2: Include community street tree master plans in community plans. a. Prioritize community streets for street tree programs. b. Identify the types of trees proposed for those priority streets by species (with acceptable alternatives) or by design form. c. Integrate known protected trees and inventory other trees that may be eligible to be designated as a protected tree.	The Proposed Project would increase wetland habitat restoration and encourage tree preservation along streets, where feasible, in accordance with the CAP Consistency Regulations. It would support the City's goal to protect and expand green spaces by decreasing the developed land in the project area and restoring the developed land with active recreation, regional parkland, open beach, and wetland land use. The Proposed Project would be consistent with this policy.
CE-J.3: Develop community plan street tree master plans during community plan updates in an effort to create a comprehensive citywide urban forest master plan.	The Proposed Project is not a community plan update. As discussed in Policy CE-J.2 the project is not impacting trees. Therefore, the Proposed Project would be consistent with this policy.
2022 Climate Action Plan	
Strategy 1: Decarbonization of the Built Environment	The Proposed Project would not include any components that would conflict with the achievement of the decarbonization of the built environment. The Proposed Project would provide low-cost visitor guest accommodations, recreational opportunities, and habitat restoration. Proposed development would replace existing similar land uses, at a reduced density, to increase habitat restoration. The Proposed Project would support goals to reduce the use of fossil fuels by providing electric vehicle infrastructure to the extent required and improved pedestrian and bicycle facilities and connections to the surrounding community. The Proposed Project would be consistent with this strategy.
Strategy 2: Access to Clean & Renewable Energy	The Proposed Project would not include any components that would conflict with the achievement of a goal of 100 percent renewable energy. The Proposed Project is anticipated to reduce energy demand compared to the existing baseline condition due to reduced development density allowing for increased habitat restoration. The Proposed Project would comply with all applicable energy standards for new low-cost visitor guest accommodations and recreational facilities. The Proposed Project would be consistent with this strategy.
Strategy 3: Mobility & Land Use	The Proposed Project would further the goals of Strategy 3 by improving bicycle and pedestrian connections with the proposed recreational facilities and surrounding community. The Proposed Project would be consistent with this strategy.

Table 2. Proposed Project 2022 Climate Action Plan Consistency

Policy or Strategy	Proposed Project Consistency
Strategy 4: Circular Economy & Clean Communities	Construction of the Proposed Project would comply with the City's Construction and Demolition Debris Diversion Ordinance, as applicable. The Proposed Project area would result in decreased development density compared to the existing baseline condition in order to increase wetland habitat restoration; therefore, project operation would decrease solid waste production. The Proposed Project would be consistent with this strategy.
Strategy 5: Resilient Infrastructure and Healthy Ecosystems	The Proposed Project would further the City's climate resiliency goals related to healthy ecosystems by increasing wetland habitat restoration. The conversion of currently developed land to restored habitat would support the conservation of natural habitats facing sea level risk. Additionally, future site-specific development would need to demonstrate consistency with the CAP regulations regarding street trees and urban forestry. The Proposed Project would be consistent with this strategy.
Strategy 6: Emerging Climate Action	The Proposed Project would support identified actions in Strategy 6 related to carbon sequestration, specifically wetland habitat restoration. As the restored wetland matures, it would increase its carbon sequestration ability. Therefore, the Proposed Project would be consistent with this strategy.

Sources: City of San Diego 2008, 2022a.

Future project design would comply with all applicable existing and future sustainability regulations adopted to meet the CAP emissions reduction goals. Temporary project construction emissions were included in the CAP GHG emissions inventory and business-as-usual GHG emissions projections and, thus, were accounted for in the CAP. Additionally, California regulations limit construction equipment and vehicle idling, and City construction best management practices promote energy efficiency. As demonstrated in Table 2, the Proposed Project would be consistent with the City's General Plan and the 2022 CAP.

Climate Resilient SD Plan

On December 14, 2021, the San Diego City Council adopted the City's first-ever climate adaptation and resiliency plan. The Climate Resilient SD Plan provides strategies to prepare, respond, and recover from potential climate change hazards, like extreme heat, wildfires, sea level rise, and flooding and drought, as well as how the proposed investments can improve local communities. It will increase the City's ability to adapt, recover, and thrive in a changing climate. Key plan components include connected and informed communities, resilient and equitable planning and investment, protection for historic and Tribal resources, protection for natural environments, and maintenance of critical infrastructure.

The Proposed Project supports the plan goals and policies related to protecting natural environments. Specifically, the proposed habitat restoration supports Policy TNE-1, which includes supporting ecosystem and watershed function to increase the capacity of the system to withstand stress from climate change, and Policy TNE-2, which includes expansion of natural features, including wetlands. Wetlands are identified as an important habitat to mitigate flooding, improve water quality, provide important habitat, absorb wave energy, and minimize coastal erosion. The Proposed Project does not include any components that would conflict with the remaining plan components. Therefore, the Proposed Project would be consistent with the Climate Resilient SD Plan.

Consistency with the San Diego Association of Governments' San Diego Forward: the Regional Plan

An updated Regional Plan was adopted in 2021 (SANDAG 2021). The updated Regional Plan continues to emphasize alternative transportation infrastructure and infill development. Similar to the 2018 Proposal, the Proposed Project would support the 2021 Regional Plan vision by providing new walking and pedestrian facilities, including off-site connections, and would make pedestrian and bicycle path improvements to a currently developed site. The improved walking and bicycling facilities and parkland areas accessible for use by nearby existing residents would serve to reduce vehicle miles traveled. The Proposed Project would improve the connection to the Rose Creek Bikeway, which is part of the 2050 Complete Corridor Bike Network and Arterials as proposed in the 2021 Regional Plan. The Proposed Project would reduce overall development density in the Proposed Project area, which would decrease vehicle trips compared to the current baseline condition. The Proposed Project would also help implement the habitat conservation vision of the 2021 Regional Plan because the Proposed Project would implement wetland restoration and protected habitat areas. Further, equitable access to new coastal wetlands and dunes is possible with better access by bikes and by pedestrians to Balboa Avenue Station, an identified Transit Priority Area. It would not include any components that would conflict with 2021 Regional Plan implementation. Similar to the 2018 Proposal, the Proposed Project would also be consistent with the 2021 Regional Plan.

Consistency with California Air Resources Board's Scoping Plan

The 2018 Proposal was compared to the 2008 Scoping Plan, which has been replaced by the 2017 Scoping Plan and then the 2022 Scoping Plan. The 2017 Scoping Plan Update incorporates the 2030 target set by Executive Order B-30-15 and codified by Senate Bill 32. It identifies how the state can reach the 2030 climate target and substantially advance toward our 2050 climate goal to reduce GHG emissions by 80 percent below 1990 levels (CARB 2017). Additionally, the 2022 Scoping Plan was adopted in December 2022. The 2022 Scoping Plan Update assesses progress toward the statutory 2030 target and identifies a path to achieving carbon neutrality by 2045 (CARB 2022).

Similar to the previous Scoping Plan, the 2022 Scoping Plans is not directly applicable to specific projects; however, it outlines statewide regulatory measures that may apply to individual projects and recommends an overall framework for the measures that will be adopted to reduce California's GHG emissions. Similar to the 2018 Proposal, the Proposed Project would comply with all applicable regulations adopted in furtherance of the Scoping Plan to the extent required by law and, therefore, would be consistent with the Scoping Plan strategies. The Proposed Project would reduce development and vehicle trips compared to existing conditions and, therefore, would be consistent with GHG reduction goals. Additionally, the 2022 Scoping Plan strategies relating to carbon removal and sequestration emphasize the importance of natural and working lands to achieve carbon neutrality; in particular, wetlands are noted as an important tool in capturing carbon and holding it in coastal vegetation and soils. The Proposed Project includes additional habitat restoration that would support this strategy. Therefore, the Proposed Project would be consistent with CARB's 2022 Scoping Plan.

Summary

Consistent with the 2018 Proposal, the Proposed Project would not result in significant GHG emissions or conflict with any applicable plan for reducing GHG emissions, including the City's CAP.

References

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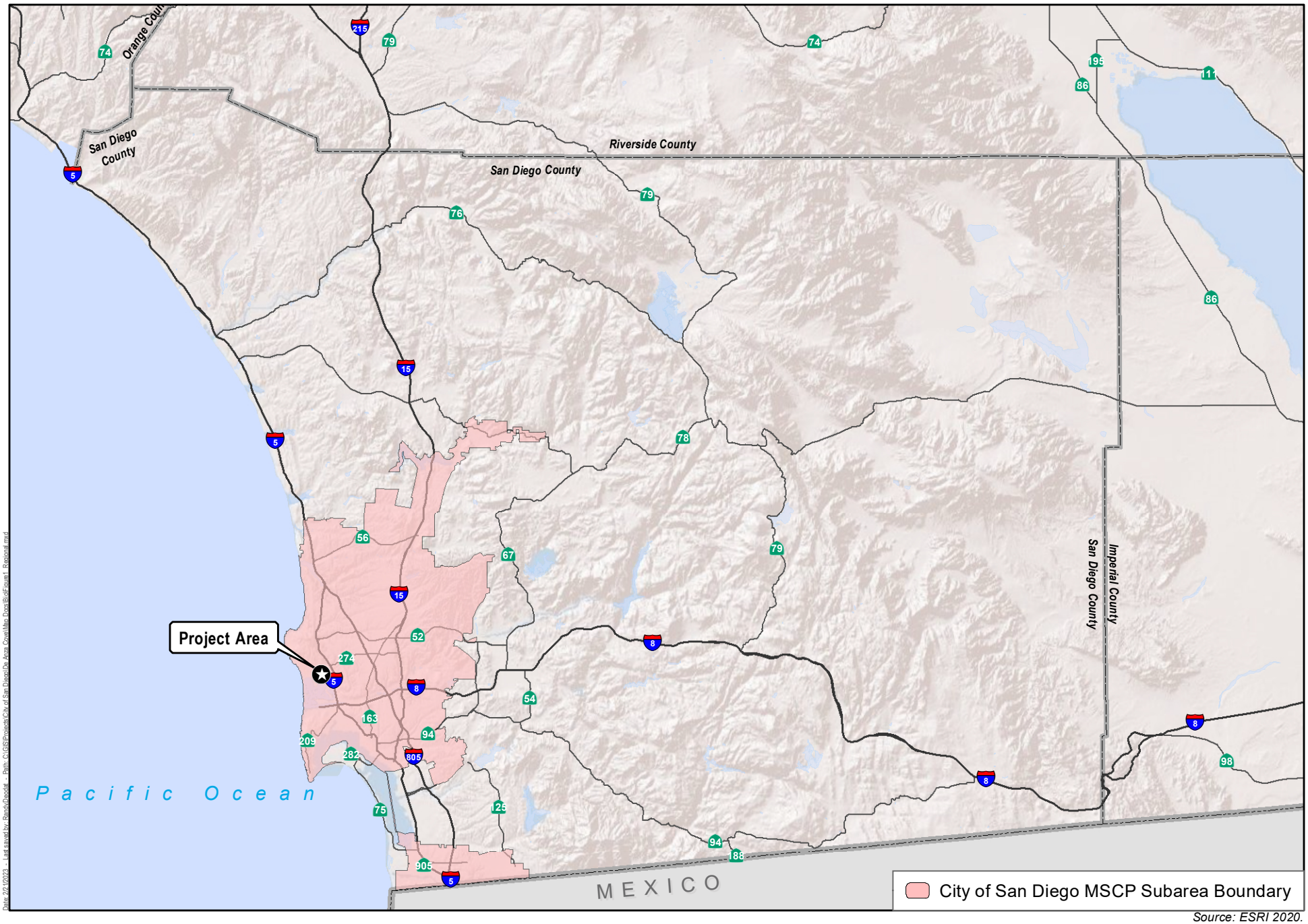
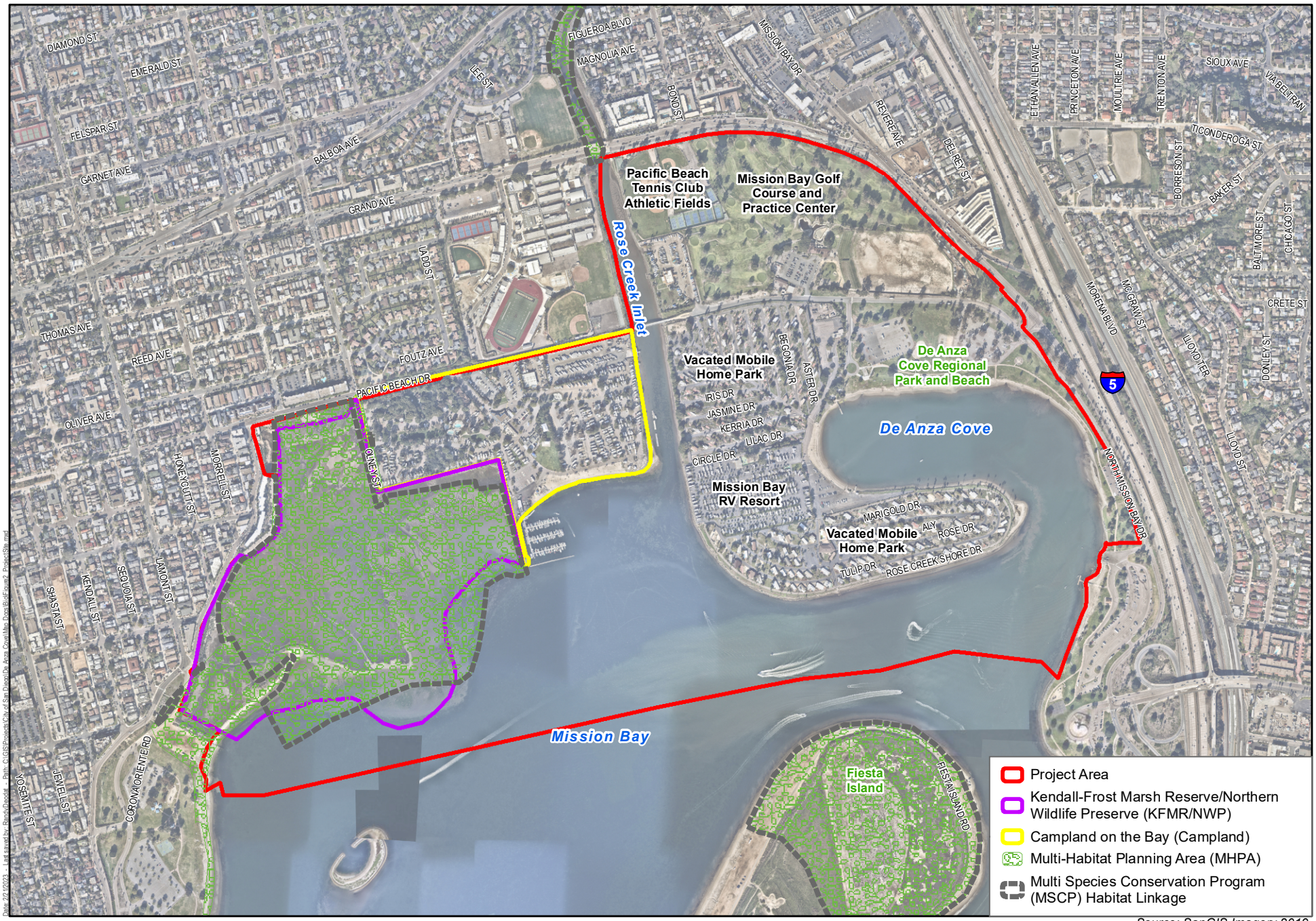


Figure 1

Regional Location

De Anza Natural Amendment to the Mission Bay Park Master Plan



Source: SanGIS Imagery 2019.

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Figure 2

Project Location

De Anza Natural Amendment to the Mission Bay Park Master Plan

Source: City of San Diego 2023.

Figure 3

Site Plan

De Anza Natural Amendment to the Mission Bay Park Master Plan

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Attachment 1. 2019 Greenhouse Gas Emissions Analysis for the De Anza Cove Amendment

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Greenhouse Gas Emissions Analysis
for the
De Anza Cove Amendment – Mission Bay Park Master Plan
City of San Diego, California

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ACRONYMS AND ABBREVIATIONS

Acronym/Abbreviation	Definition
AB	Assembly Bill
BAU	business-as-usual
CAA	Clean Air Act
CalEEMod	California Emissions Estimator Model
CALGreen	California's Green Building Standards
CalRecycle	California Department of Resources Recycling and Recovery
Campland	Campland on the Bay
CAP	Climate Action Plan (California)
CARB	California Air Resources Board
CEC	California Energy Commission
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CH_4	methane
City	City of San Diego
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
CFCs	chlorofluorocarbons
CNRA	California Natural Resources Agency
CPUC	California Public Utilities Commission
EIR	Environmental Impact Report
EO	Executive Order
EPA	U.S. Environmental Protection Agency
GHG	greenhouse gas
GWP	global warming potential
HCFCs	hydrochlorofluorocarbons
HDPE	high-density polyethylene
HFCs	hydrofluorocarbons
IPCC	Intergovernmental Panel on Climate Change
KFMR/NWP	Kendall-Frost Marsh Reserve/Northern Wildlife Preserve
MMT	million metric tons
MOU	Memorandum of Understanding
MT	metric tons
NF_3	nitrogen trifluoride
NHTSA	National Highway Traffic Safety Association
N_2	nitrogen gas
N_2O	nitrous oxide
NO_x	oxides of nitrogen
NO_3	nitrate
O_2	Molecular oxygen
O_3	ozone

Acronym/Abbreviation	Definition
PFCs	perfluorocarbons
proposed project	De Anza Cove Amendment – Mission Bay Park Master Plan
RPS	Renewables Portfolio Standard
RTP	Regional Transportation Plan
SANDAG	San Diego Association of Governments
SB	Senate Bill
SCS	Sustainable Communities Strategy
SDG&E	San Diego Gas and Electric
SF_6	sulfur hexafluoride
TPA	Transit Priority Area

SUMMARY

The De Anza Cove Amendment – Mission Bay Park Master Plan (project) area is located in the northeast corner of Mission Bay Park in the City of San Diego. The project area covers approximately 318 acres of land and includes approximately 139 acres of open water for a total of approximately 457 acres, and includes the Kendall-Frost Marsh Reserve/Northern Wildlife Preserve, Campland on the Bay (Campland), the De Anza Special Study Area, and adjacent recreational areas. The proposed project includes recommendations to serve regional recreation needs, including guest housing (recreational vehicles and other low cost camping facilities); improve the park's water quality, including creating additional wetlands; facilitate hydrologic improvements to safeguard the viability of marsh areas; provide a waterfront trail, viewing areas, and other passive recreational features to enhance public use of the area; ensure leaseholds support Mission Bay recreation use; improve access to recreational uses; and improve play areas for regional recreational needs. The proposed project seeks to implement the recommendations of the adopted Mission Bay Park Master Plan.

The proposed project's potential effect on global climate change was evaluated, and emissions of greenhouse gases (GHGs) were estimated based on the use of construction equipment and vehicle trips associated with construction activities, as well as operational emissions once construction phases are complete. The total proposed project-generated construction GHG emissions were estimated to result in approximately 6,028 metric tons of carbon dioxide equivalent (MT CO_2e). These construction emissions amortized over 30 years would be 201 MT CO_2e per year. The net proposed project-generated operational GHG emissions (proposed project minus baseline) were estimated to be 107 MT CO_2e per year. Total operational GHG emissions plus amortized construction GHG emissions would be 308 MT CO_2e per year. The proposed project was deemed to be consistent with the City of San Diego's Climate Action Plan (CAP) Measures. The proposed project did not have a cumulative impact on the environment when evaluated against the City of San Diego's CAP Checklist. Therefore, GHG impacts would be considered **less than significant**.

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1 INTRODUCTION

The De Anza Cove Amendment – Mission Bay Park Master Plan (proposed project) includes recommendations to serve regional recreation needs, including guest housing (recreational vehicles and other low cost camping facilities); improve the park's water quality, including creating additional wetlands; facilitate hydrologic improvements to safeguard the viability of marsh areas; provide a waterfront trail, viewing areas, and other passive recreational features to enhance public use of the area; ensure leaseholds support Mission Bay recreation use; improve access to recreational uses; and improve play areas for regional recreational needs. The proposed project seeks to implement the recommendations of the adopted Mission Bay Park Master Plan.

1.1 Purpose

The purpose of this report is to estimate and evaluate the potential greenhouse gas (GHG) impacts associated with implementation of the proposed project relative to the City of San Diego's (City's) Significance Determination Thresholds for GHGs (City of San Diego 2016a). The report includes a quantitative analysis of proposed project-related GHG emissions.

1.2 Project Location

The project area is located in the northeast corner of Mission Bay Park in the City (see Figure 1, Project Location). The subject property is approximately 318 acres of land and approximately 139 acres of open water for a total of approximately 457 acres. The proposed project area includes the Kendall-Frost Marsh Reserve/Northern Wildlife Preserve (KFMR/NWP); Campland on the Bay (Campland) areas; the Mission Bay Tennis Center, Athletic Fields, and Golf Course; and the De Anza Cove Area, which was formerly the De Anza Special Study Area as designated in the Mission Bay Park Master Plan, including the water area of De Anza Cove.

The KFMR/NWP is approximately 90 acres and is bordered on the west and north by residential development and roadways, on the east by Campland, and on the south by Mission Bay. KFMR/NWP consists mostly of vegetated wetland. Campland is approximately 46 acres and is located directly east of KFMR/NWP. Campland is located on City-owned land and is currently a leasehold and privately operated, RV and tent camping area with condominiums along the northern and western boundaries. The De Anza Cove Area is approximately 100 acres and is located directly to the east of Campland and Rose Creek and south of North Mission Bay Drive. The De Anza Cove Area consists of an abandoned mobile home park and supporting infrastructure (e.g., roads, utilities, parking lots, driveways), an existing campground for 260 RV sites, Mission Bay Regional Park, and a public beach and parking area. North Mission Bay Drive bisects the De Anza Cove Area and recreational areas to

the north. The recreational areas are approximately 63 acres and include the Mission Bay Tennis Center, Athletic Fields, and Golf Course.

1.3 Project Description

As previously described, the proposed project seeks to implement the recommendations of the Mission Bay Park Master Plan. The following describes the components of the proposed project.

Kendall-Frost Marsh Reserve/Northern Wildlife Preserve Area

The proposed project would expand the existing KFMR/NWP to the east where Campland currently exists, as recommended in the adopted Mission Bay Park Master Plan. The proposed project would replace the existing Campland area with habitat area, including a combination of wetlands and upland habitat. This contiguous habitat area would be approximately 124 acres, in addition to the existing 90 acres of KFMR/NWP, for a total of 214 acres.

Mission Bay Tennis Center, Athletic Fields, and Golf Course

The northern area is currently programmed with active recreational facilities. The proposed project would retain the existing recreational uses, which include the Golf Course, currently operated and managed by the City; the Athletic Fields, used by Mission Bay Little League; and the Tennis Center, used by the Pacific Beach Tennis Club. While existing recreational opportunities would be retained, several facilities would be upgraded and relocated for better functionality and to enhance public accessibility.

De Anza Cove Area

The De Anza Cove Area is located south of North Mission Bay Drive and east of Rose Creek Channel. The land uses proposed within this area include guest housing, regional parkland, wetland/marshland/natural recreation, upland/developed and coastal landscape recreation areas, potential leases, and beach and water quality features, which are further explained below.

Guest Housing

The proposed project would replace the RV campground and vacated De Anza Mobile Home Park with low-cost guest housing. The low-cost guest housing would allow for up to 590 camping sites for RVs, cabins, or other eco-friendly accommodations and associated open space and facilities consistent with camping accommodations. In addition, surface parking would be provided as needed to meet City requirements for the guest housing component.

Regional Parkland, Potential Leases, and Beach

The existing Regional Parkland would be enhanced by new recreational amenities and opportunities. A supervised swimming beach area would be provided at the west end of De Anza Cove. The swimming area would be protected by buffers/safety measures that would separate the swimmers from the boat users. A boat rental facility/dock area is proposed at the east end of De Anza Cove. In the center, recreational amenities would include a passive, "Open Green" area and an "Adventure Play" area. A snack shack, restrooms, and picnic shelters would be provided to support the recreational activities. Additionally, the beach area is proposed to be expanded. Surface parking would be provided as needed to meet City requirements for the recreational areas.

Wetland/Marshland/Natural Recreation

The wetland/marshland/natural recreation area would be comprised of both habitat areas and naturally vegetated recreational areas and would create a natural interface with the cove and enhance water quality in the bay.

Upland/Developed and Coastal Landscape Recreation Area

The Upland/Developed area and Coastal Landscape Recreation areas would accommodate a proposed multi-use path, mounded landform, and iconic overlook. The mounded landform would feature an elevated, iconic overlook facility. The mounded landform would be accessible from the waterfront trail. Within in this area, passive recreation amenities such as overlooks, pathways, picnic areas, and interpretive signs could be located. This area would serve as a buffer between guest housing and wetland/marshland/natural recreation.

Water Quality Features

Water quality-enhancing features are proposed along the outer perimeter of the proposed guest housing and recreational areas. The proposed water quality basins would capture and treat stormwater before flowing into Mission Bay. New water quality basins would be located to treat the entire proposed project area per local and state requirements.

The water quality detention basins would be designed with a sediment forebay, riprap at the base of a height-appropriate riser, a height-appropriate embankment specific for each area of treatment, with a concrete base at the riser, and riprap at the base of the barrel to reduce sediment and erosion at the outflow. Aquatic plants would be located within the sediment forebay to reduce sediment and total suspended solids from stormwater. Additional water quality-enhancing features would include vegetated areas bordering all development areas to further reduce stormwater contamination, including debris and sediment, from reaching Mission Bay.

In addition to water quality detention basins, the proposed project would incorporate site-specific best management practices to enhance water quality. These best management practices include native species plants for landscaping, which would not require additional fertilizers in order to reduce the potential for added nutrients into nearby water bodies, as well as efficient irrigation practices wherever feasible to reduce nutrient runoff. The proposed project would incorporate storm drainage signage featuring a statement such as "NO DUMPING" or "DRAINS TO OCEAN" in order to discourage illegal dumping by visitors.

Surface Parking

Three surface parking lots are proposed in the De Anza Cove Area. Parking spaces would be located at the southern portion of the low-cost guest housing area for easy access to the proposed bike/pedestrian waterfront trail. Two surface parking lots are proposed at De Anza Cove and would be accessible from North Mission Bay Drive.

SOURCE: City San Diego 2018; SANGIS 2017, 2018

SD Planning

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FIGURE 1

Project Location

De Anza Cove Amendment to the Mission Bay Park Master Plan

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2 EXISTING CONDITIONS

2.1 The Greenhouse Effect

Climate change refers to any significant change in measures of climate, such as temperature, precipitation, or wind, lasting for an extended period (decades or longer). Gases that trap heat in the atmosphere are often called GHGs. The greenhouse effect traps heat in the troposphere through a threefold process: short-wave radiation emitted by the Sun is absorbed by the Earth; the Earth emits a portion of this energy in the form of long-wave radiation; and GHGs in the upper atmosphere absorb this long-wave radiation and emit it into space and back toward the Earth. This "trapping" of the long-wave (thermal) radiation emitted back toward the Earth is the underlying process of the greenhouse effect.

The greenhouse effect is a natural process that contributes to regulating the Earth's temperature. Without it, the temperature of the Earth would be about 0°F (−18° Celsius (°C)) instead of its current 57°F (15°C) (Qiancheng 1998). Global climate change concerns are focused on whether human activities are leading to an enhancement of the greenhouse effect.

2.2 Greenhouse Gases

GHGs include, but are not limited to, carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), ozone (O_3), water vapor, fluorinated gases (hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6) and nitrogen trifluoride (NF_3)), chlorofluorocarbons (CFCs), and hydrochlorofluorocarbons (HCFCs). Some GHGs, such as CO_2, CH_4, and N_2O, occur naturally and are emitted to the atmosphere through natural processes and human activities. Of these gases, CO_2 and CH_4 are emitted in the greatest quantities from human activities. Manufactured GHGs, which have a much greater heat-absorption potential than CO_2, include fluorinated gases, such as HFCs, PFCs, and SF_6, which are associated with certain industrial products and processes. A summary of the most common GHGs and their sources is included in the following text.[1]

Carbon Dioxide. CO_2 is a naturally occurring gas and a by-product of human activities and is the principal anthropogenic GHG that affects the Earth's radiative balance. Natural sources of CO_2 include respiration of bacteria, plants, animals, and fungus; evaporation from oceans, volcanic out-gassing; and decomposition of dead organic matter. Human activities that generate CO_2 are from the combustion of coal, oil, natural gas, and wood.

[1] The descriptions of GHGs are summarized from the Intergovernmental Panel on Climate Change (IPCC) Second Assessment Report (IPCC 1995), IPCC Fourth Assessment Report (IPCC 2007), the California Air Resources Board's (CARB's) "Glossary of Terms Used in GHG Inventories" (CARB 2015), and the U.S. Environmental Protection Agency's (EPA's) "Glossary of Climate Change Terms" (EPA 2016).

Methane. CH_4 is a flammable gas and is the main component of natural gas. Methane is produced through anaerobic (without oxygen) decomposition of waste in landfills, flooded rice fields, animal digestion, decomposition of animal wastes, production and distribution of natural gas and petroleum, coal production, and incomplete fossil fuel combustion.

Nitrous Oxide. Sources of N_2O include soil cultivation practices (microbial processes in soil and water), especially the use of commercial and organic fertilizers, manure management, industrial processes (such as in nitric acid production, nylon production, and fossil-fuel-fired power plants), vehicle emissions, and the use of N_2O as a propellant (such as in rockets, racecars, aerosol sprays).

Fluorinated Gases. Fluorinated gases (also referred to as F-gases) are synthetic, powerful GHGs that are emitted from a variety of industrial processes. Fluorinated gases are commonly used as substitutes for stratospheric ozone-depleting substances (e.g., CFCs, HCFCs, and halons). The most prevalent fluorinated gases include the following:

- ***Hydrofluorocarbons:*** HFCs are compounds containing only hydrogen, fluorine, and carbon atoms. HFCs are synthetic chemicals that are used as alternatives to ozone-depleting substances in serving many industrial, commercial, and personal needs. HFCs are emitted as by-products of industrial processes and are used in manufacturing.
- ***Perfluorocarbons:*** PFCs are a group of human-made chemicals composed of carbon and fluorine only. These chemicals were introduced as alternatives, along with HFCs, to the ozone depleting substances. The two main sources of PFCs are primarily aluminum production and semiconductor manufacturing. Since PFCs have stable molecular structures and do not break down through the chemical processes in the lower atmosphere, these chemicals have long lifetimes, ranging between 10,000 and 50,000 years.
- ***Sulfur Hexafluoride:*** SF_6 is a colorless gas that is soluble in alcohol and ether and slightly soluble in water. SF_6 is used for insulation in electric power transmission and distribution equipment, semiconductor manufacturing, the magnesium industry, and as a tracer gas for leak detection.
- ***Nitrogen trifluoride:*** NF_3 is used in the manufacture of a variety of electronics, including semiconductors and flat panel displays.

Chlorofluorocarbons. CFCs are synthetic chemicals that have been used as cleaning solvents, refrigerants, and aerosol propellants. CFCs are chemically unreactive in the lower atmosphere (troposphere) and the production of CFCs was prohibited in 1987 due to the chemical destruction of stratospheric O_3.

Hydrochlorofluorocarbons. HCFCs are a large group of compounds, whose structure is very close to that of CFCs—containing hydrogen, fluorine, chlorine, and carbon atoms—but including one or more hydrogen atoms. Like HFCs, HCFCs are used in refrigerants and propellants. HCFCs were also used in place of CFCs for some applications; however, their use in general is being phased out.

Black Carbon. Black carbon is a component of fine particulate matter, which has been identified as a leading environmental risk factor for premature death. It is produced from the incomplete combustion of fossil fuels and biomass burning, particularly from older diesel engines and forest fires. Black carbon warms the atmosphere by absorbing solar radiation, influences cloud formation, and darkens the surface of snow and ice, which accelerates heat absorption and melting. Black carbon is a short-lived species that varies spatially, which makes it difficult to quantify the global warming potential (GWP). Diesel particulate matter emissions are a major source of black carbon and are also toxic air contaminants that have been regulated and controlled in California for several decades to protect public health. In relation to declining diesel particulate matter from the California Air Resources Board's (CARB's) regulations pertaining to diesel engines, diesel fuels, and burning activities, CARB estimates that annual black carbon emissions in California have reduced by 70% between 1990 and 2010, with 95% control expected by 2020 (CARB 2014a).

Water Vapor. The primary source of water vapor is evaporation from the ocean, with additional vapor generated by sublimation (change from solid to gas) from ice and snow, evaporation from other water bodies, and transpiration from plant leaves. Water vapor is the most important, abundant, and variable GHG in the atmosphere and maintains a climate necessary for life.

Ozone. Tropospheric O_3, which is created by photochemical reactions involving gases from both natural sources and human activities, acts as a GHG. Stratospheric O_3, which is created by the interaction between solar ultraviolet radiation and molecular oxygen (O_2), plays a decisive role in the stratospheric radiative balance. Depletion of stratospheric O_3, due to chemical reactions that may be enhanced by climate change, results in an increased ground-level flux of ultraviolet-B radiation.

Aerosols. Aerosols are suspensions of particulate matter in a gas emitted into the air through burning biomass (plant material) and fossil fuels. Aerosols can warm the atmosphere by absorbing and emitting heat and can cool the atmosphere by reflecting light.

2.2.1 Global Warming Potential

Gases in the atmosphere can contribute to climate change both directly and indirectly. Direct effects occur when the gas itself absorbs radiation. Indirect radiative forcing occurs when chemical transformations of the substance produce other GHGs, when a gas influences the atmospheric

lifetimes of other gases, and/or when a gas affects atmospheric processes that alter the radiative balance of the Earth (e.g., affect cloud formation or albedo) (EPA 2018).

The Intergovernmental Panel on Climate Change (IPCC) developed the GWP concept to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The GWP of a GHG is defined as the ratio of the time-integrated radiative forcing from the instantaneous release of 1 kilogram of a trace substance relative to that of 1 kilogram of a reference gas (IPCC 2014). The reference gas used is CO_2; therefore, GWP-weighted emissions are measured in metric tons of CO_2 equivalent (MT CO_2e).

The current version of the California Emissions Estimator Model (CalEEMod) (version 2016.3.2; CAPCOA 2017) assumes that the GWP for CH_4 is 25 (which means that emissions of 1 MT of CH_4 are equivalent to emissions of 25 MT of CO_2), and the GWP for N_2O is 298, based on the IPCC Fourth Assessment Report (IPCC 2007). The GWP values identified in CalEEMod were applied to the proposed project.

2.3 Contributions to Greenhouse Gas Emissions

Per the U.S. Environmental Protection Agency's (EPA's) Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990–2016 (EPA 2018), total U.S. GHG emissions were approximately 6,511.3 million metric tons (MMT) CO_2e in 2016. The primary GHG emitted by human activities in the United States was CO_2, which represented approximately 81.6% of total GHG emissions (5,313.2 MMT CO_2e). The largest source of CO_2, and of overall GHG emissions, was fossil-fuel combustion, which accounted for approximately 93.5% of CO_2 emissions in 2016 (4,967.9 MMT CO_2e). Total U.S. GHG emissions have increased by 2.4% from 1990 to 2016, and emissions decreased from 2015 to 2016 by 1.9% (126.8 MMT CO_2e). Net GHG emissions in 2016 were 11.1% below 2005 levels (EPA 2018).

According to California's 2000–2016 GHG emissions inventory (2018 edition), California emitted 429 MMT CO_2e in 2016, including emissions resulting from out-of-state electrical generation (CARB 2018). The sources of GHG emissions in California include transportation, industry, electric power production from both in-state and out-of-state sources, residential and commercial activities, agriculture, high GWP substances, and recycling and waste. The California GHG emission source categories and their relative contributions in 2016 are presented in Table 1, Greenhouse Gas Emissions Sources in California.

Table 1
Greenhouse Gas Emissions Sources in California

Source Category	Annual GHG Emissions (MMT CO_2e)	Percent of Total*
Transportation	176.1	41%
Industrial	98.8	23%
Electricity (in state)	42.9	10%
Electricity (imports)	25.8	6%
Agriculture	34.4	8%
Residential	30.1	7%
Commercial	21.5	5%
Total	**429.4**	**100%**

Source: CARB 2018.
Notes: MMT CO_2e = million metric tons of carbon dioxide equivalent per year.
* Percentage of total has been rounded, and total may not sum due to rounding.

Between 2000 and 2016, per-capita GHG emissions in California have dropped from a peak of 14.0 MT per person in 2001 to 10.8 MT per person in 2016, representing a 23% decrease. In addition, total GHG emissions in 2015 were approximately 12 MMT CO_2e less than 2015 emissions (CARB 2018).

The City provided an update to their GHG emission inventory in their 2017 Climate Action Plan (CAP) Annual Report Appendix (City of San Diego 2017a). The City's GHG emissions for 2016 are presented in Table 2.

Table 2
GHG Emissions Sources in the City of San Diego

Source Category	Annual GHG Emissions (MMT CO_2e)	Percent of Total*
Transportation	5.68	54.2%
Electricity	2.33	22.2%
Natural Gas	2.10	20.0%
Wastewater & Solid Waste	0.28	2.7%
Water	0.09	0.9%
Totals	**10.47**	**100%**

Source: City of San Diego 2017a.
Notes: Emissions reflect the 2016 City of San Diego GHG inventory.
MMT CO_2e = million metric tons of carbon dioxide equivalent per year
* Percentage of total has been rounded, and total may not sum due to rounding.

2.4 Potential Effects of Human Activity on Climate Change

Globally, climate change has the potential to affect numerous environmental resources through uncertain impacts related to future air temperatures and precipitation patterns. The 2014 IPCC Synthesis Report indicated that warming of the climate system is unequivocal and since the 1950s, many of the observed changes are unprecedented over decades to millennia. Signs that global climate change has occurred include warming of the atmosphere and ocean, diminished amounts of snow and ice, and rising sea levels (IPCC 2014).

In California, climate change impacts have the potential to affect sea level rise, agriculture, snowpack and water supply, forestry, wildfire risk, public health, and electricity demand and supply. The primary effect of global climate change has been a 0.2°C rise in average global tropospheric temperature per decade, determined from meteorological measurements worldwide between 1990 and 2005. Scientific modeling predicts that continued emissions of GHGs at or above current rates would induce more extreme climate changes during the twenty-first century than were observed during the twentieth century. A warming of about 0.2°C (0.36°F) per decade is projected, and there are identifiable signs that global warming could be taking place.

Although climate change is driven by global atmospheric conditions, climate change impacts are felt locally. A scientific consensus confirms that climate change is already affecting California. The average temperatures in California have increased, leading to more extreme hot days and fewer cold nights; shifts in the water cycle have been observed, with less winter precipitation falling as snow, and both snowmelt and rainwater running off earlier in the year; sea levels have risen; and wildland fires are becoming more frequent and intense due to dry seasons that start earlier and end later (CAT 2010a).

An increase in annual average temperature is a reasonably foreseeable effect of climate change. Observed changes over the last several decades across the western United States reveal clear signals of climate change. Statewide average temperatures increased by about 1.7°F from 1895 to 2011, and warming has been greatest in the Sierra Nevada. By 2050, California is projected to warm by approximately 2.7°F above 2000 averages, a threefold increase in the rate of warming over the last century. By 2100, average temperatures could increase by 4.1°F to 8.6°F, depending on emissions levels. Springtime warming—a critical influence on snowmelt—will be particularly pronounced. Summer temperatures will rise more than winter temperatures, and the increases will be greater in inland California, compared to the coast. Heat waves will be more frequent, hotter, and longer. There will be fewer extremely cold nights. A decline of Sierra snowpack, which accounts for approximately half of the surface water storage in California and much of the state's water supply, by 30% to as much as 90% is predicted over the next 100 years (CAT 2010a).

Model projections for precipitation over California continue to show the Mediterranean pattern of wet winters and dry summers with seasonal, year-to-year, and decade-to-decade variability. For the first time, however, several of the improved climate models shift toward drier conditions by the mid-to-late 21st century in central and, most notably, Southern California. By late-century, all projections show drying, and half of them suggest 30-year average precipitation will decline by more than 10% below the historical average (CAT 2010a).

A summary of current and future climate change impacts to resource areas in California, as discussed in Safeguarding California: Reducing Climate Risk (CNRA 2014), is provided in the following text.

Agriculture. The impacts of climate change on the agricultural sector are far more severe than the typical variability in weather and precipitation patterns that occur year to year. Some of the specific challenges faced by the agricultural sector and farmers include more drastic and unpredictable precipitation and weather patterns; extreme weather events that range from severe flooding to extreme drought, to destructive storm events; significant shifts in water availability and water quality; changes in pollinator lifecycles; temperature fluctuations, including extreme heat stress and decreased chill hours; increased risks from invasive species and weeds, agricultural pests, and plant diseases; and disruptions to the transportation and energy infrastructure supporting agricultural production. These challenges and associated short-term and long-term impacts can have both positive and negative effects on agricultural production. Nonetheless, it is predicted that current crop and livestock production will suffer long-term negative effects resulting in a substantial decrease in the agricultural sector if not managed or mitigated (CNRA 2014).

Biodiversity and Habitat. The state's extensive biodiversity stems from its varied climate and assorted landscapes, which have resulted in numerous habitats where species have evolved and adapted over time. Specific climate change challenges to biodiversity and habitat include species migration in response to climatic changes, range shift, and novel combinations of species; pathogens, parasites and disease; invasive species; extinction risks; changes in the timing of seasonal life-cycle events; food web disruptions; and threshold effects (i.e., a change in the ecosystem that results in a "tipping point" beyond which irreversible damage or loss has occurred). Habitat restoration, conservation, and resource management across California and through collaborative efforts among public, private, and nonprofit agencies has assisted in the effort to fight climate change impacts on biodiversity and habitat. One of the key measures in these efforts is ensuring species' ability to relocate as temperature and water availability fluctuate as a result of climate change, based on geographic region.

Energy. The energy sector provides California residents with a supply of reliable and affordable energy through a complex integrated system. Specific climate change challenges for the energy

sector include temperature, fluctuating precipitation patterns, increasing extreme weather events, and sea level rise. Increasing temperatures and reduced snowpack negatively impact the availability of a steady flow of snowmelt to hydroelectric reservoirs. Higher temperatures also reduce the capacity of thermal power plants since power plant cooling is less efficient at higher ambient temperatures. Natural gas infrastructure in coastal California is threatened by sea level rise and extreme storm events (CNRA 2014).

Forestry. Forests occupy approximately 33% of California's 100 million acres and provide key benefits such as wildlife habitat, absorption of CO_2, renewable energy and building materials. The most significant climate change related risk to forests is accelerated risk of wildfire and more frequent and severe droughts. Droughts have resulted in more large-scale mortalities and combined with increasing temperatures have led to an overall increase in wildfire risks. Increased wildfire intensity subsequently increases public safety risks, property damage, fire suppression and emergency response costs, watershed and water quality impacts and vegetation conversions. These factors contribute to decreased forest growth, geographic shifts in tree distribution, loss of fish and wildlife habitat and decreased carbon absorption. Climate change may result in increased establishment of non-native species, particularly in rangelands where invasive species are already a problem. Invasive species may be able to exploit temperature or precipitation changes, or quickly occupy areas denuded by fire, insect mortality, or other climate change effects on vegetation (CNRA 2014).

Ocean and Coastal Ecosystems and Resources. Sea level rise, changing ocean conditions and other climate change stressors are likely to exacerbate long-standing challenges related to ocean and coastal ecosystems in addition to threatening people and infrastructure located along the California coastline and in coastal communities. Sea level rise in addition to more frequent and severe coastal storms and erosion are threatening vital infrastructure such as roads, bridges, power plants, ports and airports, gasoline pipes, and emergency facilities, as well as negatively impacting the coastal recreational assets such as beaches and tidal wetlands. Water quality and ocean acidification threaten the abundance of seafood and other plant and wildlife habitats throughout California and globally (CNRA 2014).

Public Health. Climate change can impact public health through various environmental changes and is the largest threat to human health in the twenty-first century. Changes in precipitation patterns affect public health primarily through potential for altered water supplies, and extreme events such as heat, floods, droughts, and wildfires. Increased frequency, intensity and duration of extreme heat and heat waves is likely to increase the risk of mortality due to heat-related illness as well as exacerbate existing chronic health conditions. Other extreme weather events are likely to negatively impact air quality and increase or intensify respiratory illness such as asthma and allergies. Additional health impacts that may be impacted by climate change include

cardiovascular disease, vector-borne diseases, mental health impacts, and malnutrition injuries. Increased frequency of these ailments is likely to subsequently increase the direct risk of injury and/or mortality (CNRA 2014).

Transportation. Residents of California rely on airports, seaports, public transportation, and an extensive roadway network to gain access to destinations, goods, and services. While the transportation industry is a source of GHG emissions, it is also vulnerable to climate change risks. Particularly, sea level rise and erosion threaten many coastal California roadways, airports, seaports, transit systems, bridge supports, and energy and fueling infrastructure. Increasing temperatures and extended periods of extreme heat threaten the integrity of the roadways and rail lines. High temperatures cause the road surfaces to expand which leads to increased pressure and pavement buckling. High temperatures can also cause rail breakages, which could lead to train derailment. Other forms of extreme weather events, such as extreme storm events, can negatively impact infrastructure which can impair movement of peoples and goods, or potentially block evacuation routes and emergency access roads. Increased wildfires, flooding, erosion risks, landslides, mudslides, and rockslides can all profoundly impact the transportation system and pose a serious risk to public safety (CNRA 2014).

Water. Water resources in California support residences, plants, wildlife, farmland, landscapes, and ecosystems and bring trillions of dollars in economic activity. Climate change could seriously impact the timing, form, amount of precipitation, runoff patterns, and frequency and severity of precipitation events. Higher temperatures reduce the amount of snowpack and lead to earlier snowmelt, which can impact water supply availability, natural ecosystems, and winter recreation. Water supply availability during the intense dry summer months is heavily dependent on the snowpack accumulated during winter. Increased risk of flooding has a variety of public health concerns, including water quality, public safety, property damage, displacement, and post-disaster mental health problems. Prolonged and intensified droughts can also negatively impact groundwater reserves and result in increased overdraft and subsidence. Droughts can also negatively impact agriculture and farmland throughout the state. The higher risk of wildfires can lead to increased erosion, which can negatively impact watersheds and result in poor water quality. Water temperatures are also prone to increase, which can negatively impact wildlife that rely on a specific range of temperatures for suitable habitat (CNRA 2014).

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3 REGULATORY SETTING

3.1 Federal Activities

Massachusetts v. EPA. On April 2, 2007, in *Massachusetts v. EPA*, the Supreme Court directed the EPA Administrator to determine whether GHG emissions from new motor vehicles cause or contribute to air pollution that may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision. In making these decisions, the EPA Administrator is required to follow the language of Section 202(a) of the Clean Air Act (CAA). On December 7, 2009, the Administrator signed a final rule with two distinct findings regarding GHGs under Section 202(a) of the CAA:

- The Administrator found that elevated concentrations of GHGs—CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6—in the atmosphere threaten the public health and welfare of current and future generations. This is referred to as the "endangerment finding."
- The Administrator further found the combined emissions of GHGs—CO_2, CH_4, N_2O, and HFCs—from new motor vehicles and new motor vehicle engines contribute to the GHG air pollution that endangers public health and welfare. This is referred to as the "cause or contribute finding."

These two findings were necessary to establish the foundation for regulation of GHGs from new motor vehicles as air pollutants under the CAA.

Energy Independence and Security Act. On December 19, 2007, President Bush signed the Energy Independence and Security Act of 2007. Among other key measures, the Act would do the following, which would aid in the reduction of national GHG emissions:

1. Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel in 2022.
2. Set a target of 35 miles per gallon for the combined fleet of cars and light trucks by model year 2020 and direct the National Highway Traffic Safety Administration (NHTSA) to establish a fuel economy standard for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks.
3. Prescribe or revise standards affecting regional efficiency for heating and cooling products and procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.

Federal Vehicle Standards. In response to the U.S. Supreme Court ruling discussed above, the Bush Administration issued Executive Order (EO) 13432 in 2007 directing the EPA, the Department of Transportation, and the Department of Energy to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. In 2009, the NHTSA issued a final rule regulating fuel efficiency and GHG emissions from cars and light-duty trucks for model year 2011; and, in 2010, the EPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016.

In 2010, President Obama issued a memorandum directing the Department of Transportation, Department of Energy, EPA, and NHTSA to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, the EPA and NHTSA proposed stringent, coordinated federal GHG and fuel economy standards for model years 2017–2025 light-duty vehicles. The proposed standards projected to achieve 163 grams/mile of CO_2 in model year 2025, on an average industry fleet-wide basis, which is equivalent to 54.5 miles per gallon if this level were achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017–2021, and NHTSA intends to set standards for model years 2022–2025 in a future rulemaking.

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011, the EPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018. The standards for CO_2 emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the EPA, this regulatory program will reduce GHG emissions and fuel consumption for the affected vehicles by 6% to 23% over the 2010 baselines.

In August 2016, the EPA and NHTSA announced the adoption of the phase two program related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program will apply to vehicles with model year 2018 through 2027 for certain trailers, and model years 2021 through 2027 for semi-trucks, large pickup trucks, vans, and all types and sizes of buses and work trucks. The final standards are expected to lower carbon dioxide emissions by approximately 1.1 billion MT and reduce oil consumption by up to two billion barrels over the lifetime of the vehicles sold under the program (EPA and NHTSA 2016).

Clean Power Plan and New Source Performance Standards for Electric Generating Units. On October 23, 2015, EPA published a final rule (effective December 22, 2015) establishing the Carbon Pollution Emission Guidelines for Existing Stationary Sources: Electric Utility Generating Units (80 FR 64510–64660), also known as the Clean Power Plan. These guidelines prescribe how states must develop plans to reduce GHG emissions from existing fossil-fuel-fired electric generating units. The guidelines establish CO_2 emission performance rates representing the best

system of emission reduction for two subcategories of existing fossil-fuel-fired electric generating units: (1) fossil-fuel-fired electric utility steam-generating units and (2) stationary combustion turbines. Concurrently, EPA published a final rule (effective October 23, 2015) establishing Standards of Performance for Greenhouse Gas Emissions from New, Modified, and Reconstructed Stationary Sources: Electric Utility Generating Units (80 FR 64661–65120). The rule prescribes CO_2 emission standards for newly constructed, modified, and reconstructed affected fossil-fuel-fired electric utility generating units. Implementation of the Clean Power Plan has been stayed by the U.S. Supreme Court pending resolution of several lawsuits.

Council on Environmental Quality Guidance. On August 5, 2016, the Council on Environmental Quality (CEQ) released final guidance for federal agencies on considering the impacts of GHG emissions in NEPA reviews (CEQ 2016). This guidance supersedes the draft GHG and climate change guidance released by CEQ in 2010 and 2014. The final guidance applies to all proposed federal agency actions, including land and resource management actions. This guidance explains that agencies should consider both the potential effects of a proposed action on climate change, as indicated by its estimated GHG emissions, and the implications of climate change for the environmental effects of a proposed action. The guidance recommends that agencies quantify a proposed agency action's projected direct and indirect GHG emissions, taking into account available data and GHG quantification tools that are suitable for the proposed agency action. This guidance was withdrawn by the CEQ on April 5, 2017, as published in the Federal Register, Volume 82, Number 64, Section 16576 (CEQ 2017), and as directed by EO 13783.

3.2 State of California

State Climate Change Targets

EO S-3-05. EO S-3-05 (June 2005) established the following goals: GHG emissions should be reduced to 2000 levels by 2010; GHG emissions should be reduced to 1990 levels by 2020; and GHG emissions should be reduced to 80% below 1990 levels by 2050. Under EO S-3-05, the California Environmental Protection Agency is directed to report biannually on progress made toward meeting the GHG targets and the impacts to California due to global warming, including impacts to water supply, public health, agriculture, the coastline, and forestry. The Climate Action Team was formed, which subsequently issued the 2006 Climate Action Team Report to Governor Schwarzenegger and the Legislature (CAT 2006).

The 2009 Climate Action Team Biennial Report (CAT 2010b) expands on the policy outlined in the 2006 assessment. The 2009 report identifies the need for additional research in several different aspects that affect climate change to support effective climate change strategies. Subsequently, the

2010 Climate Action Team Report to Governor Schwarzenegger and the California Legislature (CAT 2010a) reviews past climate action milestones including voluntary reporting programs, GHG standards for passenger vehicles, the Low Carbon Fuel Standard, a statewide renewable energy standard, and the Cap-and-Trade Program.

Assembly Bill (AB) 32. In furtherance of the goals established in EO S-3-05, the Legislature enacted AB 32 (Núñez and Pavley), the California Global Warming Solutions Act of 2006 (September 27, 2006). AB 32 requires California to reduce its GHG emissions to 1990 levels by 2020, representing a reduction of approximately 15% below emissions expected under a "business-as-usual" (BAU) scenario.

CARB has been assigned responsibility for carrying out and developing the programs and requirements necessary to achieve the goals of AB 32. Under AB 32, CARB must adopt regulations requiring the reporting and verification of statewide GHG emissions. This program will be used to monitor and enforce compliance with the established standards. CARB is also required to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emission reductions. AB 32 also authorized CARB to adopt market-based compliance mechanisms to meet the specified requirements. Finally, CARB is ultimately responsible for monitoring compliance and enforcing any rule, regulation, order, emission limitation, emission reduction measure, or market-based compliance mechanism adopted. These efforts target GHG emission reductions from cars and trucks, electricity production, fuels, and other sources. The full implementation of AB 32 will help mitigate risks associated with climate change while improving energy efficiency, expanding the use of renewable energy resources and cleaner transportation, and reducing waste.

Of relevance to this analysis, in 2007, CARB approved a statewide limit on the GHG emissions level for year 2020 consistent with the determined 1990 baseline (427 MMT CO_2e). CARB's adoption of this limit is in accordance with Health and Safety Code Section 38550. In addition to the 1990 emissions inventory, CARB also adopted regulations requiring mandatory reporting of GHGs for the large facilities that account for 94% of GHG emissions from industrial and commercial stationary sources in California.

Further, in 2008, CARB adopted the Climate Change Scoping Plan: A Framework for Change (Scoping Plan) in accordance with Health and Safety Code, Section 38561. The Scoping Plan establishes an overall framework for the measures that will be adopted to reduce California's GHG emissions for various emission sources/sectors to 1990 levels by 2020. The 2020 emissions limit was set at 427 MMT of CO_2E (CARB 2008). The Scoping Plan establishes an overall framework for a suite of measures that will be adopted to sharply reduce California's GHG emissions. The Scoping Plan evaluates opportunities for sector-specific reductions, integrates all CARB and Climate

Action Team early actions and additional GHG reduction features by both entities, identifies additional measures to be pursued as regulations, and outlines the role of a cap-and-trade program. The key elements of the Scoping Plan include the following (CARB 2008):

1. Expanding and strengthening existing energy efficiency programs as well as building and appliance standards.
2. Achieving a statewide renewable energy mix of 33%.
3. Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system and caps sources contributing 85% of California's GHG emissions.
4. Establishing targets for transportation-related GHG emissions for regions throughout California, and pursuing policies and incentives to achieve those targets.
5. Adopting and implementing measures pursuant to existing state laws and policies, including California's clean car standards, goods movement measures, and the Low Carbon Fuel Standard.
6. Creating targeted fees, including a public goods charge on water use, fees on high GWP gases, and a fee to fund the administrative costs of the State of California's long-term commitment to AB 32 implementation.

In the Scoping Plan, CARB determined that achieving the 1990 emissions level in 2020 would require a reduction in GHG emissions of approximately 28.5% from the otherwise projected 2020 emissions level—i.e., those emissions that would occur in 2020, absent GHG-reducing laws and regulations (referred to as "business-as-usual" (BAU)). For example, in further explaining CARB's BAU methodology, CARB assumed that all new electricity generation would be supplied by natural gas plants; no further regulatory action would impact vehicle fuel efficiency; and building energy efficiency codes would be held at 2005 standards.

In the 2011 Final Supplement to the Scoping Plan's Functional Equivalent Document, CARB revised its estimates of the projected 2020 emissions level in light of the economic recession and the availability of updated information about GHG reduction regulations. Based on the new economic data, CARB determined that achieving the 1990 emissions level by 2020 would require a reduction in GHG emissions of 21.7% (down from 28.5%) from the BAU conditions (CARB 2011). When the 2020 emissions level projection also was updated to account for newly implemented regulatory measures, including Pavley I (model years 2009–2016) and the Renewables Portfolio Standard (12% to 20%), CARB determined that achieving the 1990 emissions level in 2020 would require a reduction in GHG emissions of 16% (down from 28.5%) from the BAU conditions.

Most recently, in 2014, CARB adopted the First Update to the Climate Change Scoping Plan: Building on the Framework (First Update; CARB 2014b). The stated purpose of the First Update is to "highlight California's success to date in reducing its GHG emissions and lay the foundation for establishing a broad framework for continued emission reductions beyond 2020, on the path to 80% below 1990 levels by 2050." The First Update found that California is on track to meet the 2020 emissions reduction mandate established by AB 32, and noted that California could reduce emissions further by 2030 to levels squarely in line with those needed to stay on track to reduce emissions to 80% below 1990 levels by 2050, if the state realizes the expected benefits of existing policy goals.

In the First Update, CARB identified "six key focus areas comprising major components of the state's economy to evaluate and describe the larger transformative actions that will be needed to meet the state's more expansive emission reduction needs by 2050" (CARB 2014b). Those six areas are: (1) energy, (2) transportation (vehicles/equipment, sustainable communities, housing, fuels, and infrastructure), (3) agriculture, (4) water, (5) waste management, and (6) natural and working lands. The First Update identifies key recommended actions for each sector that will facilitate achievement of EO S-3-05's 2050 reduction goal.

Based on CARB's research efforts presented in the First Update, CARB has a "strong sense of the mix of technologies needed to reduce emissions through 2050." Those technologies include energy demand reduction through efficiency and activity changes; large-scale electrification of on-road vehicles, buildings, and industrial machinery; decarbonizing electricity and fuel supplies; and, the rapid market penetration of efficient and clean energy technologies.

As part of the First Update, CARB recalculated the state's 1990 emissions level using more recent GWPs identified by the IPCC. Using the recalculated 1990 emissions level (431 MMT CO_2e) and the revised 2020 emissions level projection identified in the 2011 Final Supplement, CARB determined that achieving the 1990 emissions level by 2020 would require a reduction in GHG emissions of approximately 15% (instead of 28.5% or 16%) from the BAU conditions. The update also recommends that a statewide mid-term target and mid-term and long-term sector targets be established toward meeting the 2050 goal established by EO S-3-05 (i.e., reduce California's GHG emissions to 80% below 1990 levels), although no specific recommendations are made.

On January 20, 2017, CARB released The 2017 Climate Change Scoping Plan Update (Second Update) for public review and comment (CARB 2017). This update to the Scoping Plan proposes CARB's strategy for achieving the states 2030 GHG target, including continuing the Cap-and-Trade Program through 2030, and includes a new approach to reduce GHGs from refineries by 20%. The Second Update incorporates approaches to cutting super pollutants from the Short Lived

Climate Pollutants Strategy, acknowledges the need for reducing emissions in agriculture, and highlights the work underway to ensure that California's natural and working lands increasingly sequester carbon. During development of the Second Update, CARB held a number of public workshops in the Natural and Working Lands, Agriculture, Energy, and Transportation sectors to inform development of the 2030 Scoping Plan Update. When discussing project-level GHG emissions reduction actions and thresholds, the Second Update states "achieving no net increase in GHG emissions is the correct overall objective, but it may not be appropriate or feasible for every development project. And the inability to mitigate a project's GHG emissions to zero does not necessarily imply a substantial contribution to the cumulatively significant environmental impact of climate change under CEQA." The Final Proposed Scoping Plan Update was adopted by CARB's Governing Board on December 14, 2017 (CARB 2017).

EO B-30-15. EO B-30-15 (April 2015) identified an interim GHG reduction target in support of targets previously identified under S-3-05 and AB 32. EO B-30-15 set an interim target goal of reducing GHG emissions to 40% below 1990 levels by 2030 to keep California on its trajectory toward meeting or exceeding the long-term goal of reducing GHG emissions to 80% below 1990 levels by 2050 as set forth in S-3-05. To facilitate achievement of this goal, EO B-30-15 calls for an update to CARB's Scoping Plan to express the 2030 target in terms of MMT CO_2e. The EO also calls for state agencies to continue to develop and implement GHG emission reduction programs in support of the reduction targets. Sector-specific agencies in transportation, energy, water, and forestry were required to prepare GHG reduction plans by September 2015, followed by a report on action taken in relation to these plans in June 2016. EO B-30-15 does not require local agencies to take any action to meet the new interim GHG reduction threshold. It is important to note that EO B-30-15 was not adopted by a public agency through a public review process that requires analysis pursuant to the California Environmental Quality Act (CEQA) Guidelines, Section 15064.4, and that it has not been subsequently validated by a statute as an official GHG reduction target of California. EO B-30-15 itself states it is "not intended to create, and does not create, any rights of benefits, whether substantive or procedural, enforceable at law or in equity, against the State of California, its agencies, departments, entities, officers, employees, or any other person."

Senate Bill (SB) 32 and AB 197. SB 32 and AB 197 (enacted in 2016) are companion bills that set a new statewide GHG reduction targets, make changes to CARB's membership, increase legislative oversight of CARB's climate change-based activities, and expand dissemination of GHG and other air quality-related emissions data to enhance transparency and accountability. SB 32 codified the 2030 emissions reduction goal of EO B-30-15 by requiring CARB to ensure that statewide GHG emissions are reduced to 40% below 1990 levels by 2030. AB 197 established the Joint Legislative Committee on Climate Change Policies, consisting of at least three members of

the Senate and three members of the Assembly, in order to provide ongoing oversight over implementation of the state's climate policies. AB 197 also added two members of the Legislature to CARB as nonvoting members; requires CARB to make available and update (at least annually via its website) emissions data for GHGs, criteria air pollutants, and TACs from reporting facilities; and requires CARB to identify specific information for GHG emissions reduction measures when updating the Scoping Plan.

EO B-18-12. EO B-18-12 (April 2012) directs state agencies, departments, and other entities under the governor's executive authority to take action to reduce entity-wide GHG emissions by at least 10% by 2015 and 20% by 2020, as measured against a 2010 baseline. EO B-18-12 also established goals for existing state buildings for reducing grid-based energy purchases and water use.

SB 605. SB 605 (September 2014) requires CARB to complete a comprehensive strategy to reduce emissions of short-lived climate pollutants in the state no later than January 1, 2016. As defined in the statute, short-lived climate pollutant means "an agent that has a relatively short lifetime in the atmosphere, from a few days to a few decades, and a warming influence on the climate that is more potent than that of carbon dioxide" (SB 605). SB 605, however, does not prescribe specific compounds as short-lived climate pollutants or add to the list of GHGs regulated under AB 32. In developing the strategy, CARB must complete an inventory of sources and emissions of short-lived climate pollutants in the state based on available data, identify research needs to address any data gaps, identify existing and potential new control measures to reduce emissions, and prioritize the development of new measures for short-lived climate pollutants that offer co-benefits by improving water quality or reducing other criteria air pollutants that impact community health and benefit disadvantaged communities. The Proposed Short-Lived Climate Pollution Reduction Strategy released by CARB in April 2016 focuses on CH_4, black carbon, and fluorinated gases, particularly HFCs, as important short-lived climate pollutants. The strategy recognizes emission reduction efforts implemented under AB 32 (e.g., refrigerant management programs) and other regulatory programs (e.g., in-use diesel engines, solid waste diversion) along with additional measures to be developed.

Building Energy

Title 24, Part 6. Title 24 of the California Code of Regulations was established in 1978 and serves to enhance and regulate California's building standards. While not initially promulgated to reduce GHG emissions, Part 6 of Title 24 specifically establishes Building Energy Efficiency Standards that are designed to ensure new and existing buildings in California achieve energy efficiency and preserve outdoor and indoor environmental quality. The California Energy Commission (CEC) is required by law to adopt standards every 3 years that are cost effective for homeowners over the 30-year lifespan of a building. These standards are updated to consider and incorporate new

energy-efficient technologies and construction methods. As a result, these standards save energy, increase electricity supply reliability, increase indoor comfort, avoid the need to construct new power plants, and help preserve the environment.

The current Title 24 standards are the 2013 standards, which became effective on July 1, 2014. Buildings constructed in accordance with the 2013 standards will use 25% less energy for lighting, heating, cooling, ventilation, and water heating than the 2008 standards (CEC 2014).

The 2016 Title 24 building energy efficiency standards, which became effective January 1, 2017, will further reduce energy used and associated GHG emissions. In general, single-family homes built to the 2016 standards are anticipated to use about 28% less energy for lighting, heating, cooling, ventilation, and water heating than those built to the 2013 standards, and nonresidential buildings built to the 2016 standards will use an estimated 5% less energy than those built to the 2013 standards (CEC 2015). Although the De Anza Cove Amendment – Mission Bay Park Master Plan would be required to comply with 2016 Title 24 standards because its building construction phase would commence after January 1, 2017, this analysis conservatively does not quantify the increase energy efficiency associated with the more stringent 2016 Title 24 standards.

Title 24, Part 11. In addition to the CEC's efforts, in 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (Part 11 of Title 24), commonly referred to as CALGreen, establishes minimum mandatory standards as well as voluntary standards pertaining to the planning and design of sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and interior air quality. The CALGreen standards took effect in January 2011 and instituted mandatory minimum environmental performance standards for all ground-up, new construction of commercial, low-rise residential and state-owned buildings, and schools and hospitals. The CALGreen 2016 standards became effective January 1, 2017. The mandatory standards require the following (24 CCR Part 11):

- Mandatory reduction in indoor water use through compliance with specified flow rates for plumbing fixtures and fittings.
- Mandatory reduction in outdoor water use through compliance with a local water efficient landscaping ordinance or the California Department of Water Resources' Model Water Efficient Landscape Ordinance.
- 65% of construction and demolition waste must be diverted from landfills.
- Mandatory inspections of energy systems to ensure optimal working efficiency.

- Inclusion of electric vehicle charging stations or designated spaces capable of supporting future charging stations.
- Low-pollutant emitting exterior and interior finish materials, such as paints, carpets, vinyl flooring, and particle boards.

The CALGreen standards also include voluntary efficiency measures that are provided at two separate tiers and implemented at the discretion of local agencies and applicants. CALGreen's Tier 1 standards call for a 15% improvement in energy requirements, stricter water conservation, 65% diversion of construction and demolition waste, 10% recycled content in building materials, 20% permeable paving, 20% cement reduction, and cool/solar-reflective roofs. CALGreen's more rigorous Tier 2 standards call for a 30% improvement in energy requirements, stricter water conservation, 75% diversion of construction and demolition waste, 15% recycled content in building materials, 30% permeable paving, 25% cement reduction, and cool/solar-reflective roofs.

The California Public Utilities Commission (CPUC), CEC, and CARB also have a shared, established goal of achieving zero net energy for new construction in California. The key policy timelines include: (1) all new residential construction in California will be zero net energy by 2020, and (2) all new commercial construction in California will be zero net energy by 2030.[2]

Title 20. Title 20 of the California Code of Regulations requires manufacturers of appliances to meet state and federal standards for energy and water efficiency. Performance of appliances must be certified through the CEC to demonstrate compliance with standards. New appliances regulated under Title 20 include refrigerators, refrigerator-freezers, and freezers; room air conditioners and room air-conditioning heat pumps; central air conditioners; spot air conditioners; vented gas space heaters; gas pool heaters; plumbing fittings and plumbing fixtures; fluorescent lamp ballasts; lamps; emergency lighting; traffic signal modules; dishwaters; clothes washers and dryers; cooking products; electric motors; low voltage dry-type distribution transformers; power supplies; televisions and consumer audio and video equipment; and battery charger systems. Title 20 presents protocols for testing for each type of appliance covered under the regulations, and appliances must meet the standards for energy performance, energy design, water performance, and water design. Title 20 contains the following three types of standards for appliances: federal and state standards for federally regulated appliances, state standards for federally regulated appliances, and state standards for non-federally regulated appliances.

[2] See CPUC's California's Zero Net Energy Policies and Initiatives (CPUC 2013). It is expected that achievement of the zero net energy goal will occur via revisions to the Title 24 standards.

Mobile Sources

AB 1493. In a response to the transportation sector accounting for more than half of California's CO_2 emissions, AB 1493 (Pavley) was enacted in July 2002. AB 1493 required CARB to set GHG emission standards for passenger vehicles, light-duty trucks, and other vehicles determined by the state board to be vehicles that are primarily used for noncommercial personal transportation in the state. The bill required that CARB set GHG emission standards for motor vehicles manufactured in 2009 and all subsequent model years. CARB adopted the standards in September 2004. When fully phased in, the near-term (2009–2012) standards will result in a reduction of about 22% in GHG emissions compared to the emissions from the 2002 fleet, while the mid-term (2013–2016) standards will result in a reduction of about 30%.

EO S-1-07. Issued on January 18, 2007, EO S-1-07 sets a declining Low Carbon Fuel Standard for GHG emissions measured in CO_2E grams per unit of fuel energy sold in California. The target of the Low Carbon Fuel Standard is to reduce the carbon intensity of California passenger vehicle fuels by at least 10% by 2020. The carbon intensity measures the amount of GHG emissions in the lifecycle of a fuel, including extraction/feedstock production, processing, transportation, and final consumption, per unit of energy delivered. CARB adopted the implementing regulation in April 2009. The regulation is expected to increase the production of biofuels, including those from alternative sources, such as algae, wood, and agricultural waste. In addition, the Low Carbon Fuel Standard would drive the availability of plug-in hybrid, battery electric, and fuel-cell power motor vehicles. The Low Carbon Fuel Standard is anticipated to lead to the replacement of 20% of the fuel used in motor vehicles with alternative fuels by 2020.

SB 375. SB 375 (Steinberg) (September 2008) addresses GHG emissions associated with the transportation sector through regional transportation and sustainability plans. SB 375 required CARB to adopt regional GHG reduction targets for the automobile and light-truck sector for 2020 and 2035. Regional metropolitan planning organizations are then responsible for preparing a Sustainable Communities Strategy (SCS) within their Regional Transportation Plan (RTP). The goal of the SCS is to establish a forecasted development pattern for the region that, after considering transportation measures and policies, will achieve, if feasible, the GHG reduction targets. If an SCS is unable to achieve the GHG reduction target, a metropolitan planning organization must prepare an Alternative Planning Strategy demonstrating how the GHG reduction target would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies.

Pursuant to Government Code Section 65080(b)(2)(K), a sustainable communities strategy does not: (i) regulate the use of land; (ii) supersede the land use authority of cities and counties; or (iii) require that a city's or county's land use policies and regulations, including those in a general plan,

be consistent with it. Nonetheless, SB 375 makes regional and local planning agencies responsible for developing those strategies as part of the federally required metropolitan transportation planning process and the state-mandated housing element process.

In 2010, CARB adopted the SB 375 targets for the regional metropolitan planning organizations. The targets for the San Diego Association of Governments (SANDAG) are a 7% reduction in emissions per capita by 2020 and a 13% reduction by 2035 (SANDAG 2011).

SANDAG completed and adopted its 2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) in October 2011 (SANDAG 2011). In November 2011, CARB, by resolution, accepted SANDAG's GHG emissions quantification analysis and determination that, if implemented, the SCS would achieve CARB's 2020 and 2035 GHG emissions reduction targets for the region.

After SANDAG's 2050 RTP/SCS was adopted, a lawsuit was filed by the Cleveland National Forest Foundation and others. In November 2014, Division One of the Fourth District Court of Appeal issued its decision in *Cleveland National Forest Foundation v. SANDAG*, Case No. D063288. In its decision, the Fourth District held that SANDAG abused its discretion when it certified the environmental impact report (EIR) for the 2050 RTP/SCS because it did not adequately analyze and mitigate GHG emission levels after year 2020. The 2050 RTP/SCS EIR complied with CARB's AB 32-related GHG reduction target through 2020, but the EIR found that plan-related emissions would substantially increase after 2020 and through 2050. The majority of the Fourth District in the *Cleveland National* decision found SANDAG's EIR deficient because, although the EIR used three significance thresholds authorized by CEQA Guidelines, Section 15064.4(b), it did not assess the 2050 RTP/SCS's consistency with the 2050 GHG emissions goal identified in EO S-03-05, which the majority construed as "state climate policy." The Fourth District did not require the set aside of SANDAG's 2050 RTP/SCS itself. In March 2015, the California Supreme Court granted SANDAG's petition for review of the Fourth District's decision (Case No. S223603), and the matter currently is pending before the state's highest court.

Although the EIR for SANDAG's 2050 RTP/SCS is still pending before the California Supreme Court, SANDAG recently adopted the next iteration of its RTP/SCS in accordance with statutorily mandated timelines. More specifically, in October 2015, SANDAG adopted San Diego Forward: The Regional Plan. Like the 2050 RTP/SCS, this planning document meets CARB's 2020 and 2035 reduction targets for the region (SANDAG 2015).

Advanced Clean Cars Program. In January 2012, CARB approved the Advanced Clean Cars program, a new emissions-control program for model years 2015 through 2025. The program

combines the control of smog- and soot-causing pollutants and GHG emissions into a single coordinated package. The package includes elements to reduce smog-forming pollution, reduce GHG emissions, promote clean cars, and provide the fuels for clean cars (CARB 2012). To improve air quality, CARB has implemented new emission standards to reduce smog-forming emissions beginning with 2015 model year vehicles. It is estimated that in 2025, cars will emit 75% less smog-forming pollution than the average new car sold today. To reduce GHG emissions, CARB, in conjunction with the EPA and the NHTSA, has adopted new GHG standards for model year 2017 to 2025 vehicles; the new standards are estimated to reduce GHG emissions by 34% in 2025. The zero-emission vehicle program will act as the focused technology of the Advanced Clean Cars program by requiring manufacturers to produce increasing numbers of zero-emission vehicles and plug-in hybrid electric vehicles in the 2018 to 2025 model years. The Clean Fuels Outlet regulation will ensure that fuels such as electricity and hydrogen are available to meet the fueling needs of the new advanced technology vehicles as they come to the market.

EO B-16-12. EO B-16-12 (March 2012) directs state entities under the Governor's direction and control to support and facilitate development and distribution of zero-emission vehicles. This EO also sets a long-term target of reaching 1.5 million zero-emission vehicles on California's roadways by 2025. On a statewide basis, EO B-16-12 also establishes a GHG emissions reduction target from the transportation sector equaling 80% less than 1990 levels by 2050.

Renewable Energy and Energy Procurement

SB 100. SB 100 (2018) increased the standards set forth in SB 350 establishing that 44% of the total electricity sold to retail customers in California per year by December 31, 2024, 52% by December 31, 2027, and 60% by December 31, 2030, be secured from qualifying renewable energy sources. SB 100 states that it is the policy of the state that eligible renewable energy resources and zero-carbon resources supply 100% of the retail sales of electricity to California. This bill requires that the achievement of 100% zero-carbon electricity resources do not increase the carbon emissions elsewhere in the western grid and that it not be achieved through resource shuffling.

SB 1078. SB 1078 (Sher) (September 2002) established the Renewables Portfolio Standard (RPS) program, which requires an annual increase in renewable generation by the utilities equivalent to at least 1% of sales, with an aggregate goal of 20% by 2017. This goal was subsequently accelerated, requiring utilities to obtain 20% of their power from renewable sources by 2010 (see SB 107, EO S-14-08, and EO S-21-09.)

SB 1368. In September 2006, Governor Schwarzenegger signed SB 1368, which requires the CEC to develop and adopt regulations for GHG emission performance standards for the long-term procurement of electricity by local publicly owned utilities. These standards must be consistent

with the standards adopted by the CPUC. This effort will help protect energy customers from financial risks associated with investments in carbon-intensive generation by allowing new capital investments in power plants whose GHG emissions are as low as or lower than new combined-cycle natural gas plants by requiring imported electricity to meet GHG performance standards in California and by requiring that the standards be developed and adopted in a public process.

EO S-14-08. EO S-14-08 (November 2008) focuses on the contribution of renewable energy sources to meet the electrical needs of California while reducing the GHG emissions from the electrical sector. This EO requires that all retail suppliers of electricity in California serve 33% of their load with renewable energy by 2020. Furthermore, the EO directs state agencies to take appropriate actions to facilitate reaching this target. The California Natural Resources Agency (CNRA), through collaboration with the CEC and California Department of Fish and Wildlife (formerly the California Department of Fish and Game), is directed to lead this effort. Pursuant to a Memorandum of Understanding between the CEC and California Department of Fish and Wildlife regarding creating the Renewable Energy Action Team, these agencies will create a "one-stop" process for permitting renewable energy power plants.

EO S-21-09. EO S-21-09 (September 2009) directed CARB to adopt a regulation consistent with the goal of EO S-14-08 by July 31, 2010. CARB is further directed to work with the CPUC and CEC to ensure that the regulation builds upon the RPS program and is applicable to investor-owned utilities, publicly owned utilities, direct access providers, and community choice providers. Under this order, CARB is to give the highest priority to those renewable resources that provide the greatest environmental benefits with the least environmental costs and impacts on public health, and that can be developed the most quickly in support of reliable, efficient, cost-effective electricity system operations. On September 23, 2010, CARB adopted regulations to implement a Renewable Electricity Standard, which would achieve the goal of the EO with the following intermediate and final goals: 20% for 2012–2014, 24% for 2015–2017, 28% for 2018–2019, and 33% for 2020 and beyond. Under the regulation, wind; solar; geothermal; small hydroelectric; biomass; ocean wave, thermal, and tidal; landfill and digester gas; and biodiesel would be considered sources of renewable energy. The regulation would apply to investor-owned utilities and public (municipal) utilities. The Renewable Electricity Standard did not go into effect as SB X1 2 superseded it as discussed below.

SB X1 2. SB X1 2 (April 2011) expanded the RPS by establishing a goal of 20% of the total electricity sold to retail customers in California per year by December 31, 2013, and 33% by December 31, 2020, and in subsequent years. Under the bill, a renewable electrical generation facility is one that uses biomass, solar thermal, photovoltaic, wind, geothermal, fuel cells using renewable fuels, small hydroelectric generation of 30 megawatts or less, digester gas, municipal solid waste conversion, landfill gas, ocean wave, ocean thermal, or tidal current, and that meets

other specified requirements with respect to its location. In addition to the retail sellers covered by SB 107, SB X1 2 adds local, publicly owned electric utilities to the RPS. The CPUC established on January 1, 2012 the quantity of electricity products from eligible renewable energy resources to be procured by retail sellers to achieve targets of 20% by December 31, 2013; 25% by December 31, 2016; and 33% by December 31, 2020. The statute also requires that the governing boards for local, publicly owned electric utilities establish the same targets, and the governing boards would be responsible for ensuring compliance with these targets. The CPUC will be responsible for enforcement of the RPS for retail sellers, while the CEC and CARB will enforce the requirements for local publicly owned electric utilities.

SB 350. SB 350 (October 2015) expands the RPS by establishing a goal of 50% of the total electricity sold to retail customers in California per year by December 31, 2030. In addition, SB 350 includes the goal to double the energy efficiency savings in electricity and natural gas final end uses (such as heating, cooling, lighting, or class of energy uses on which an energy-efficiency program is focused) of retail customers through energy conservation and efficiency. The bill also requires the CPUC, in consultation with the CEC, to establish efficiency targets for electrical and gas corporations consistent with this goal. SB 350 also provides for the transformation of the California Independent System Operator into a regional organization to promote the development of regional electricity transmission markets in the western states and to improve the access of consumers served by the California Independent System Operator to those markets, pursuant to a specified process.

Water

EO B-29-15. In response to the ongoing drought in California, EO B-29-15 (April 2015) set a goal of achieving a statewide reduction in potable urban water usage of 25% relative to water use in 2013. The term of the EO extended through February 28, 2016, although many of the directives have become permanent water-efficiency standards and requirements. The EO includes specific directives that set strict limits on water usage in the state. In response to EO B-29-15, the California Department of Water Resources has modified and adopted a revised version of the Model Water Efficient Landscape Ordinance that, among other changes, significantly increases the requirements for landscape water use efficiency and broadens its applicability to include new development projects with smaller landscape areas.

Solid Waste

AB 939 and AB 341. In 1989, AB 939, known as the Integrated Waste Management Act (California Public Resources Code Section 40000 et seq.), was passed because of the increase in waste stream and the decrease in landfill capacity. The statute established the California Integrated

Waste Management Board, which oversees a disposal reporting system. AB 939 mandated a reduction of waste being disposed where jurisdictions were required to meet diversion goals of all solid waste through source reduction, recycling, and composting activities of 25% by 1995 and 50% by the year 2000.

AB 341 (Chapter 476, Statutes of 2011 (Chesbro)) amended the California Integrated Waste Management Act of 1989 to include a provision declaring that it is the policy goal of the state that not less than 75% of solid waste generated be source-reduced, recycled, or composted by the year 2020, and annually thereafter. In addition, AB 341 required the California Department of Resources Recycling and Recovery (CalRecycle) to develop strategies to achieve the state's policy goal. CalRecycle conducted several general stakeholder workshops and several focused workshops and in August 2015 published a discussion document titled AB 341 Report to the Legislature, which identifies five priority strategies that CalRecycle believes would assist the state in reaching the 75% goal by 2020, legislative and regulatory recommendations, and an evaluation of program effectiveness.

Increasing the amount of commercial solid waste that is recycled, reused, or composted will reduce GHG emissions primarily by (1) reducing the energy requirements associated with the extraction, harvest, and processing of raw materials; and (2) using recyclable materials that require less energy than raw materials to manufacture finished products (CalRecycle 2012). Increased diversion of organic materials (green and food waste) will also reduce GHG emissions (CO_2 and CH_4) resulting from decomposition in landfills by redirecting this material to processes that use the solid waste material to produce vehicle fuels, heat, electricity, or compost.

Other State Regulations and Goals

EO S-13-08. EO Order S-13-08 (November 2008) is intended to hasten California's response to the impacts of global climate change, particularly sea-level rise. It directs state agencies to take specified actions to assess and plan for such impacts. It directed the CNRA, in cooperation with the California Department of Water Resources, CEC, California's coastal management agencies, and the Ocean Protection Council, to request that the National Academy of Sciences prepare a Sea Level Rise Assessment Report by December 1, 2010. The Ocean Protection Council, California Department of Water Resources, and CEC, in cooperation with other state agencies, were required to conduct a public workshop to gather information relevant to the Sea Level Rise Assessment Report. The Business, Transportation, and Housing Agency was ordered to assess within 90 days of issuance of the EO the vulnerability of the state's transportation systems to sea-level rise. The Governor's Office of Planning and Research and the CNRA are required to provide land use planning guidance related to sea-level rise and other climate change impacts. The EO also required the other state agencies to develop adaptation strategies by June 9, 2009, to respond to the impacts

of global climate change that are predicted to occur over the next 50 to 100 years. A discussion draft adaptation strategies report was released in August 2009, and the final 2009 California Climate Adaptation Strategy report was issued in December 2009 (CNRA 2009). An update to the 2009 report, Safeguarding California: Reducing Climate Risk, was issued in July 2014 (CNRA 2014). To assess the state's vulnerability, the report summarizes key climate change impacts to the state for the following areas: agriculture, biodiversity and habitat, emergency management, energy, forestry, ocean and coastal ecosystems and resources, public health, transportation, and water.

2015 State of the State Address. In January 2015, Governor Brown in his inaugural address and annual report to the Legislature established supplementary goals that would further reduce GHG emissions over the next 15 years. These goals include an increase in California's renewable energy portfolio from 33% to 50%, a reduction in vehicle petroleum use for cars and trucks by up to 50%, measures to double the efficiency of existing buildings, and decreasing emissions associated with heating fuels.

2016 State of the State Address. In his January 2016 address, Governor Brown established a statewide goal to bring per-capita GHG emissions down to 2 tons per person, which reflects the goal of the Global Climate Leadership Memorandum of Understanding (Under 2 MOU; OPR 2016) to limit global warming to less than 2°C by 2050. The Under 2 MOU agreement pursues emission reductions of 80% to 95% below 1990 levels by 2050 and/or reach a per-capita annual emissions goal of less than 2 MT by 2050. A total of 135 jurisdictions, including California, representing 32 countries and 6 continents have signed or endorsed the Under 2 MOU (OPR 2016).

3.3 Local Regulations

City of San Diego General Plan

The State of California requires cities and counties to prepare and adopt a general plan to set out a long-range vision and comprehensive policy framework for its future. The state also mandates that the plan be updated periodically to ensure relevance and utility. The City of San Diego General Plan 2008 (General Plan) was unanimously adopted by the City Council on March 10, 2008, with additional amendments approved in December 2010, January 2012, and June 2015. The General Plan builds upon many of the goals and strategies of the former 1979 General Plan, in addition to offering new policy direction in the areas of urban form, neighborhood character, historic preservation, public facilities, recreation, conservation, mobility, housing affordability, economic prosperity, and equitable development. It recognizes and explains the critical role of the community planning project as the vehicle to tailor the City of Villages strategy for each neighborhood. It also outlines the plan amendment process, and other implementation strategies, and considers the continued growth of the City beyond the year 2020 (City of San Diego 2015a).

Conservation Element. The Conservation Element contains policies to guide the conservation of resources that are fundamental components of San Diego's environment, that help define the City's identity, and that are relied upon for continued economic prosperity. The purpose of this element is to help the City become an international model of sustainable development and conservation and to provide for the long-term conservation and sustainable management of the rich natural resources that help define the City's identity, contribute to its economy, and improve its quality of life.

The City has also adopted the following General Plan Conservation Element policies (City of San Diego 2008) related to climate change:

- **CE-A.2.** Reduce the City's carbon footprint. Develop and adopt new or amended regulations, projects, and incentives as appropriate to implement the goals and policies set forth in the General Plan to:
  - Create sustainable and efficient land use patterns to reduce vehicular trips and preserve open space;
  - Reduce fuel emission levels by encouraging alternative modes of transportation and increasing fuel efficiency;
  - Improve energy efficiency, especially in the transportation sector and buildings and appliances;
  - Reduce the Urban Heat Island effect through sustainable design and building practices, as well as planting trees (consistent with habitat and water conservation policies) for their many environmental benefits, including natural carbon sequestration;
  - Reduce waste by improving management and recycling projects;
  - Plan for water supply and emergency reserves.
- **CE-A.8.** Reduce construction and demolition waste in accordance with Public Facilities Element, Policy PF-1.2, or by renovating or adding on to existing buildings, rather than constructing new buildings.
- **CE-A.9.** Reuse building materials, use materials that have recycled content, or use materials that are derived from sustainable or rapidly renewable sources to the extent possible, through factors including:
  - Scheduling time for deconstruction and recycling activities to take place during project demolition and construction phases;

  - Using life cycle costing in decision-making for materials and construction techniques. Life cycle costing analyzes the costs and benefits over the life of a particular product, technology, or system.
- **CE-F.3.** Continue to use methane as an energy source from inactive and closed landfills.
- **CE-I.4.** Maintain and promote water conservation and waste diversion projects to conserve energy.
- **CE-I.5.** Support the installation of photovoltaic panels, and other forms of renewable energy production.
  - Seek funding to incorporate renewable energy alternatives in public buildings.
  - Promote the use and installation of renewable energy alternatives in new and existing development.
- **CE-I.10.** Use renewable energy sources to generate energy to the extent feasible.

City of San Diego Climate Action Plan

On January 29, 2002, the San Diego City Council unanimously approved the San Diego Sustainable Community Program. Actions identified include:

1. Participation in the Cities for Climate Protection program coordinated through the International Council of Local Environmental Initiatives;
2. Establishment of a 15% GHG reduction goal set for 2010, using 1990 as a baseline; and
3. Direction to use the recommendations of a scientific Ad Hoc Advisory Committee as a means to improve the GHG Emission Reduction Action Plan within the City organization and to identify additional community actions.

In 2005, the City released a Climate Protection Action Plan. This report includes many of the recommendations provided by the Ad Hoc Advisory Committee and City staff. By implementing these recommendations, the City could directly address the challenges relating to mitigation for state and federal ozone standards nonattainment (with associated health benefits) and enhanced economic prosperity, specifically related to the tourism and agricultural sectors.

The Climate Protection Action Plan evaluated citywide GHG emissions, particularly three contentions: (1) the GHG projection in 2010 resulting from no action taken to curb emissions; (2) the GHG emission reductions due to City of San Diego actions implemented between 1990 and 2003; and, (3) the GHG reductions needed by 2010 to achieve 15% reduction. The Climate

Protection Action Plan does not recommend or require specific strategies or measures for projects within the City to reduce emissions.

In December 2015, the City adopted its final CAP (City of San Diego 2015b). A Program EIR was prepared for the City's Draft CAP, which was certified in December 2015. With implementation of the CAP, the City aims to reduce emissions 15% below the baseline to approximately 11.1 MMT CO_2e by 2020, 40% below the baseline to approximately 7.8 MMT CO_2e by 2030, and 50% below the baseline to approximately 6.5 MMT CO_2e by 2035. It is anticipated that the City would exceed its reduction target by 1.3 MMT CO_2e in 2020, 176,528 MT CO_2e in 2030, and 127,135 MT CO_2e in 2035 with implementation of the CAP. The CAP relies on significant City and regional actions, continued implementation of federal and state mandates, and five local strategies with associated action steps for target attainment. The City has identified the following five strategies to reduce GHG emissions to achieve the 2020 and 2035 targets:

1. Energy and water efficient buildings
2. Clean and renewable energy
3. Bicycling, walking, transit, and land use
4. Zero waste (gas and waste management)
5. Climate resiliency

Implementation of the CAP is divided into three actions:

- Early Actions (Adoption of the CAP–December 31, 2017)
- Mid-Term Actions (January 1, 2018–December 31, 2020)
- Longer-Term Actions (2021–2035)

The CAP contains five chapters: Background, Reducing Emissions, Implementation and Monitoring, Social Equity and Job Creation, and Adaptation. The 2015 CAP demonstrates to San Diego businesses and residents that the City acknowledges the existing and potential impacts of a changing climate and is committed to keeping it in the forefront of decision-making. Successful implementation of the CAP will: (1) prepare for anticipated climate change impacts in the coming decades, (2) help the State of California achieve its reduction target by contributing the City's fair share of GHG reductions, and (3) have a positive impact on the regional economy.

Through 2020, the CAP meets the requirements set forth in CEQA Guidelines Section 15183.5, whereby a lead agency (e.g., the City of San Diego) may 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.

On July 12, 2016, The City amended the CAP to include a Consistency Review Checklist (most recent version is June 2017), which is intended to provide a streamlined review process for the GHG emissions analysis of proposed new development projects that are subject to discretionary review and trigger environmental review pursuant to CEQA. The checklist is part of the CAP and contains measures that are required to be implemented on a project-by-project basis to ensure that the specified emissions targets identified in the CAP are achieved. Implementation of these measures would ensure that new development is consistent with the CAP's assumptions for relevant CAP strategies toward achieving the identified GHG reduction targets. Projects that are consistent with the CAP as determined through the use of this checklist may rely on the CAP for the cumulative impacts analysis of GHG emissions. Projects that are not consistent with the CAP must prepare a comprehensive project-specific analysis of GHG emissions, including quantification of existing and projected GHG emissions and incorporation of the measures in this checklist to the extent feasible. Cumulative GHG impacts would be significant for any project that is not consistent with the CAP.

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4 THRESHOLDS OF SIGNIFICANCE

The CNRA, through its December 2009 amendments to the CEQA Guidelines (14 CCR 15000 et seq.), and the City of San Diego, through its interim guidance for assessment of GHG emissions, provide a framework for the evaluation of the GHG emissions associated with construction and operation of the proposed project components. The state's and City's guidance are discussed in the following sections.

4.1 State of California

The State of California has developed guidelines to address the significance of climate change impacts based on Appendix G of the CEQA Guidelines, which provides guidance that a project would have a significant environmental impact if it would:

1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
2. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Neither the State of California nor the San Diego Air Pollution Control District has adopted emission-based thresholds for GHG emissions under CEQA. The Office of Planning and Research's Technical Advisory titled CEQA and Climate Change: Addressing Climate Change through CEQA Review states that "public agencies are encouraged but not required to adopt thresholds of significance for environmental impacts. Even in the absence of clearly defined thresholds for GHG emissions, the law requires that such emissions from CEQA projects must be disclosed and mitigated to the extent feasible whenever the lead agency determines that the project contributes to a significant, cumulative climate change impact" (OPR 2008). Furthermore, the advisory document indicates in the third bullet item on page 6 that "in the absence of regulatory standards for GHG emissions or other scientific data to clearly define what constitutes a 'significant impact,' individual lead agencies may undertake a project-by-project analysis, consistent with available guidance and current CEQA practice."

4.2 City of San Diego

The City of San Diego's latest update to the CEQA Significance Determination Thresholds document in July 2016 added a GHG emissions threshold section. Pursuant to CEQA Guidelines Sections 15183.5(b), 15064(h)(3), and 15130(d), the City may determine that a project's incremental contribution to a cumulative GHG effect is not cumulatively considerable if the project complies with the requirements of a previously adopted GHG emission reduction plan. CEQA

Guidelines Section 15183.5(b)(1)(A-F) specifically provides that a GHG emissions reduction plan should:

A. Quantify greenhouse gas emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area;

B. Establish a level, based on substantial evidence, below which the contribution to greenhouse gas emissions from activities covered by the plan would not be cumulatively considerable;

C. Identify and analyze the greenhouse gas emissions resulting from specific actions or categories of actions anticipated within the geographic area;

D. 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;

E. 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

F. Be adopted in a public process following environmental review.

An environmental document that relies on a GHG emissions reduction plan for a cumulative impacts analysis must identify those requirements specified in the plan that apply to the project, and if those requirements are not otherwise binding and enforceable, incorporate those requirements as mitigation measures applicable to the project (CEQA Guidelines Section 15183.5(b)(2)).

The City's CAP was adopted by the City Council on December 15, 2015. The CAP quantifies existing GHG emissions as well as projected emissions for the years 2020, 2030, and 2035 resulting from activities within the City's jurisdiction. The CAP also identifies City target emissions levels, below which the Citywide GHG impacts would be less than significant. The CAP and the accompanying certified Final EIR also identify and analyze the GHG emissions that would result from the BAU scenario for the years 2020, 2030, and 2035. The CAP includes a monitoring and reporting program to ensure its progress toward achieving the specified GHG emissions reductions, and specifies 17 actions that if implemented, would achieve the specified GHG emissions reductions targets. The CAP was adopted in a public process following certification of the Final EIR. Subsequent to the adoption of the CAP, the City has also established additional specific measures that if implemented on a project-by-project basis, would further ensure that the City as a whole achieves the specified GHG emissions reduction targets in the CAP.

The CAP has been developed in response to state legislation and policies that are aimed at reducing California's GHG emissions. Consistent with AB 32 and the CARB Scoping Plan, the CAP sets a GHG target for 2020 equivalent to 15% below the City's 2010 baseline emissions to

ensure that it meets its proportional share of the 2020 AB 32 reductions. For 2035, the CAP sets a GHG target equivalent to a 50% reduction from baseline emissions to ensure it is on the trajectory toward achieving its proportional share of the 2050 state target identified in EO S-3-05. The 2035 target also ensures that the City would be consistent with the 2030 state target identified in EO B-30-15. Since CARB has not provided guidance on a specific reduction target for local governments to use for 2030 and 2050, it was determined that a 50% reduction from baseline emissions by 2035 would ensure that the City achieved a proportional share of the statewide GHG reductions. In terms of consistency with EOs S-3-05 and B-30-15, the CAP's 2035 target provides a conservative target toward achieving the statewide reductions. If CARB provides new guidance on how cities should address the 2030 targets, the City will adjust the CAP accordingly.

Under the City's CEQA Thresholds, the method for determining significance for project-level environmental documents is through the CAP Consistency Checklist (City of San Diego 2017b). The CAP Consistency Checklist, adopted July 12, 2016 and revised in June 2017, is the primary document used by the City of San Diego to ensure project-by-project consistency with the underlying assumptions in the CAP and that the City would achieve its emissions reduction targets identified in the CAP. The CAP Checklist includes a three-step process to determine project consistency (City of San Diego 2017b). Step 1 consists of an evaluation to determine the project's consistency with existing General Plan, Community Plan, and zoning designations for the site. If the proposed project is able to answer "yes" to Step 1 and demonstrate the proposed project would be consistent with existing General Plan, Community Plan, and zoning designations for the site, or the proposed project can demonstrate consistency with existing land uses by comparing the proposed project's GHG emissions with those that would be generated under existing land uses, then the proposed project may proceed to Step 2. If the proposed project must answer "no" to Step 1, then the proposed project would be deemed inconsistent with the CAP, and GHG impacts as identified under CEQA would be considered significant and unavoidable.

Step 2 includes the list of measures each project would be required to implement. Regardless of whether the project would answer "yes" or "no" to Step 1, implementation of the measures listed in Step 2 would be required for all projects, if applicable.

Step 3 would only be applicable for projects that would not be consistent with existing land use designations and would not be consistent with planned site land use GHG emissions, but that would be located in a Transit Priority Area (TPA) as defined by the City's Development Services Department. In accordance with SB 743, a TPA is defined as "an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations (City of San Diego

2016b). Appendix B, "Transit Priority Areas per SB 743," of the CAP includes a map of TPAs as designated by the City. The TPAs map is based on the adopted SANDAG San Diego Forward Regional Plan.

5 IMPACTS

5.1 Generate Greenhouse Gas Emissions, Either Directly or Indirectly, That May Have a Significant Impact on the Environment

5.1.1 Construction Impacts

5.1.1.1 General Approach and Methodology

GHG emissions would be associated with the construction of the proposed project through use of construction equipment and vehicle trips. Emissions of CO_2 were estimated using CalEEMod, Version 2016.3.2, available online (CAPCOA 2017). In order to analyze potential impacts associated with implementation of the proposed project several assumptions were made regarding schedule, construction activities and implementation of the project although the details of these are not known at this time. For the purposes of modeling, it was assumed that construction of proposed project components would commence in January 2021, and final facilities may come online as late as September 2026.

Table 3 provides the construction timeline and potential phasing of the components that would come online to achieve the target milestones. The construction schedule has been developed based on available information provided by the City, typical construction practices, and best engineering judgment. Construction phasing is intended to represent a schedule of anticipated activities for use in estimating potential proposed project-generated construction emissions.

Table 3
Construction Phasing Assumptions

Project Component	Construction Start Date	Construction End Date
Demolition	January 2021	April 2021
Site Preparation	April 2021	June 2021
Grading	June 2021	November 2021
Building Construction	November 2021	February 2026
Paving	February 2026	May 2026
Architectural Coating	May 2026	September 2026

Equipment mix for construction of the proposed project was based on CalEEMod defaults for each construction phase. The equipment mix is meant to represent a reasonably conservative estimate of construction activity. For the analysis, it is generally assumed that heavy construction equipment would be operating at the site for up to 8 hours per day, 5 days per week. Default assumptions provided in CalEEMod were utilized to determine worker, vendor, and haul trips for each construction phase.

All one-way trips were rounded up to an even number to represent whole roundtrips.. The default CalEEMod trip distance for construction vehicles was assumed, which was a one-way distance of 10.8 miles for worker trips and 7.3 miles for vendor trips. The proposed project site would be a balanced site with 693,560 cubic yards of cut and fill. A one-way trip distance of 0.75 miles was used for haul trips moving soil around the site.

The construction equipment mix used for estimating the construction emissions of the proposed project is based on information provided by the applicant and is shown in Table 4. For this analysis, it was assumed that heavy construction equipment would operate 5 days a week during proposed project construction.

Table 4
Construction Scenario Assumptions

Construction Phase (Duration)	One-Way Vehicle Trips			Equipment		
	Average Daily Worker Trips	*Average Daily Vendor Truck Trips*	*Total Haul Truck Trips*	*Equipment Type*	*Quantity*	*Usage Hours*
Demolition (70 days)	16	0	3,308	Saws	1	8
				Excavators	3	8
				Rubber-Tired Dozers	2	8
Site Preparation (40 days)	18	0	0	Rubber-Tired Dozers	3	8
				Excavators	2	8
Grading (110 days)	20	0	173,390	Graders	1	8
				Rubber-Tired Dozers	1	8
				Scrapers	2	8
				Tractors/Loaders/Backhoes	2	8
				Excavators	2	8
Building construction (1,110 days)	414	104	0	Cranes	1	7
				Forklifts	3	8
				Generator Sets	1	8
				Tractors/Loaders/Backhoes	3	7
				Welders	1	8
Paving (75 days)	16	0	0	Paving Equipment	2	8
				Pavers	2	8
				Rollers	2	8
Architectural coating (75 days)	84	0	0	Air compressors	1	6

Source: See Appendix A for details.

For the analysis, it was generally assumed that heavy construction equipment would be operating at the site for approximately 8 hours per day, 5 days per week (22 days per month) during proposed project construction. The proposed project applicant provided construction worker trip estimates. There were hauling trips for the proposed project to account for soil import and export.

An estimated construction schedule—including information regarding subphases and equipment used during each subphase—is included in Appendix B of this report. The information contained in Appendix B was used as CalEEMod model inputs.

5.1.1.2 Project Construction Emissions

Table 5, Estimated Annual Construction GHG Emissions, shows the estimated annual GHG construction emissions associated with proposed project components, as well as the annualized construction emissions over a 30-year "project life." Complete details of the emissions calculations are provided in Appendix B of this document.

Table 5
Estimated Construction GHG Emissions

Year	MT CO_2	MT CH_4	MT N_2O	MT CO_2e
2021	1,852.40	0.35	0.00	1,861.20
2022	1,014.56	0.11	0.00	1,017.25
2023	991.98	0.10	0.00	994.58
2024	983.62	0.10	0.00	986.21
2025	964.27	0.10	0.00	966.81
2026	200.95	0.04	0.00	201.83
Total Project construction GHG emissions				*6,027.88*
Amortized construction GHG emissions				**200.93**

Source: CAPCOA 2017. See Appendix B for complete results.
Notes: MT CO_2 = metric tons of carbon dioxide; MT CH_4 = metric tons of methane; MT N_2O = metric tons of nitrous oxide; MT CO_2e = metric tons of carbon dioxide equivalent.

5.2 Operational Impacts

As the proposed project site is currently occupied by Campland and the Mission Bay RV Resort, the baseline GHG emissions were quantified in addition to the proposed project emissions to determine the net increase in GHG emissions resulting from the proposed project. The following section outlines the methodology used to estimate the GHG emissions from the existing (baseline) and proposed project.

5.2.1 General Approach and Methodology

5.2.1.1 Existing (Baseline)

CalEEMod Version 2016.3.2 was used to estimate existing operational GHG emissions from energy sources (natural gas and electricity), solid waste, and water supply and wastewater treatment associated with Campland and the Mission Bay RV Resort. Emissions from each category are discussed in the following text with respect to existing operations. As the mobile source emissions would decrease due to a decreased customer base for the proposed project compared to the baseline, a detailed analysis is not included herein. Similarly, other emission sources not included in this net analysis were deemed to be less than the existing baseline and would result in decreased emissions. Therefore, the net analysis contained herein is conservative, and actual net emissions of the proposed project would likely be lower. Detailed emission calculations and results (for the baseline) are included in Appendix B.

Energy Sources

As represented in CalEEMod, energy sources include GHG emissions associated with building electricity and natural gas usage.

CalEEMod default values for energy consumption for each land use were applied for the existing analysis. The high turnover (sit-down restaurant) for the Campland Cantina was assumed. The energy use from nonresidential land uses is calculated in CalEEMod based on the California Commercial End-Use Survey database. The program uses data collected during the Commercial Appliance Saturation Survey to develop energy intensity values (electricity and natural gas usage per square foot per year) for nonresidential buildings. Energy use in buildings (both natural gas and electricity) is divided by the program into end-use categories subject to Title 24 requirements (end uses associated with the building envelope, such as the heating, ventilation, and air conditioning system, water heating system, and integrated lighting) and those not subject to Title 24 requirements (such as appliances, electronics, and miscellaneous "plug-in" uses). As it is unknown when the Cantina was built, the "using historical feature" was selected within CalEEMod, which assumes compliance with the 2005 Title 24 requirements.

Solid Waste

The existing operations generate solid waste and would, therefore, result in CO_2e emissions associated with landfill off-gassing. Solid waste generation was derived from the CalEEMod default rates for each land use type. Emission estimates associated with solid waste were estimated using CalEEMod.

Water Supply and Wastewater

Water supplied to the existing operations requires the use of electricity. Accordingly, the supply, conveyance, treatment, and distribution of water would indirectly result in GHG emissions through use of electricity. Annual water use for the existing operations and GHG emissions associated with the electricity used for water supply were calculated based upon default water use estimates for each land-use type, as estimated by CalEEMod and San Diego Gas & Electric (SDG&E) factors.

5.2.1.2 Project

CalEEMod Version 2016.3.2 was used to estimate proposed project operational GHG emissions from energy sources (natural gas and electricity), solid waste, and water supply and wastewater treatment. Emissions from each category are discussed in the following text with respect to the proposed project. An operational year of 2027 was assumed as the first full year following completion of construction. Detailed emission calculations and results are included in Appendix A.

Energy Sources

As represented in CalEEMod, energy sources include GHG emissions associated with building electricity and natural gas usage.

CalEEMod default values for energy consumption for each land use were applied for the proposed project analysis. The food services building was modeled as a fast food restaurant without a drive through, and the fine dining was modeled as a quality restaurant. The ranger station was modeled as an office building.

Solid Waste

The proposed project operations will generate solid waste and would, therefore, result in CO_2e emissions associated with landfill off-gassing. Solid waste generation was derived from the CalEEMod default rates for each land use type. Emission estimates associated with solid waste were estimated using CalEEMod. A solid waste diversion rate of 75% was assumed in accordance with AB 939.

Water Supply and Wastewater

Water supplied to the proposed project operations requires the use of electricity. Accordingly, the supply, conveyance, treatment, and distribution of water would indirectly result in GHG emissions through use of electricity. Annual water use for the proposed project operations and GHG emissions

associated with the electricity used for water supply were calculated based upon default water use estimates for each land-use type, as estimated by CalEEMod and SDG&E factors.

5.2.2 Operational Emissions

Operation of the proposed project would generate GHG emissions through energy use (natural gas and generation of electricity consumed by the proposed project); solid waste disposal; and generation of electricity associated with water supply, treatment, and distribution and wastewater treatment. CalEEMod was used to calculate the annual GHG emissions based on the operational assumptions described in Section 5.2.1.

The estimated operational (year 2027) proposed project-generated and baseline GHG emissions from area sources, energy usage, motor vehicles, solid waste generation, and water usage and wastewater generation are shown in Table 6.

Table 6
Estimated Annual Operational GHG Emissions

Emission Source	CO_2	CH_4	N_2O	CO_2e
	Metric Tons per Year			
Baseline				
Energy	58.34	0.00	0.00	58.60
Solid waste	6.04	0.36	0.00	14.96
Water supply and wastewater	3.65	0.03	0.00	4.45
			Total	**78.01**
Proposed Project				
Energy	163.60	0.01	0.00	164.31
Solid waste	3.45	0.20	0.00	8.55
Water supply and wastewater	9.96	0.07	0.00	12.08
			Total	**184.94**
			Net Emissions (Proposed Project minus Baseline)	**106.93**
			Amortized Construction Emissions	*200.93*
			Operation + Amortized Construction Total	**307.86**

Notes: CO_2 = carbon dioxide; CH_4 = methane; N_2O = nitrous oxide; CO_2e = carbon dioxide equivalent.
See Appendices A and B for detailed results.

As shown in Table 6, estimated annual proposed project-generated GHG emissions in 2027 would be approximately 185 MT CO_2e per year as a result of proposed project operations. Estimated annual net proposed project-generated emissions in 2027 from energy, solid waste, and water/wastewater sources, and amortized proposed project construction emissions above the baseline scenario would be approximately 308 MT CO_2e per year. As discussed in Section 4.2, the significance determination is based on consistency with the City's CAP using its CAP Consistency

Checklist. This CAP Consistency Checklist and the proposed project's GHG impacts are discussed in Section 5.3.

5.3 Conflict with an Applicable Plan, Policy, or Regulation Adopted for the Purpose of Reducing the Emissions of Greenhouse Gases

Consistency with the City's CAP

As discussed in Section 4.2, the City of San Diego evaluates GHG significance based on a project's consistency with the City's CAP using the CAP Consistency Checklist (see Appendix C). Step 1 of the checklist determines the proposed project's consistency with the land use assumptions used in the CAP. The proposed project falls within the boundaries of Mission Bay Park and thus is subject to the Mission Bay Park Master Plan. The proposed project includes land uses that are consistent with those within the Mission Bay Park Master Plan, including natural areas, active recreation, and RVs. Therefore, the proposed project would be consistent with the existing zoning and underlying community plan for the site and would be consistent with Step 1 of the CAP Checklist.

Step 2 of the checklist is not applicable to development projects that would not require a certificate of occupancy from the Building Official; rather, public projects are required to implement best management practices for construction activities as set forth in the GREENBOOK (for public projects; Greenbook Committee 2018). The City has created the WHITEBOOK, a supplement which takes precedence over the specification language contained in the GREENBOOK and addresses the unique conditions in the City that are not addressed in the GREENBOOK. Section 10-1 of the City's WHITEBOOK implements the City Council Green Building Policy 900-14, which requires new or significantly remodeled City facilities to be designed and constructed to achieve energy consumption levels at least 15% below the then current Title 24 standards (City of San Diego 2018). As Step 2 does not apply to the proposed project as it does not require a certificate of occupancy, the following discussion of the proposed project's applicability to Step 2 of the CAP Consistency Checklist is provided for informational purposes only.

Strategy 1: Energy and Water Efficient Buildings.

1. Cool/Green Roofs

This checklist item requires a project to include cool roofing materials or a green roof or some combination of the two. The proposed project would include roofing materials with a minimum 3-year aged solar reflection and thermal emittance or solar reflection index equal to or greater than the values specific in CALGreen. The proposed project would answer Yes to this checklist question.

2. Plumbing Fixtures and Fittings

This item requires nonresidential buildings to have plumbing fixtures and fittings that meet the requirements under the CALGreen standard, Section A5.303.3. The proposed project is designed to meet the minimum flow rates in the CALGreen standard. The proposed project would comply with this standard and would answer Yes to the checklist question.

Strategy 3: Bicycling, Walking, Transit and Land Use

3. Electric Vehicle Charging

This checklist item requires nonresidential projects to install electric vehicle charging stations at the project site for 50% of the total required listed cabinets, boxes, or enclosures. The proposed project would replace the existing parking lot; however, it does not propose to increase the number of parking spaces from what is currently available. Similarly, the number of guest parking spaces at the guest housing component of the proposed project would be less than that available to the current Campland and De Anza Mobile Home Park. Therefore, no new additional parking would be provided as part of the proposed project, and the checklist item would be answered with a N/A.

4. Bicycle Parking Spaces

This checklist question asks if the project would provide more short- and long-term bicycle parking spaces than is required in the City's Municipal Code (Chapter 14, Article 2, Division 5). The code requires nonresidential developments to have 5% of the required automobile parking available for bicycle parking spaces. Although the proposed project does not have a specified number of parking spaces designed at this point, the proposed project has committed to be consistent with the measures within the CAP and the CAP Consistency Checklist. Therefore, the proposed project would be designed to meet the requirements of this checklist item and would answer Yes to this checklist item.

5. Shower Facilities

This checklist question asks if the proposed development has over 10 employees and if a shower/changing facility is incorporated into the design. The proposed project would include showers as part of the guest housing component. The proposed project exceeds the requirement and would answer Yes to the checklist question.

6. Designated Parking Spaces

This checklist question asks if the project within a TPA provides designated parking for a combination of low-emitting, fuel-efficient, and carpool/vanpool vehicles. A portion of the proposed project is located within a TPA and thus this measure would apply to the proposed project. Although the proposed project does not have a specified number of parking spaces designed at this point, the proposed project has committed to be consistent with the measures within the CAP and the CAP Consistency Checklist. Therefore, the proposed project would be designed to meet the requirements of this checklist item and would answer Yes to this checklist item.

7. Transportation Demand Management Program

This checklist question asks if the project, if it accommodates over 50 employees, includes a transportation demand management program. The proposed project would not employ 50 or more employees. The proposed project would not meet the requirements of this question and thus would answer N/A.

Step 3 of the checklist is only applicable if Step 1 is answered in the affirmative under option three, which is not the case for the proposed project, which answered Step 1 in the affirmative under option one. Therefore, Step 3 is not applicable to the proposed project.

The proposed project would be consistent with the City of San Diego's CAP Checklist Steps 1 and 2 as discussed above; Step 3 would not apply to the proposed project. Accordingly, the proposed project is consistent with the City's CAP. In addition, the proposed project would assist the City in achieving the CAP's GHG emissions reduction targets by reducing the City's reliance on imported water supplies through the provision of a locally produced water supply. The following discussion outlines the CAP strategies and how the proposed project is consistent with them.

The City approved the CAP on December 15, 2015 (City of San Diego 2015b). The CAP includes the following five strategies developed to reduce Citywide GHG emissions and to achieve reduction targets for the years 2020 and 2035:

1. Energy and Water Efficient Buildings
2. Clean and Renewable Energy
3. Bicycling, Walking, Transit and Land Use
4. Zero Waste (Gas and Waste Management)
5. Climate Resiliency

Each of the City's CAP strategies includes goals to identify ways to reduce GHG emissions. The proposed project's consistency with the applicable strategies is discussed below.

Strategy 1: Energy and Water Efficient Buildings

The CAP's first strategy is aimed at energy- and water-efficient buildings. The City's goals under strategy 1 include reducing residential building and municipal energy consumption, and reducing daily per-capita water consumption. Actions to reduce energy consumption include consideration of a residential Energy Conservation and Disclosure Ordinance and a Municipal Energy Strategy and Implementation Plan. Actions related to water efficiency include implementing new water rates and billing structure, consideration of a Water Conservation and Disclosure Ordinance, and implementation of an Outdoor Landscaping Ordinance requiring weather-based irrigation controllers. Strategy 1 actions are directed at City staff and City Council to adopt ordinances and plans, and to support City requirements to achieve the City's targets.

The proposed project would not conflict with the City's ability to implement the actions identified in the CAP related to energy- and water-efficient buildings. As discussed above, the proposed project would be applicable to Section 10-1 of the City's WHITEBOOK, which requires new or significantly remodeled City facilities to be designed and constructed to achieve energy consumption levels at least 15% below the then current Title 24 standards (City of San Diego 2018). The proposed project would be consistent with the applicable CAP goals and actions identified in Strategy 1.

Strategy 2: Clean and Renewable Energy

Strategy 2 focuses on clean and renewable energy. Strategy 2 goals of transitioning to 100% renewable energy on the Citywide electrical grid by 2035, increasing municipal zero-emissions vehicles, and converting existing diesel municipal solid waste collection trucks to compressed natural gas or other alternative low-emissions fuels would be implemented by the City and would not apply to implementation of the proposed project.

The proposed project does not include a renewable energy component; however, the proposed project would not conflict with the City's ability to implement the actions identified in the Strategy 2.

Strategy 3: Bicycling, Walking, Transit and Land Use

Strategy 3 outlines goals and actions related to bicycling, walking, transit, and land use. Strategy 3 goals include increasing the use of mass transit, increasing commuter walking and bicycling opportunities, reducing vehicle fuel consumption, and promoting effective land use to reduce vehicle miles traveled.

The proposed project would include bicycle parking and an integrated biking and walking trail. Therefore, the proposed project would support the City's strategy to reduce vehicle miles traveled. In addition, the proposed project would not conflict with the City's ability to implement the actions identified in the Strategy 3.

Strategy 4: Zero Waste (Gas and Waste Management)

Strategy 4, which focuses on zero waste, includes the goal of diverting solid waste, capturing landfill CH_4 gas emissions, and capturing CH_4 gas from wastewater treatment.

Both Strategy 4 goals would be implemented by various City departments, and the proposed project would not conflict with implementation of the actions required to meet the City's targets. Furthermore, the proposed project would comply with the goal of diverting 75% of the solid waste by 2020 consistent with statewide goals. The proposed project would be consistent with the applicable CAP goals and actions identified in Strategy 4.

Strategy 5: Climate Resiliency

The fifth and last strategy relates to climate resiliency and includes the goal of increasing tree canopy coverage. The action under this goal includes consideration of a Citywide Urban Tree Planting Program, which would incorporate water conservation measures and prioritization of drought-tolerant and native trees and plantings in areas with recycled water.

The intent of the proposed project is to restore the existing Campland to natural habitat. The proposed project would also create additional natural habitat on the existing Mission Bay RV Park. Moreover, the proposed project would not conflict with the City's actions to increase tree canopy coverage through a planting program and supporting measures.

The proposed project would not conflict with the CAP strategies applicable to the proposed project and would not impede the City's ability to implement the actions identified in the CAP to achieve the CAP's goals and targets and associated GHG emission reductions. As such, the proposed project would comply with, and support the goals and policies of, the City's CAP, as well as those of the General Plan (CE-A.2, CE-A.8, CE-A.9, CE-F.3, CE-I.4, and CE-I.5). Therefore, the proposed project would not have a significant impact.

The proposed project's GHG emissions would not have a significant cumulative impact on the environment.

Consistency with SANDAG's San Diego Forward: the Regional Plan

Regarding consistency with SANDAG's Regional Plan, the proposed project would include site design elements and proposed project design features developed to support the policy objectives of the RTP and SB 375. For example, the proposed project includes 153 acres of open space, including an integrated walking and bicycling trail system that would connect the various components of the proposed project as well as off-site amenities (food, coffee shops, drug stores, etc.). The convenient availability of walking and bicycling trails and parks that are accessible for use by both nearby existing residents would serve to reduce vehicle miles traveled. Finally, because this Project is an infill project, it would have inherently less vehicle miles traveled than a project located at the outskirts of a city.

Table 7 illustrates the proposed project's consistency with all applicable goals and policies of San Diego Forward: The Regional Plan (SANDAG 2015).

Table 7
San Diego Forward: The Regional Plan Consistency Analysis

Category	Policy Objective or Strategy	Consistency Analysis
The Regional Plan – Policy Objectives		
Mobility Choices	Provide safe, secure, healthy, affordable, and convenient travel choices between the places where people live, work, and play.	*Consistent.* The proposed project includes a multimodal trail that would allow walking and biking, connecting the entire project with its surrounding amenities and neighborhoods.
Mobility Choices	Take advantage of new technologies to make the transportation system more efficient and environmentally friendly.	*Does not apply.* The proposed project would not impair SANDAG's ability to employ new technologies to make travel more reliable and convenient.
Habitat and Open Space Preservation	Focus growth in areas that are already urbanized, allowing the region to set aside and restore more open space in our less developed areas.	Consistent. The proposed project would be located at an existing site within the City and restores existing developed land into native habitat.
Habitat and Open Space Preservation	Protect and restore our region's urban canyons, coastlines, beaches, and water resources.	Consistent. The proposed project would restore over 150 acres of currently developed land to its native habitat along Mission Bay.
Regional Economic Prosperity	Invest in transportation projects that provide access for all communities to a variety of jobs with competitive wages.	Not Applicable. The proposed project would not impair the ability of SANDAG to invest in transportation projects available to all members of the Community.
Regional Economic Prosperity	Build infrastructure that makes the movement of freight in our community more efficient and environmentally friendly.	Not Applicable. The proposed project does not involve regional freight movement, nor would it impair SANDAG's ability to preserve and expand options for regional freight movement.

Table 7
San Diego Forward: The Regional Plan Consistency Analysis

Category	Policy Objective or Strategy	Consistency Analysis
Partnerships/Collaboration	Collaborate with Native American tribes, Mexico, military bases, neighboring counties, infrastructure providers, the private sector, and local communities to design a transportation system that connects to the mega-region and national network, and works for everyone and fosters a high quality of life for all.	Not Applicable. The proposed project would not impair the ability of SANDAG to provide transportation choices to better connect the San Diego region with Mexico, neighboring counties, and tribal nations.
Partnerships/Collaboration	As we plan for our region, recognize the vital economic, environmental, cultural, and community linkages between the San Diego region and Baja California.	Not Applicable. The proposed project would not impair the ability of SANDAG to provide transportation choices to better connect the San Diego region with Mexico.
Healthy and Complete Communities	Create great places for everyone to live, work, and play.	Consistent. The proposed project would encourage nonvehicular modes of transportation through the inclusion of an extensive walking/bicycling trail system within the proposed project. Additionally, the proposed project was designed to promote health and sustainability through recreation.
Healthy and Complete Communities	Connect communities through a variety of transportation choices that promote healthy lifestyles, including walking and biking.	Consistent. The proposed project would encourage nonvehicular modes of transportation through the inclusion of an extensive walking/bicycling trail system.
Environmental Stewardship	Make transportation investments that result in cleaner air, environmental protection, conservation, efficiency, and sustainable living.	Consistent. The proposed project would encourage nonvehicular modes of transportation through the inclusion of bike lanes and an extensive walking/bicycling trail system.
Environmental Stewardship	Support energy programs that promote sustainability.	Not Applicable. The proposed project would not impair the ability of SANDAG to support energy programs that promote sustainability.
Sustainable Communities Strategy (SCS) – Strategies		
Strategy #1	Focus housing and job growth in urbanized areas where there is existing and planned transportation infrastructure, including transit.	Not Applicable. The proposed project would not impair the ability of SANDAG to focus housing and job growth in urbanized areas.
Strategy #2	Protect the environment and help ensure the success of smart growth land use policies by preserving sensitive habitat, open space, cultural resources, and farmland.	*Consistent.* The proposed project would create 150 acres of natural habitat that is currently developed along the sensitive Mission Bay.
Strategy #3	Invest in a transportation network that gives people transportation choices and reduces GHG emissions.	*Consistent.* The proposed project would encourage nonvehicular modes of transportation through the inclusion of bike

Table 7
San Diego Forward: The Regional Plan Consistency Analysis

Category	Policy Objective or Strategy	Consistency Analysis
		lanes and an extensive walking and bicycling trail system.
Strategy #4	Address the housing needs of all economic segments of the population.	Not Applicable. The proposed project would not impair the ability of SANDAG to address the housing needs of all economic segments of the population.
Strategy #5	Implement the Regional Plan through incentives and collaboration.	*Not Applicable.* The proposed project would not impair the ability of SANDAG to implement the RTP through incentives and collaborations.

Source: SANDAG 2015.

As shown in Table 7, the proposed project is consistent with all applicable Regional Plan Policy Objectives or Strategies. Impacts would be **less than significant**.

Consistency with CARB's Scoping Plan

The Scoping Plan, approved by CARB on December 12, 2008, provides a framework for actions to reduce California's GHG emissions and requires CARB and other state agencies to adopt regulations and other initiatives to reduce GHGs. As such, the Scoping Plan is not directly applicable to specific projects. Relatedly, in the Final Statement of Reasons for the Amendments to the CEQA Guidelines, the CNRA observed that "[t]he [Scoping Plan] may not be appropriate for use in determining the significance of individual projects because it is conceptual at this stage and relies on the future development of regulations to implement the strategies identified in the Scoping Plan" (CNRA 2009). Under the Scoping Plan, however, there are several state regulatory measures aimed at the identification and reduction of GHG emissions. CARB and other state agencies have adopted many of the measures identified in the Scoping Plan. Most of these measures focus on area source emissions (e.g., energy usage, high-GWP GHGs in consumer products) and changes to the vehicle fleet (i.e., hybrid, electric, and more fuel-efficient vehicles) and associated fuels (e.g., Low Carbon Fuel Standard), among others. The proposed project would comply with all applicable regulations adopted in furtherance of the Scoping Plan to the extent required by law.

The Scoping Plan recommends strategies for implementation at the statewide level to meet the goals of AB 32 and establishes an overall framework for the measures that will be adopted to reduce California's GHG emissions. Table 8 highlights measures that have been developed under the Scoping Plan and the proposed project's consistency with Scoping Plan measures, including the 2017 Scoping Plan Update. To the extent that these regulations are applicable to the proposed

project, its inhabitants, or uses, the proposed project would comply with all applicable regulations adopted in furtherance of the Scoping Plan.

Table 8
Project Consistency with Scoping Plan GHG Emission Reduction Strategies

Scoping Plan Measure	Measure Number	Project Consistency
Transportation Sector		
Advanced Clean Cars	T-1	The proposed project's customers and employees would purchase vehicles in compliance with CARB vehicle standards that are in effect at the time of vehicle purchase.
1.5 million zero emission and plug-in hybrid light-duty electric vehicles by 2025 (4.2 million zero-emission vehicles by 2030)	N/A	This measure does not apply to the proposed project.
Low Carbon Fuel Standard	T-2	Motor vehicles driven by the proposed project's customers and employees would use compliant fuels.
Low Carbon Fuel Standard (18% reduction in carbon intensity by 2030)	N/A	Motor vehicles driven by the proposed project's customers and employees would use compliant fuels.
Regional Transportation-Related GHG Targets	T-3	This measure does not apply to the proposed project.
Advanced Clean Transit	N/A	This measure does not apply to the proposed project.
Last Mile Delivery	N/A	This measure does not apply to the proposed project.
Reduction in Vehicle Miles Traveled	N/A	This measure does not apply to the proposed project.
Vehicle Efficiency Measures 1. Tire Pressure 2. Fuel Efficiency Tire Program 3. Low-Friction Oil 4. Solar-Reflective Automotive Paint and Window Glazing	T-4	Motor vehicles driven by the proposed project's employees would be encouraged to maintain proper tire pressure. The proposed project's employees would replace tires in compliance with CARB vehicle standards that are in effect at the time of vehicle purchase. Motor vehicles driven by the proposed project's employees would use low-friction oils when their vehicles are serviced. The proposed project's employees and residents would purchase vehicles in compliance with CARB vehicle standards that are in effect at the time of vehicle purchase.
Ship Electrification at Ports (Shore Power)	T-5	This measure does not apply to the proposed project.

Table 8
Project Consistency with Scoping Plan GHG Emission Reduction Strategies

Scoping Plan Measure	Measure Number	Project Consistency
Goods Movement Efficiency Measures 1. Port Drayage Trucks 2. Transport Refrigeration Units Cold Storage Prohibition 3. Cargo Handling Equipment, Anti-Idling, Hybrid, Electrification 4. Goods Movement Systemwide Efficiency Improvements 5. Commercial Harbor Craft Maintenance and Design Efficiency 6. Clean Ships 7. Vessel Speed Reduction	T-6	This measure does not apply to the proposed project.
California Sustainable Freight Action Plan	N/A	This measure does not apply to the proposed project.
Heavy-Duty Vehicle GHG Emission Reduction 1. Tractor-Trailer GHG Regulation 2. Heavy-Duty Greenhouse Gas Standards for New Vehicle and Engines (Phase I)	T-7	This measure does not apply to the proposed project.
Medium- and Heavy-Duty Vehicle Hybridization Voucher Incentive Project	T-8	This measure does not apply to the proposed project.
Medium and Heavy-Duty GHG Phase 2	N/A	This measure does not apply to the proposed project.
High-Speed Rail	T-9	This measure does not apply to the proposed project.
Electricity and Natural Gas Sector		
Energy Efficiency Measures (Electricity)	E-1	The proposed project would comply with current Title 24, Part 6, of the California Code of Regulations energy efficiency standards for electrical appliances and other devices at the time of building construction.
Energy Efficiency (Natural Gas)	CR-1	The proposed project would comply with current Title 24, Part 6, of the California Code of Regulations energy efficiency standards for electrical appliances and other devices at the time of building construction.
Solar Water Heating (California Solar Initiative Thermal Program)	CR-2	The proposed project would not employ solar water heating as part of the design.
Combined Heat and Power	E-2	This measure does not apply to the proposed project.
Renewable Portfolios Standard (33% by 2020)	E-3	The proposed project would use energy supplied by SDG&E, which is in compliance with the RPS.
Renewable Portfolios Standard (50% by 2050)	N/A	The proposed project would use energy supplied by SDG&E, which is in compliance with the RPS.
SB 1 Million Solar Roofs (California Solar Initiative, New Solar Home Partnership, Public Utility Programs) and Earlier Solar Programs	E-4	This measure does not apply to the proposed project.

Table 8
Project Consistency with Scoping Plan GHG Emission Reduction Strategies

Scoping Plan Measure	Measure Number	Project Consistency
Water Sector		
Water Use Efficiency	W-1	The proposed project would comply with current Title 24, Part 6, of the California Code of Regulations energy efficiency standards for electrical appliances and other devices at the time of building construction.
Water Recycling	W-2	Recycled water would be used for landscape and park irrigation.
Water System Energy Efficiency	W-3	This is applicable for the transmission and treatment of water, but it is not applicable for the proposed project.
Reuse Urban Runoff	W-4	The proposed project includes the development of rainwater catch basins and infiltration basins, which would replenish the groundwater on site.
Renewable Energy Production	W-5	Applicable for wastewater treatment systems. Not applicable for the proposed project.
Green Buildings		
1. State Green Building Initiative: Leading the Way with State Buildings (Greening New and Existing State Buildings)	GB-1	The proposed project would be required to be constructed in compliance with state or local green building standards in effect at the time of building construction.
2. Green Building Standards Code (Greening New Public Schools, Residential and Commercial Buildings)	GB-1	The proposed project's buildings would meet green building standards that are in effect at the time of design and construction.
3. Beyond Code: Voluntary Programs at the Local Level (Greening New Public Schools, Residential and Commercial Buildings)	GB-1	The proposed project would be required to be constructed in compliance with local green building standards in effect at the time of building construction.
4. Greening Existing Buildings (Greening Existing Homes and Commercial Buildings)	GB-1	This is applicable for existing buildings only and is not applicable.
Industry Sector		
Energy Efficiency and Co-Benefits Audits for Large Industrial Sources	I-1	This is not applicable to the proposed project.
Oil and Gas Extraction GHG Emission Reduction	I-2	This is not applicable to the proposed project.
Reduce GHG Emissions by 20% in Oil Refinery Sector	N/A	This is not applicable to the proposed project.
GHG Emissions Reduction from Natural Gas Transmission and Distribution	I-3	This is not applicable to the proposed project.
Refinery Flare Recovery Process Improvements	I-4	This is not applicable to the proposed project.
Work with the local air districts to evaluate amendments to their existing leak detection and repair rules for industrial facilities to include methane leaks	I-5	This is not applicable to the proposed project.
Recycling and Waste Management Sector		

Table 8
Project Consistency with Scoping Plan GHG Emission Reduction Strategies

Scoping Plan Measure	Measure Number	Project Consistency
Landfill Methane Control Measure	RW-1	This is not applicable to the proposed project.
Increasing the Efficiency of Landfill Methane Capture	RW-2	This is not applicable to the proposed project.
Mandatory Commercial Recycling	RW-3	During both construction and operation of the proposed project, the proposed project would comply with all state regulations related to solid waste generation, storage, and disposal, including the California Integrated Waste Management Act, as amended. During construction, all wastes would be recycled to the maximum extent possible.
Increase Production and Markets for Compost and Other Organics	RW-3	This is not applicable to the proposed project.
Anaerobic/Aerobic Digestion	RW-3	This is not applicable to the proposed project.
Extended Producer Responsibility	RW-3	This is not applicable to the proposed project.
Environmentally Preferable Purchasing	RW-3	This is not applicable to the proposed project.
Forests Sector		
Sustainable Forest Target	F-1	This is not applicable to the proposed project.
High GWP Gases Sector		
Motor Vehicle Air Conditioning Systems: Reduction of Refrigerant Emissions from Non-Professional Servicing	H-1	The proposed project's employees would be prohibited from performing air conditioning repairs and would be required to use professional servicing.
SF_6 Limits in Non-Utility and Non-Semiconductor Applications	H-2	This is not applicable to the proposed project.
Reduction of Perfluorocarbons in Semiconductor Manufacturing	H-3	This is not applicable to the proposed project.
Limit High GWP Use in Consumer Products	H-4	The proposed project's employees would use consumer products that would comply with the regulations that are in effect at the time of manufacture.
Air Conditioning Refrigerant Leak Test During Vehicle Smog Check	H-5	Motor vehicles driven by the proposed project's employees would comply with the leak test requirements during smog checks.
Stationary Equipment Refrigerant Management Program – Refrigerant Tracking/Reporting/Repair Program	H-6	This is not applicable to the proposed project.
Stationary Equipment Refrigerant Management Program – Specifications for Commercial and Industrial Refrigeration	H-6	This is not applicable to the proposed project.
SF_6 Leak Reduction Gas Insulated Switchgear	H-6	This is not applicable to the proposed project.
40 percent reduction in methane and hydrofluorocarbon (HFC) emissions	N/A	This is not applicable to the proposed project.
50 percent reduction in black carbon emissions	N/A	This is not applicable to the proposed project.

Table 8
Project Consistency with Scoping Plan GHG Emission Reduction Strategies

Scoping Plan Measure	Measure Number	Project Consistency
Agriculture Sector		
Methane Capture at Large Dairies	A-1	This is not applicable to the proposed project.

Sources: CARB 2008 and CARB 2017.

Based on the analysis in Table 8, the proposed project would be consistent with the applicable strategies and measures in the Scoping Plan.

In addition to the measures outlined in the table above, the Scoping Plan also highlights in several areas the goals and importance of infill projects. Specifically, the Scoping Plan calls out an ongoing and proposed measure to streamline CEQA compliance and other barriers to infill development. The plan encourages infill projects and sees them as crucial to achieving the State's long-term climate goals. The plan encourages accelerating equitable and affordable infill development through enhanced financing and policy incentives and mechanisms.

The state completed a Natural and Working Lands Climate Change Implementation Plan Concept Paper in May 2018, which considers aggregation of eco-regional plans and efforts to achieve net sequestration goals (CARB et al. 2018). The Implementation Plan includes goals and plans to promote and provide incentives for infill development through community revitalization and urban greening, and promote the adoption of regional transportation and development plans, such as SB 375 SCSs and CAPs that prioritize infill and compact development and also consider the climate change impacts of land use and management.

The following strategies were outlined as to expand infill development within the Scoping Plan:

- Encouraging regional Transfer of Development Rights programs to allow owners of natural and working lands to sell their development rights to developers who can use those rights to add additional density to development projects in preferred infill areas.
- Promoting regional Transit-Oriented Development funds that leverage public resources with private-sector investment capital to provide flexible capital for Transit-Oriented Development projects.
- Rebates for low-vehicle miles traveled/location-efficient housing, similar to programs that use rebates to encourage adoption of energy-efficient appliances, zero-emission cars, water-efficient yards, or renewable energy installation. For example, the rebate could reimburse residents for a portion of the down payment for purchasing or renting a qualified home, in exchange for a minimum term of residence.

- Promotion of cross-subsidizing multistation financing districts along transit corridors to leverage revenues from development in strong-market station areas in order to seed needed infrastructure and development in weaker-market station areas.
- Abatement of residential property tax increases in exchange for property-based improvements in distressed infill areas.
- Ways to promote reduced parking in areas where viable transportation alternatives are present.
- Additional creative financing mechanisms to enhance the viability of priority infill projects.
- Ways to promote and strengthen Urban Growth Boundaries to promote infill development and conservation of natural and working lands by defining and limiting developable land within a metropolitan area according to projected growth needs.

In summary, the proposed project would be consistent with the measures and policy goals as shown in Table 8. The proposed project would also be consistent with the various efforts the Scoping Plan established to encourage infill development projects. Therefore, the proposed project would be consistent with CARB's Scoping Plan.

Finally, the San Diego Air Pollution Control District has not adopted GHG reduction measures that would apply to the GHG emissions associated with the proposed project. Therefore, this impact would be **less than significant**.

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APPENDIX A

CalEEMod Outputs and Estimated Emissions for the Proposed Project

De Anza Cove Amendment

San Diego County APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	1.00	1000sqft	0.02	1,000.00	0
Other Asphalt Surfaces	4.13	Acre	4.13	179,902.80	0
Parking Lot	5.30	Acre	5.30	230,868.00	0
Fast Food Restaurant w/o Drive Thru	1.00	1000sqft	0.02	1,000.00	0
Quality Restaurant	5.00	1000sqft	0.11	5,000.00	0
Mobile Home Park	330.00	Dwelling Unit	41.57	396,000.00	944

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.6	**Precipitation Freq (Days)**	40
Climate Zone	13			**Operational Year**	2027
Utility Company	San Diego Gas & Electric				
CO2 Intensity (lb/MWhr)	720.49	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Based on City provided information.

Construction Phase - CalEEMod defaults.

Off-road Equipment - CalEEMod defaults.

Off-road Equipment - CalEEMod defaults.

Off-road Equipment - CalEEMod defaults.

Off-road Equipment - CalEEMod defaults.

Off-road Equipment - CalEEMod defaults.

Off-road Equipment - CalEEMod defaults.

Trips and VMT - CalEEMod defaults, rounding up to even number of trips. Haul distance during grading phase represents onsite movement of material. There is no import or export, it is a balanced site.

On-road Fugitive Dust - CalEEmod defaults.

Demolition - Based on demolition of Campland.

Grading - 693,560 cubic yards of cut and fill, balanced on-site.

Architectural Coating - In accordance with SDAPCD Rule 67.0.1.

Vehicle Trips - No net increase in mobile.

Woodstoves - No increase in wood stove use.

Consumer Products - Consumer product use for food service land uses only.

Area Coating - Architectural coatings for food land use only.

Landscape Equipment - No net increase.

Energy Use - CalEEMod defaults for food land use and ranger station only.

Water And Wastewater - CalEEMod defaults for food land use and ranger station only.

Solid Waste - CalEEMod defaults for food land use and ranger station only.

Construction Off-road Equipment Mitigation - water twice daily

Area Mitigation - In accordance with SDAPCD Rule 67.0.1.

Stationary Sources - Emergency Generators and Fire Pumps -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	50.00

De Anza Cove Amendment - San Diego County APCD Air District, Annual

tblArchitecturalCoating	EF_Parking	250.00	100.00
tblArchitecturalCoating	EF_Residential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Residential_Interior	250.00	50.00
tblAreaCoating	Area_EF_Parking	250	0
tblAreaCoating	Area_EF_Residential_Exterior	250	0
tblAreaCoating	Area_EF_Residential_Interior	250	0
tblAreaMitigation	UseLowVOCPaintParkingValue	250	0
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	250	0
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	250	0
tblConsumerProducts	ROG_EF_Degreaser	3.542E-07	0
tblConsumerProducts	ROG_EF_PesticidesFertilizers	5.152E-08	0
tblEnergyUse	LightingElect	1,038.60	0.00
tblEnergyUse	NT24E	4,004.74	0.00
tblEnergyUse	NT24NG	4,180.00	0.00
tblEnergyUse	T24E	381.10	0.00
tblEnergyUse	T24NG	18,916.87	0.00
tblFireplaces	FireplaceDayYear	82.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	3,078.40	0.00
tblFireplaces	NumberGas	181.50	0.00
tblFireplaces	NumberNoFireplace	33.00	0.00
tblFireplaces	NumberWood	115.50	0.00
tblGrading	MaterialExported	0.00	693,560.00
tblGrading	MaterialImported	0.00	693,560.00
tblSolidWaste	SolidWasteGenerationRate	151.80	0.00
tblTripsAndVMT	HaulingTripLength	20.00	0.75
tblTripsAndVMT	HaulingTripNumber	3,307.00	3,308.00

tblTripsAndVMT	WorkerTripNumber	15.00	16.00
tblTripsAndVMT	WorkerTripNumber	413.00	414.00
tblTripsAndVMT	WorkerTripNumber	15.00	16.00
tblTripsAndVMT	WorkerTripNumber	83.00	84.00
tblVehicleTrips	HO_TTP	39.60	0.00
tblVehicleTrips	HS_TTP	18.80	0.00
tblVehicleTrips	HW_TTP	41.60	100.00
tblVehicleTrips	ST_TR	696.00	0.00
tblVehicleTrips	ST_TR	2.46	0.00
tblVehicleTrips	ST_TR	5.00	0.00
tblVehicleTrips	ST_TR	94.36	0.00
tblVehicleTrips	SU_TR	500.00	0.00
tblVehicleTrips	SU_TR	1.05	0.00
tblVehicleTrips	SU_TR	4.36	0.00
tblVehicleTrips	SU_TR	72.16	0.00
tblVehicleTrips	WD_TR	716.00	0.00
tblVehicleTrips	WD_TR	11.03	0.00
tblVehicleTrips	WD_TR	4.99	0.00
tblVehicleTrips	WD_TR	89.95	0.00
tblWater	IndoorWaterUseRate	21,500,828.46	0.00
tblWater	OutdoorWaterUseRate	13,554,870.11	0.00
tblWoodstoves	WoodstoveWoodMass	3,019.20	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	0.6797	14.0415	4.9935	0.0195	1.4822	0.2334	1.7156	0.5162	0.2159	0.7321	0.0000	1,852.3978	1,852.3978	0.3523	0.0000	1,861.2039
2022	0.4377	3.4638	3.7263	0.0111	0.5213	0.1107	0.6320	0.1406	0.1041	0.2447	0.0000	1,014.5629	1,014.5629	0.1075	0.0000	1,017.2499
2023	0.4023	3.0119	3.5889	0.0109	0.5213	0.0951	0.6165	0.1406	0.0895	0.2301	0.0000	991.9789	991.9789	0.1039	0.0000	994.5775
2024	0.3827	2.8879	3.5190	0.0108	0.5253	0.0845	0.6098	0.1417	0.0794	0.2211	0.0000	983.6233	983.6233	0.1033	0.0000	986.2058
2025	0.3596	2.7269	3.4163	0.0105	0.5233	0.0729	0.5962	0.1411	0.0685	0.2096	0.0000	964.2716	964.2716	0.1016	0.0000	966.8119
2026	1.7245	0.6404	1.0144	2.2400e-003	0.0822	0.0251	0.1073	0.0221	0.0234	0.0454	0.0000	200.9472	200.9472	0.0354	0.0000	201.8309
Maximum	**1.7245**	**14.0415**	**4.9935**	**0.0195**	**1.4822**	**0.2334**	**1.7156**	**0.5162**	**0.2159**	**0.7321**	**0.0000**	**1,852.3978**	**1,852.3978**	**0.3523**	**0.0000**	**1,861.2039**

2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.6797	14.0415	4.9935	0.0195	0.7683	0.2334	1.0016	0.2599	0.2159	0.4758	0.0000	1,852.3971	1,852.3971	0.3523	0.0000	1,861.2033
2022	0.4377	3.4638	3.7263	0.0111	0.5213	0.1107	0.6320	0.1406	0.1041	0.2447	0.0000	1,014.5626	1,014.5626	0.1075	0.0000	1,017.2496
2023	0.4023	3.0119	3.5889	0.0109	0.5213	0.0951	0.6165	0.1406	0.0895	0.2301	0.0000	991.9786	991.9786	0.1039	0.0000	994.5772
2024	0.3827	2.8879	3.5190	0.0108	0.5253	0.0845	0.6098	0.1417	0.0794	0.2211	0.0000	983.6230	983.6230	0.1033	0.0000	986.2054
2025	0.3596	2.7269	3.4163	0.0105	0.5233	0.0729	0.5962	0.1411	0.0685	0.2096	0.0000	964.2712	964.2712	0.1016	0.0000	966.8115
2026	1.7245	0.6404	1.0144	2.2400e-003	0.0822	0.0251	0.1073	0.0221	0.0234	0.0454	0.0000	200.9471	200.9471	0.0354	0.0000	201.8307
Maximum	**1.7245**	**14.0415**	**4.9935**	**0.0195**	**0.7683**	**0.2334**	**1.0016**	**0.2599**	**0.2159**	**0.4758**	**0.0000**	**1,852.3971**	**1,852.3971**	**0.3523**	**0.0000**	**1,861.2033**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**19.53**	**0.00**	**16.69**	**23.25**	**0.00**	**15.23**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**1-1-2021**	**3-31-2021**	1.5200	1.5200
2	**4-1-2021**	**6-30-2021**	3.0581	3.0581
3	**7-1-2021**	**9-30-2021**	6.9292	6.9292
4	**10-1-2021**	**12-31-2021**	3.2437	3.2437
5	**1-1-2022**	**3-31-2022**	0.9674	0.9674

6	**4-1-2022**	**6-30-2022**	0.9693	0.9693
7	**7-1-2022**	**9-30-2022**	0.9800	0.9800
8	**10-1-2022**	**12-31-2022**	0.9889	0.9889
9	**1-1-2023**	**3-31-2023**	0.8476	0.8476
10	**4-1-2023**	**6-30-2023**	0.8489	0.8489
11	**7-1-2023**	**9-30-2023**	0.8582	0.8582
12	**10-1-2023**	**12-31-2023**	0.8664	0.8664
13	**1-1-2024**	**3-31-2024**	0.8147	0.8147
14	**4-1-2024**	**6-30-2024**	0.8070	0.8070
15	**7-1-2024**	**9-30-2024**	0.8159	0.8159
16	**10-1-2024**	**12-31-2024**	0.8237	0.8237
17	**1-1-2025**	**3-31-2025**	0.7634	0.7634
18	**4-1-2025**	**6-30-2025**	0.7645	0.7645
19	**7-1-2025**	**9-30-2025**	0.7729	0.7729
20	**10-1-2025**	**12-31-2025**	0.7803	0.7803
21	**1-1-2026**	**3-31-2026**	0.4935	0.4935
22	**4-1-2026**	**6-30-2026**	0.8234	0.8234
23	**7-1-2026**	**9-30-2026**	1.0453	1.0453
		Highest	6.9292	6.9292

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	1.5820	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	5.7500e-003	0.0523	0.0439	3.1000e-004		3.9700e-003	3.9700e-003		3.9700e-003	3.9700e-003	0.0000	163.5956	163.5956	5.3800e-003	1.9300e-003	164.3059
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	3.4529	0.0000	3.4529	0.2041	0.0000	8.5544
Water						0.0000	0.0000		0.0000	0.0000	0.6342	9.3238	9.9580	0.0655	1.6200e-003	12.0772
Total	**1.5878**	**0.0523**	**0.0439**	**3.1000e-004**	**0.0000**	**3.9700e-003**	**3.9700e-003**	**0.0000**	**3.9700e-003**	**3.9700e-003**	**4.0871**	**172.9194**	**177.0065**	**0.2750**	**3.5500e-003**	**184.9375**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.5820	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	5.7500e-003	0.0523	0.0439	3.1000e-004		3.9700e-003	3.9700e-003		3.9700e-003	3.9700e-003	0.0000	163.5956	163.5956	5.3800e-003	1.9300e-003	164.3059
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	3.4529	0.0000	3.4529	0.2041	0.0000	8.5544
Water						0.0000	0.0000		0.0000	0.0000	0.6342	9.3238	9.9580	0.0655	1.6200e-003	12.0772
Total	**1.5878**	**0.0523**	**0.0439**	**3.1000e-004**	**0.0000**	**3.9700e-003**	**3.9700e-003**	**0.0000**	**3.9700e-003**	**3.9700e-003**	**4.0871**	**172.9194**	**177.0065**	**0.2750**	**3.5500e-003**	**184.9375**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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 Phase

De Anza Cove Amendment - San Diego County APCD Air District, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2021	4/8/2021	5	70	
2	Site Preparation	Site Preparation	4/9/2021	6/3/2021	5	40	
3	Grading	Grading	6/4/2021	11/4/2021	5	110	
4	Building Construction	Building Construction	11/5/2021	2/5/2026	5	1110	
5	Paving	Paving	2/6/2026	5/21/2026	5	75	
6	Architectural Coating	Architectural Coating	5/22/2026	9/3/2026	5	75	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 275

Acres of Paving: 9.43

Residential Indoor: 801,900; Residential Outdoor: 267,300; Non-Residential Indoor: 10,500; Non-Residential Outdoor: 3,500; Striped Parking Area: 24,646 (Architectural Coating – sqft)

OffRoad Equipment

De Anza Cove Amendment - San Diego County APCD Air District, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	16.00	0.00	3,308.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	173,390.00	10.80	7.30	0.75	LD_Mix	HDT_Mix	HHDT
Building Construction	9	414.00	104.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	16.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	84.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 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					0.3623	0.0000	0.3623	0.0549	0.0000	0.0549	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1108	1.1004	0.7548	1.3600e-003		0.0543	0.0543		0.0504	0.0504	0.0000	119.0028	119.0028	0.0335	0.0000	119.8401
Total	**0.1108**	**1.1004**	**0.7548**	**1.3600e-003**	**0.3623**	**0.0543**	**0.4166**	**0.0549**	**0.0504**	**0.1053**	**0.0000**	**119.0028**	**119.0028**	**0.0335**	**0.0000**	**119.8401**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0124	0.4320	0.1066	1.2700e-003	0.0283	1.3100e-003	0.0296	7.7700e-003	1.2500e-003	9.0200e-003	0.0000	125.9721	125.9721	0.0114	0.0000	126.2564
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9500e-003	1.3900e-003	0.0140	4.0000e-005	4.4900e-003	3.0000e-005	4.5200e-003	1.1900e-003	3.0000e-005	1.2200e-003	0.0000	3.9229	3.9229	1.1000e-004	0.0000	3.9257
Total	**0.0144**	**0.4334**	**0.1205**	**1.3100e-003**	**0.0328**	**1.3400e-003**	**0.0341**	**8.9600e-003**	**1.2800e-003**	**0.0102**	**0.0000**	**129.8951**	**129.8951**	**0.0115**	**0.0000**	**130.1821**

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					0.1630	0.0000	0.1630	0.0247	0.0000	0.0247	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1108	1.1004	0.7548	1.3600e-003		0.0543	0.0543		0.0504	0.0504	0.0000	119.0026	119.0026	0.0335	0.0000	119.8400
Total	**0.1108**	**1.1004**	**0.7548**	**1.3600e-003**	**0.1630**	**0.0543**	**0.2173**	**0.0247**	**0.0504**	**0.0751**	**0.0000**	**119.0026**	**119.0026**	**0.0335**	**0.0000**	**119.8400**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0124	0.4320	0.1066	1.2700e-003	0.0283	1.3100e-003	0.0296	7.7700e-003	1.2500e-003	9.0200e-003	0.0000	125.9721	125.9721	0.0114	0.0000	126.2564
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9500e-003	1.3900e-003	0.0140	4.0000e-005	4.4900e-003	3.0000e-005	4.5200e-003	1.1900e-003	3.0000e-005	1.2200e-003	0.0000	3.9229	3.9229	1.1000e-004	0.0000	3.9257
Total	**0.0144**	**0.4334**	**0.1205**	**1.3100e-003**	**0.0328**	**1.3400e-003**	**0.0341**	**8.9600e-003**	**1.2800e-003**	**0.0102**	**0.0000**	**129.8951**	**129.8951**	**0.0115**	**0.0000**	**130.1821**

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					0.3613	0.0000	0.3613	0.1986	0.0000	0.1986	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0778	0.8099	0.4231	7.6000e-004		0.0409	0.0409		0.0376	0.0376	0.0000	66.8714	66.8714	0.0216	0.0000	67.4121
Total	**0.0778**	**0.8099**	**0.4231**	**7.6000e-004**	**0.3613**	**0.0409**	**0.4022**	**0.1986**	**0.0376**	**0.2362**	**0.0000**	**66.8714**	**66.8714**	**0.0216**	**0.0000**	**67.4121**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2500e-003	8.9000e-004	8.9900e-003	3.0000e-005	2.8900e-003	2.0000e-005	2.9100e-003	7.7000e-004	2.0000e-005	7.9000e-004	0.0000	2.5219	2.5219	7.0000e-005	0.0000	2.5237
Total	**1.2500e-003**	**8.9000e-004**	**8.9900e-003**	**3.0000e-005**	**2.8900e-003**	**2.0000e-005**	**2.9100e-003**	**7.7000e-004**	**2.0000e-005**	**7.9000e-004**	**0.0000**	**2.5219**	**2.5219**	**7.0000e-005**	**0.0000**	**2.5237**

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					0.1626	0.0000	0.1626	0.0894	0.0000	0.0894	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0778	0.8099	0.4231	7.6000e-004		0.0409	0.0409		0.0376	0.0376	0.0000	66.8714	66.8714	0.0216	0.0000	67.4120
Total	**0.0778**	**0.8099**	**0.4231**	**7.6000e-004**	**0.1626**	**0.0409**	**0.2035**	**0.0894**	**0.0376**	**0.1270**	**0.0000**	**66.8714**	**66.8714**	**0.0216**	**0.0000**	**67.4120**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2500e-003	8.9000e-004	8.9900e-003	3.0000e-005	2.8900e-003	2.0000e-005	2.9100e-003	7.7000e-004	2.0000e-005	7.9000e-004	0.0000	2.5219	2.5219	7.0000e-005	0.0000	2.5237
Total	**1.2500e-003**	**8.9000e-004**	**8.9900e-003**	**3.0000e-005**	**2.8900e-003**	**2.0000e-005**	**2.9100e-003**	**7.7000e-004**	**2.0000e-005**	**7.9000e-004**	**0.0000**	**2.5219**	**2.5219**	**7.0000e-005**	**0.0000**	**2.5237**

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					0.5745	0.0000	0.5745	0.2126	0.0000	0.2126	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2305	2.5520	1.6983	3.4100e-003		0.1092	0.1092		0.1005	0.1005	0.0000	299.7224	299.7224	0.0969	0.0000	302.1458
Total	**0.2305**	**2.5520**	**1.6983**	**3.4100e-003**	**0.5745**	**0.1092**	**0.6837**	**0.2126**	**0.1005**	**0.3130**	**0.0000**	**299.7224**	**299.7224**	**0.0969**	**0.0000**	**302.1458**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.1661	8.5446	1.3501	0.0107	0.0574	6.9800e-003	0.0644	0.0159	6.6800e-003	0.0226	0.0000	1,064.0005	1,064.0005	0.1711	0.0000	1,068.2784
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.8200e-003	2.7300e-003	0.0275	9.0000e-005	8.8200e-003	6.0000e-005	8.8800e-003	2.3400e-003	6.0000e-005	2.4000e-003	0.0000	7.7058	7.7058	2.2000e-004	0.0000	7.7113
Total	**0.1699**	**8.5474**	**1.3776**	**0.0108**	**0.0662**	**7.0400e-003**	**0.0733**	**0.0183**	**6.7400e-003**	**0.0250**	**0.0000**	**1,071.7062**	**1,071.7062**	**0.1713**	**0.0000**	**1,075.9896**

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					0.2585	0.0000	0.2585	0.0957	0.0000	0.0957	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2305	2.5520	1.6983	3.4100e-003		0.1092	0.1092		0.1005	0.1005	0.0000	299.7220	299.7220	0.0969	0.0000	302.1455
Total	**0.2305**	**2.5520**	**1.6983**	**3.4100e-003**	**0.2585**	**0.1092**	**0.3677**	**0.0957**	**0.1005**	**0.1961**	**0.0000**	**299.7220**	**299.7220**	**0.0969**	**0.0000**	**302.1455**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.1661	8.5446	1.3501	0.0107	0.0574	6.9800e-003	0.0644	0.0159	6.6800e-003	0.0226	0.0000	1,064.0005	1,064.0005	0.1711	0.0000	1,068.2784
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.8200e-003	2.7300e-003	0.0275	9.0000e-005	8.8200e-003	6.0000e-005	8.8800e-003	2.3400e-003	6.0000e-005	2.4000e-003	0.0000	7.7058	7.7058	2.2000e-004	0.0000	7.7113
Total	**0.1699**	**8.5474**	**1.3776**	**0.0108**	**0.0662**	**7.0400e-003**	**0.0733**	**0.0183**	**6.7400e-003**	**0.0250**	**0.0000**	**1,071.7062**	**1,071.7062**	**0.1713**	**0.0000**	**1,075.9896**

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	0.0390	0.3574	0.3398	5.5000e-004		0.0197	0.0197		0.0185	0.0185	0.0000	47.4856	47.4856	0.0115	0.0000	47.7721
Total	**0.0390**	**0.3574**	**0.3398**	**5.5000e-004**		**0.0197**	**0.0197**		**0.0185**	**0.0185**	**0.0000**	**47.4856**	**47.4856**	**0.0115**	**0.0000**	**47.7721**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.5900e-003	0.2191	0.0584	5.7000e-004	0.0142	4.6000e-004	0.0146	4.0900e-003	4.4000e-004	4.5300e-003	0.0000	55.7390	55.7390	4.1400e-003	0.0000	55.8424
Worker	0.0295	0.0211	0.2120	6.6000e-004	0.0681	4.8000e-004	0.0685	0.0181	4.4000e-004	0.0185	0.0000	59.4534	59.4534	1.7000e-003	0.0000	59.4960
Total	**0.0361**	**0.2402**	**0.2705**	**1.2300e-003**	**0.0822**	**9.4000e-004**	**0.0832**	**0.0222**	**8.8000e-004**	**0.0231**	**0.0000**	**115.1924**	**115.1924**	**5.8400e-003**	**0.0000**	**115.3384**

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	0.0390	0.3574	0.3398	5.5000e-004		0.0197	0.0197		0.0185	0.0185	0.0000	47.4856	47.4856	0.0115	0.0000	47.7720
Total	**0.0390**	**0.3574**	**0.3398**	**5.5000e-004**		**0.0197**	**0.0197**		**0.0185**	**0.0185**	**0.0000**	**47.4856**	**47.4856**	**0.0115**	**0.0000**	**47.7720**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.5900e-003	0.2191	0.0584	5.7000e-004	0.0142	4.6000e-004	0.0146	4.0900e-003	4.4000e-004	4.5300e-003	0.0000	55.7390	55.7390	4.1400e-003	0.0000	55.8424
Worker	0.0295	0.0211	0.2120	6.6000e-004	0.0681	4.8000e-004	0.0685	0.0181	4.4000e-004	0.0185	0.0000	59.4534	59.4534	1.7000e-003	0.0000	59.4960
Total	**0.0361**	**0.2402**	**0.2705**	**1.2300e-003**	**0.0822**	**9.4000e-004**	**0.0832**	**0.0222**	**8.8000e-004**	**0.0231**	**0.0000**	**115.1924**	**115.1924**	**5.8400e-003**	**0.0000**	**115.3384**

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	0.2218	2.0300	2.1272	3.5000e-003		0.1052	0.1052		0.0990	0.0990	0.0000	301.2428	301.2428	0.0722	0.0000	303.0471
Total	**0.2218**	**2.0300**	**2.1272**	**3.5000e-003**		**0.1052**	**0.1052**		**0.0990**	**0.0990**	**0.0000**	**301.2428**	**301.2428**	**0.0722**	**0.0000**	**303.0471**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0389	1.3121	0.3508	3.5800e-003	0.0897	2.5300e-003	0.0923	0.0259	2.4200e-003	0.0283	0.0000	350.1196	350.1196	0.0254	0.0000	350.7549
Worker	0.1770	0.1217	1.2483	4.0200e-003	0.4316	2.9900e-003	0.4346	0.1147	2.7500e-003	0.1174	0.0000	363.2005	363.2005	9.9000e-003	0.0000	363.4480
Total	**0.2159**	**1.4338**	**1.5991**	**7.6000e-003**	**0.5213**	**5.5200e-003**	**0.5269**	**0.1406**	**5.1700e-003**	**0.1458**	**0.0000**	**713.3201**	**713.3201**	**0.0353**	**0.0000**	**714.2029**

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	0.2218	2.0300	2.1272	3.5000e-003		0.1052	0.1052		0.0990	0.0990	0.0000	301.2425	301.2425	0.0722	0.0000	303.0467
Total	**0.2218**	**2.0300**	**2.1272**	**3.5000e-003**		**0.1052**	**0.1052**		**0.0990**	**0.0990**	**0.0000**	**301.2425**	**301.2425**	**0.0722**	**0.0000**	**303.0467**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0389	1.3121	0.3508	3.5800e-003	0.0897	2.5300e-003	0.0923	0.0259	2.4200e-003	0.0283	0.0000	350.1196	350.1196	0.0254	0.0000	350.7549
Worker	0.1770	0.1217	1.2483	4.0200e-003	0.4316	2.9900e-003	0.4346	0.1147	2.7500e-003	0.1174	0.0000	363.2005	363.2005	9.9000e-003	0.0000	363.4480
Total	**0.2159**	**1.4338**	**1.5991**	**7.6000e-003**	**0.5213**	**5.5200e-003**	**0.5269**	**0.1406**	**5.1700e-003**	**0.1458**	**0.0000**	**713.3201**	**713.3201**	**0.0353**	**0.0000**	**714.2029**

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	0.2045	1.8700	2.1117	3.5000e-003		0.0910	0.0910		0.0856	0.0856	0.0000	301.3462	301.3462	0.0717	0.0000	303.1383
Total	**0.2045**	**1.8700**	**2.1117**	**3.5000e-003**		**0.0910**	**0.0910**		**0.0856**	**0.0856**	**0.0000**	**301.3462**	**301.3462**	**0.0717**	**0.0000**	**303.1383**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0300	1.0307	0.3195	3.4800e-003	0.0897	1.2400e-003	0.0910	0.0259	1.1800e-003	0.0271	0.0000	341.3057	341.3057	0.0232	0.0000	341.8859
Worker	0.1678	0.1111	1.1577	3.8600e-003	0.4316	2.9300e-003	0.4345	0.1147	2.7000e-003	0.1174	0.0000	349.3270	349.3270	9.0500e-003	0.0000	349.5533
Total	**0.1978**	**1.1418**	**1.4772**	**7.3400e-003**	**0.5213**	**4.1700e-003**	**0.5255**	**0.1406**	**3.8800e-003**	**0.1445**	**0.0000**	**690.6328**	**690.6328**	**0.0323**	**0.0000**	**691.4392**

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	0.2045	1.8700	2.1117	3.5000e-003		0.0910	0.0910		0.0856	0.0856	0.0000	301.3458	301.3458	0.0717	0.0000	303.1380
Total	**0.2045**	**1.8700**	**2.1117**	**3.5000e-003**		**0.0910**	**0.0910**		**0.0856**	**0.0856**	**0.0000**	**301.3458**	**301.3458**	**0.0717**	**0.0000**	**303.1380**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0300	1.0307	0.3195	3.4800e-003	0.0897	1.2400e-003	0.0910	0.0259	1.1800e-003	0.0271	0.0000	341.3057	341.3057	0.0232	0.0000	341.8859
Worker	0.1678	0.1111	1.1577	3.8600e-003	0.4316	2.9300e-003	0.4345	0.1147	2.7000e-003	0.1174	0.0000	349.3270	349.3270	9.0500e-003	0.0000	349.5533
Total	**0.1978**	**1.1418**	**1.4772**	**7.3400e-003**	**0.5213**	**4.1700e-003**	**0.5255**	**0.1406**	**3.8800e-003**	**0.1445**	**0.0000**	**690.6328**	**690.6328**	**0.0323**	**0.0000**	**691.4392**

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	0.1928	1.7611	2.1179	3.5300e-003		0.0803	0.0803		0.0756	0.0756	0.0000	303.7223	303.7223	0.0718	0.0000	305.5179
Total	**0.1928**	**1.7611**	**2.1179**	**3.5300e-003**		**0.0803**	**0.0803**		**0.0756**	**0.0756**	**0.0000**	**303.7223**	**303.7223**	**0.0718**	**0.0000**	**305.5179**

3.5 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0292	1.0241	0.3117	3.4800e-003	0.0904	1.2100e-003	0.0916	0.0261	1.1600e-003	0.0273	0.0000	341.7452	341.7452	0.0231	0.0000	342.3227
Worker	0.1608	0.1027	1.0895	3.7400e-003	0.4349	2.9000e-003	0.4378	0.1156	2.6700e-003	0.1182	0.0000	338.1558	338.1558	8.3800e-003	0.0000	338.3653
Total	**0.1900**	**1.1268**	**1.4012**	**7.2200e-003**	**0.5253**	**4.1100e-003**	**0.5295**	**0.1417**	**3.8300e-003**	**0.1455**	**0.0000**	**679.9010**	**679.9010**	**0.0315**	**0.0000**	**680.6879**

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	0.1928	1.7611	2.1179	3.5300e-003		0.0803	0.0803		0.0756	0.0756	0.0000	303.7220	303.7220	0.0718	0.0000	305.5175
Total	**0.1928**	**1.7611**	**2.1179**	**3.5300e-003**		**0.0803**	**0.0803**		**0.0756**	**0.0756**	**0.0000**	**303.7220**	**303.7220**	**0.0718**	**0.0000**	**305.5175**

3.5 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0292	1.0241	0.3117	3.4800e-003	0.0904	1.2100e-003	0.0916	0.0261	1.1600e-003	0.0273	0.0000	341.7452	341.7452	0.0231	0.0000	342.3227
Worker	0.1608	0.1027	1.0895	3.7400e-003	0.4349	2.9000e-003	0.4378	0.1156	2.6700e-003	0.1182	0.0000	338.1558	338.1558	8.3800e-003	0.0000	338.3653
Total	**0.1900**	**1.1268**	**1.4012**	**7.2200e-003**	**0.5253**	**4.1100e-003**	**0.5295**	**0.1417**	**3.8300e-003**	**0.1455**	**0.0000**	**679.9010**	**679.9010**	**0.0315**	**0.0000**	**680.6879**

3.5 Building Construction - 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	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	**0.1785**	**1.6273**	**2.0991**	**3.5200e-003**		**0.0689**	**0.0689**		**0.0648**	**0.0648**	**0.0000**	**302.6549**	**302.6549**	**0.0711**	**0.0000**	**304.4335**

3.5 Building Construction - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0282	1.0053	0.3042	3.4400e-003	0.0901	1.1700e-003	0.0913	0.0260	1.1200e-003	0.0271	0.0000	338.3698	338.3698	0.0228	0.0000	338.9389
Worker	0.1530	0.0943	1.0130	3.5700e-003	0.4333	2.8400e-003	0.4361	0.1151	2.6100e-003	0.1177	0.0000	323.2469	323.2469	7.7000e-003	0.0000	323.4395
Total	**0.1812**	**1.0996**	**1.3172**	**7.0100e-003**	**0.5233**	**4.0100e-003**	**0.5273**	**0.1411**	**3.7300e-003**	**0.1449**	**0.0000**	**661.6167**	**661.6167**	**0.0305**	**0.0000**	**662.3784**

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	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	**0.1784**	**1.6273**	**2.0991**	**3.5200e-003**		**0.0689**	**0.0689**		**0.0648**	**0.0648**	**0.0000**	**302.6545**	**302.6545**	**0.0711**	**0.0000**	**304.4331**

3.5 Building Construction - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0282	1.0053	0.3042	3.4400e-003	0.0901	1.1700e-003	0.0913	0.0260	1.1200e-003	0.0271	0.0000	338.3698	338.3698	0.0228	0.0000	338.9389
Worker	0.1530	0.0943	1.0130	3.5700e-003	0.4333	2.8400e-003	0.4361	0.1151	2.6100e-003	0.1177	0.0000	323.2469	323.2469	7.7000e-003	0.0000	323.4395
Total	**0.1812**	**1.0996**	**1.3172**	**7.0100e-003**	**0.5233**	**4.0100e-003**	**0.5273**	**0.1411**	**3.7300e-003**	**0.1449**	**0.0000**	**661.6167**	**661.6167**	**0.0305**	**0.0000**	**662.3784**

3.5 Building Construction - 2026

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	0.0178	0.1621	0.2091	3.5000e-004		6.8600e-003	6.8600e-003		6.4500e-003	6.4500e-003	0.0000	30.1495	30.1495	7.0900e-003	0.0000	30.3267
Total	**0.0178**	**0.1621**	**0.2091**	**3.5000e-004**		**6.8600e-003**	**6.8600e-003**		**6.4500e-003**	**6.4500e-003**	**0.0000**	**30.1495**	**30.1495**	**7.0900e-003**	**0.0000**	**30.3267**

3.5 Building Construction - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.7400e-003	0.0987	0.0299	3.4000e-004	8.9700e-003	1.1000e-004	9.0900e-003	2.5900e-003	1.1000e-004	2.7000e-003	0.0000	33.5144	33.5144	2.2400e-003	0.0000	33.5705
Worker	0.0146	8.7400e-003	0.0948	3.4000e-004	0.0432	2.7000e-004	0.0434	0.0115	2.5000e-004	0.0117	0.0000	31.0216	31.0216	7.1000e-004	0.0000	31.0394
Total	**0.0174**	**0.1075**	**0.1247**	**6.8000e-004**	**0.0521**	**3.8000e-004**	**0.0525**	**0.0141**	**3.6000e-004**	**0.0144**	**0.0000**	**64.5359**	**64.5359**	**2.9500e-003**	**0.0000**	**64.6099**

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	0.0178	0.1621	0.2091	3.5000e-004		6.8600e-003	6.8600e-003		6.4500e-003	6.4500e-003	0.0000	30.1495	30.1495	7.0900e-003	0.0000	30.3267
Total	**0.0178**	**0.1621**	**0.2091**	**3.5000e-004**		**6.8600e-003**	**6.8600e-003**		**6.4500e-003**	**6.4500e-003**	**0.0000**	**30.1495**	**30.1495**	**7.0900e-003**	**0.0000**	**30.3267**

3.5 Building Construction - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.7400e-003	0.0987	0.0299	3.4000e-004	8.9700e-003	1.1000e-004	9.0900e-003	2.5900e-003	1.1000e-004	2.7000e-003	0.0000	33.5144	33.5144	2.2400e-003	0.0000	33.5705
Worker	0.0146	8.7400e-003	0.0948	3.4000e-004	0.0432	2.7000e-004	0.0434	0.0115	2.5000e-004	0.0117	0.0000	31.0216	31.0216	7.1000e-004	0.0000	31.0394
Total	**0.0174**	**0.1075**	**0.1247**	**6.8000e-004**	**0.0521**	**3.8000e-004**	**0.0525**	**0.0141**	**3.6000e-004**	**0.0144**	**0.0000**	**64.5359**	**64.5359**	**2.9500e-003**	**0.0000**	**64.6099**

3.6 Paving - 2026

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	0.0343	0.3218	0.5467	8.5000e-004		0.0157	0.0157		0.0144	0.0144	0.0000	75.0722	75.0722	0.0243	0.0000	75.6792
Paving	0.0124					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0467**	**0.3218**	**0.5467**	**8.5000e-004**		**0.0157**	**0.0157**		**0.0144**	**0.0144**	**0.0000**	**75.0722**	**75.0722**	**0.0243**	**0.0000**	**75.6792**

3.6 Paving - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6300e-003	9.7000e-004	0.0106	4.0000e-005	4.8100e-003	3.0000e-005	4.8400e-003	1.2800e-003	3.0000e-005	1.3100e-003	0.0000	3.4584	3.4584	8.0000e-005	0.0000	3.4604
Total	**1.6300e-003**	**9.7000e-004**	**0.0106**	**4.0000e-005**	**4.8100e-003**	**3.0000e-005**	**4.8400e-003**	**1.2800e-003**	**3.0000e-005**	**1.3100e-003**	**0.0000**	**3.4584**	**3.4584**	**8.0000e-005**	**0.0000**	**3.4604**

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	0.0343	0.3218	0.5467	8.5000e-004		0.0157	0.0157		0.0144	0.0144	0.0000	75.0721	75.0721	0.0243	0.0000	75.6791
Paving	0.0124					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0467**	**0.3218**	**0.5467**	**8.5000e-004**		**0.0157**	**0.0157**		**0.0144**	**0.0144**	**0.0000**	**75.0721**	**75.0721**	**0.0243**	**0.0000**	**75.6791**

3.6 Paving - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6300e-003	9.7000e-004	0.0106	4.0000e-005	4.8100e-003	3.0000e-005	4.8400e-003	1.2800e-003	3.0000e-005	1.3100e-003	0.0000	3.4584	3.4584	8.0000e-005	0.0000	3.4604
Total	**1.6300e-003**	**9.7000e-004**	**0.0106**	**4.0000e-005**	**4.8100e-003**	**3.0000e-005**	**4.8400e-003**	**1.2800e-003**	**3.0000e-005**	**1.3100e-003**	**0.0000**	**3.4584**	**3.4584**	**8.0000e-005**	**0.0000**	**3.4604**

3.7 Architectural Coating - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.6261					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.4100e-003	0.0430	0.0678	1.1000e-004		1.9300e-003	1.9300e-003		1.9300e-003	1.9300e-003	0.0000	9.5747	9.5747	5.2000e-004	0.0000	9.5878
Total	**1.6325**	**0.0430**	**0.0678**	**1.1000e-004**		**1.9300e-003**	**1.9300e-003**		**1.9300e-003**	**1.9300e-003**	**0.0000**	**9.5747**	**9.5747**	**5.2000e-004**	**0.0000**	**9.5878**

3.7 Architectural Coating - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.5500e-003	5.1100e-003	0.0555	2.0000e-004	0.0253	1.6000e-004	0.0254	6.7100e-003	1.5000e-004	6.8600e-003	0.0000	18.1564	18.1564	4.2000e-004	0.0000	18.1669
Total	**8.5500e-003**	**5.1100e-003**	**0.0555**	**2.0000e-004**	**0.0253**	**1.6000e-004**	**0.0254**	**6.7100e-003**	**1.5000e-004**	**6.8600e-003**	**0.0000**	**18.1564**	**18.1564**	**4.2000e-004**	**0.0000**	**18.1669**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.6261					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.4100e-003	0.0430	0.0678	1.1000e-004		1.9300e-003	1.9300e-003		1.9300e-003	1.9300e-003	0.0000	9.5747	9.5747	5.2000e-004	0.0000	9.5878
Total	**1.6325**	**0.0430**	**0.0678**	**1.1000e-004**		**1.9300e-003**	**1.9300e-003**		**1.9300e-003**	**1.9300e-003**	**0.0000**	**9.5747**	**9.5747**	**5.2000e-004**	**0.0000**	**9.5878**

3.7 Architectural Coating - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.5500e-003	5.1100e-003	0.0555	2.0000e-004	0.0253	1.6000e-004	0.0254	6.7100e-003	1.5000e-004	6.8600e-003	0.0000	18.1564	18.1564	4.2000e-004	0.0000	18.1669
Total	**8.5500e-003**	**5.1100e-003**	**0.0555**	**2.0000e-004**	**0.0253**	**1.6000e-004**	**0.0254**	**6.7100e-003**	**1.5000e-004**	**6.8600e-003**	**0.0000**	**18.1564**	**18.1564**	**4.2000e-004**	**0.0000**	**18.1669**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Fast Food Restaurant w/o Drive Thru	0.00	0.00	0.00		
General Office Building	0.00	0.00	0.00		
Mobile Home Park	0.00	0.00	0.00		
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Quality Restaurant	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

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
Fast Food Restaurant w/o Drive	9.50	7.30	7.30	1.50	79.50	19.00	51	37	12
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Mobile Home Park	10.80	7.30	7.50	100.00	0.00	0.00	86	11	3
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Quality Restaurant	9.50	7.30	7.30	12.00	69.00	19.00	38	18	44

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Fast Food Restaurant w/o Drive Thru	0.609162	0.038894	0.178600	0.101308	0.013823	0.005356	0.016956	0.024628	0.001928	0.001823	0.005807	0.000764	0.000950
General Office Building	0.609162	0.038894	0.178600	0.101308	0.013823	0.005356	0.016956	0.024628	0.001928	0.001823	0.005807	0.000764	0.000950
Mobile Home Park	0.609162	0.038894	0.178600	0.101308	0.013823	0.005356	0.016956	0.024628	0.001928	0.001823	0.005807	0.000764	0.000950
Other Asphalt Surfaces	0.609162	0.038894	0.178600	0.101308	0.013823	0.005356	0.016956	0.024628	0.001928	0.001823	0.005807	0.000764	0.000950
Parking Lot	0.609162	0.038894	0.178600	0.101308	0.013823	0.005356	0.016956	0.024628	0.001928	0.001823	0.005807	0.000764	0.000950
Quality Restaurant	0.609162	0.038894	0.178600	0.101308	0.013823	0.005356	0.016956	0.024628	0.001928	0.001823	0.005807	0.000764	0.000950

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

De Anza Cove Amendment - San Diego County APCD Air District, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	106.6847	106.6847	4.2900e-003	8.9000e-004	107.0568
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	106.6847	106.6847	4.2900e-003	8.9000e-004	107.0568
NaturalGas Mitigated	5.7500e-003	0.0523	0.0439	3.1000e-004		3.9700e-003	3.9700e-003		3.9700e-003	3.9700e-003	0.0000	56.9109	56.9109	1.0900e-003	1.0400e-003	57.2491
NaturalGas Unmitigated	5.7500e-003	0.0523	0.0439	3.1000e-004		3.9700e-003	3.9700e-003		3.9700e-003	3.9700e-003	0.0000	56.9109	56.9109	1.0900e-003	1.0400e-003	57.2491

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					
Fast Food Restaurant w/o Drive Thru	174380	9.4000e-004	8.5500e-003	7.1800e-003	5.0000e-005		6.5000e-004	6.5000e-004		6.5000e-004	6.5000e-004	0.0000	9.3056	9.3056	1.8000e-004	1.7000e-004	9.3609
General Office Building	20190	1.1000e-004	9.9000e-004	8.3000e-004	1.0000e-005		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	1.0774	1.0774	2.0000e-005	2.0000e-005	1.0838
Mobile Home Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	871900	4.7000e-003	0.0427	0.0359	2.6000e-004		3.2500e-003	3.2500e-003		3.2500e-003	3.2500e-003	0.0000	46.5279	46.5279	8.9000e-004	8.5000e-004	46.8044
Total		**5.7500e-003**	**0.0523**	**0.0439**	**3.2000e-004**		**3.9800e-003**	**3.9800e-003**		**3.9800e-003**	**3.9800e-003**	**0.0000**	**56.9109**	**56.9109**	**1.0900e-003**	**1.0400e-003**	**57.2491**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Fast Food Restaurant w/o Drive Thru	174380	9.4000e-004	8.5500e-003	7.1800e-003	5.0000e-005		6.5000e-004	6.5000e-004		6.5000e-004	6.5000e-004	0.0000	9.3056	9.3056	1.8000e-004	1.7000e-004	9.3609
General Office Building	20190	1.1000e-004	9.9000e-004	8.3000e-004	1.0000e-005		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	1.0774	1.0774	2.0000e-005	2.0000e-005	1.0838
Mobile Home Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	871900	4.7000e-003	0.0427	0.0359	2.6000e-004		3.2500e-003	3.2500e-003		3.2500e-003	3.2500e-003	0.0000	46.5279	46.5279	8.9000e-004	8.5000e-004	46.8044
Total		**5.7500e-003**	**0.0523**	**0.0439**	**3.2000e-004**		**3.9800e-003**	**3.9800e-003**		**3.9800e-003**	**3.9800e-003**	**0.0000**	**56.9109**	**56.9109**	**1.0900e-003**	**1.0400e-003**	**57.2491**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Fast Food Restaurant w/o Drive Thru	38700	12.6475	5.1000e-004	1.1000e-004	12.6916
General Office Building	13440	4.3923	1.8000e-004	4.0000e-005	4.4076
Mobile Home Park	0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	80803.8	26.4074	1.0600e-003	2.2000e-004	26.4995
Quality Restaurant	193500	63.2375	2.5500e-003	5.3000e-004	63.4581
Total		**106.6847**	**4.3000e-003**	**9.0000e-004**	**107.0568**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Fast Food Restaurant w/o Drive Thru	38700	12.6475	5.1000e-004	1.1000e-004	12.6916
General Office Building	13440	4.3923	1.8000e-004	4.0000e-005	4.4076
Mobile Home Park	0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	80803.8	26.4074	1.0600e-003	2.2000e-004	26.4995
Quality Restaurant	193500	63.2375	2.5500e-003	5.3000e-004	63.4581
Total		**106.6847**	**4.3000e-003**	**9.0000e-004**	**107.0568**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.5820	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	1.5820	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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	8.1100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.5739					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.5820**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	8.1100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.5739					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.5820**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.0 Water Detail

7.1 Mitigation Measures Water

De Anza Cove Amendment - San Diego County APCD Air District, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	9.9580	0.0655	1.6200e-003	12.0772
Unmitigated	9.9580	0.0655	1.6200e-003	12.0772

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Fast Food Restaurant w/o Drive Thru	0.303534 / 0.0193745	1.4583	9.9500e-003	2.4000e-004	1.7799
General Office Building	0.177734 / 0.108934	1.2082	5.8400e-003	1.5000e-004	1.3978
Mobile Home Park	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	1.51767 / 0.0968725	7.2915	0.0497	1.2200e-003	8.8995
Total		**9.9580**	**0.0655**	**1.6100e-003**	**12.0772**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Fast Food Restaurant w/o Drive Thru	0.303534 / 0.0193745	1.4583	9.9500e-003	2.4000e-004	1.7799
General Office Building	0.177734 / 0.108934	1.2082	5.8400e-003	1.5000e-004	1.3978
Mobile Home Park	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	1.51767 / 0.0968725	7.2915	0.0497	1.2200e-003	8.8995
Total		**9.9580**	**0.0655**	**1.6100e-003**	**12.0772**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	3.4529	0.2041	0.0000	8.5544
Unmitigated	3.4529	0.2041	0.0000	8.5544

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Fast Food Restaurant w/o Drive Thru	11.52	2.3385	0.1382	0.0000	5.7934
General Office Building	0.93	0.1888	0.0112	0.0000	0.4677
Mobile Home Park	0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	4.56	0.9256	0.0547	0.0000	2.2932
Total		**3.4529**	**0.2041**	**0.0000**	**8.5544**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Fast Food Restaurant w/o Drive Thru	11.52	2.3385	0.1382	0.0000	5.7934
General Office Building	0.93	0.1888	0.0112	0.0000	0.4677
Mobile Home Park	0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	4.56	0.9256	0.0547	0.0000	2.2932
Total		**3.4529**	**0.2041**	**0.0000**	**8.5544**

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

De Anza Cove Amendment

San Diego County APCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	1.00	1000sqft	0.02	1,000.00	0
Other Asphalt Surfaces	4.13	Acre	4.13	179,902.80	0
Parking Lot	5.30	Acre	5.30	230,868.00	0
Fast Food Restaurant w/o Drive Thru	1.00	1000sqft	0.02	1,000.00	0
Quality Restaurant	5.00	1000sqft	0.11	5,000.00	0
Mobile Home Park	330.00	Dwelling Unit	41.57	396,000.00	944

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.6	**Precipitation Freq (Days)**	40
Climate Zone	13			**Operational Year**	2027
Utility Company	San Diego Gas & Electric				
CO2 Intensity (lb/MWhr)	720.49	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Based on City provided information.

Construction Phase - CalEEMod defaults.

Off-road Equipment - CalEEMod defaults.

Off-road Equipment - CalEEMod defaults.

Off-road Equipment - CalEEMod defaults.

Off-road Equipment - CalEEMod defaults.

Off-road Equipment - CalEEMod defaults.

Off-road Equipment - CalEEMod defaults.

Trips and VMT - CalEEMod defaults, rounding up to even number of trips. Haul distance during grading phase represents onsite movement of material. There is no import or export, it is a balanced site.

On-road Fugitive Dust - CalEEmod defaults.

Demolition - Based on demolition of Campland.

Grading - 693,560 cubic yards of cut and fill, balanced on-site.

Architectural Coating - In accordance with SDAPCD Rule 67.0.1.

Vehicle Trips - No net increase in mobile.

Woodstoves - No increase in wood stove use.

Consumer Products - Consumer product use for food service land uses only.

Area Coating - Architectural coatings for food land use only.

Landscape Equipment - No net increase.

Energy Use - CalEEMod defaults for food land use and ranger station only.

Water And Wastewater - CalEEMod defaults for food land use and ranger station only.

Solid Waste - CalEEMod defaults for food land use and ranger station only.

Construction Off-road Equipment Mitigation - water twice daily

Area Mitigation - In accordance with SDAPCD Rule 67.0.1.

Stationary Sources - Emergency Generators and Fire Pumps -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	50.00

tblArchitecturalCoating	EF_Parking	250.00	100.00
tblArchitecturalCoating	EF_Residential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Residential_Interior	250.00	50.00
tblAreaCoating	Area_EF_Parking	250	0
tblAreaCoating	Area_EF_Residential_Exterior	250	0
tblAreaCoating	Area_EF_Residential_Interior	250	0
tblAreaMitigation	UseLowVOCPaintParkingValue	250	0
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	250	0
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	250	0
tblConsumerProducts	ROG_EF_Degreaser	3.542E-07	0
tblConsumerProducts	ROG_EF_PesticidesFertilizers	5.152E-08	0
tblEnergyUse	LightingElect	1,038.60	0.00
tblEnergyUse	NT24E	4,004.74	0.00
tblEnergyUse	NT24NG	4,180.00	0.00
tblEnergyUse	T24E	381.10	0.00
tblEnergyUse	T24NG	18,916.87	0.00
tblFireplaces	FireplaceDayYear	82.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	3,078.40	0.00
tblFireplaces	NumberGas	181.50	0.00
tblFireplaces	NumberNoFireplace	33.00	0.00
tblFireplaces	NumberWood	115.50	0.00
tblGrading	MaterialExported	0.00	693,560.00
tblGrading	MaterialImported	0.00	693,560.00
tblSolidWaste	SolidWasteGenerationRate	151.80	0.00
tblTripsAndVMT	HaulingTripLength	20.00	0.75
tblTripsAndVMT	HaulingTripNumber	3,307.00	3,308.00

tblTripsAndVMT	WorkerTripNumber	15.00	16.00
tblTripsAndVMT	WorkerTripNumber	413.00	414.00
tblTripsAndVMT	WorkerTripNumber	15.00	16.00
tblTripsAndVMT	WorkerTripNumber	83.00	84.00
tblVehicleTrips	HO_TTP	39.60	0.00
tblVehicleTrips	HS_TTP	18.80	0.00
tblVehicleTrips	HW_TTP	41.60	100.00
tblVehicleTrips	ST_TR	696.00	0.00
tblVehicleTrips	ST_TR	2.46	0.00
tblVehicleTrips	ST_TR	5.00	0.00
tblVehicleTrips	ST_TR	94.36	0.00
tblVehicleTrips	SU_TR	500.00	0.00
tblVehicleTrips	SU_TR	1.05	0.00
tblVehicleTrips	SU_TR	4.36	0.00
tblVehicleTrips	SU_TR	72.16	0.00
tblVehicleTrips	WD_TR	716.00	0.00
tblVehicleTrips	WD_TR	11.03	0.00
tblVehicleTrips	WD_TR	4.99	0.00
tblVehicleTrips	WD_TR	89.95	0.00
tblWater	IndoorWaterUseRate	21,500,828.46	0.00
tblWater	OutdoorWaterUseRate	13,554,870.11	0.00
tblWoodstoves	WoodstoveWoodMass	3,019.20	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	7.1366	203.7509	52.7735	0.2678	18.2141	2.1023	20.2596	9.9699	1.9384	11.8517	0.0000	28,461.9572	28,461.9572	5.2060	0.0000	28,592.1058
2022	3.3525	26.4722	29.1303	0.0874	4.1050	0.8511	4.9561	1.1048	0.8006	1.9054	0.0000	8,803.9942	8,803.9942	0.9100	0.0000	8,826.7451
2023	3.0801	23.0386	28.0705	0.0854	4.1049	0.7315	4.8365	1.1048	0.6880	1.7928	0.0000	8,604.8149	8,604.8149	0.8807	0.0000	8,626.8333
2024	2.9066	21.9236	27.3034	0.0839	4.1049	0.6445	4.7494	1.1048	0.6059	1.7107	0.0000	8,463.4040	8,463.4040	0.8685	0.0000	8,485.1169
2025	2.7402	20.7819	26.5926	0.0825	4.1049	0.5581	4.6631	1.1048	0.5247	1.6295	0.0000	8,324.8874	8,324.8874	0.8576	0.0000	8,346.3262
2026	43.7583	20.6275	26.0690	0.0813	4.1049	0.5572	4.6622	1.1048	0.5239	1.6286	0.0000	8,202.6741	8,202.6741	0.8511	0.0000	8,223.9517
Maximum	**43.7583**	**203.7509**	**52.7735**	**0.2678**	**18.2141**	**2.1023**	**20.2596**	**9.9699**	**1.9384**	**11.8517**	**0.0000**	**28,461.9572**	**28,461.9572**	**5.2060**	**0.0000**	**28,592.1058**

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	7.1366	203.7509	52.7735	0.2678	8.2777	2.1023	10.3232	4.5080	1.9384	6.3899	0.0000	28,461.9572	28,461.9572	5.2060	0.0000	28,592.1058
2022	3.3525	26.4722	29.1303	0.0874	4.1050	0.8511	4.9561	1.1048	0.8006	1.9054	0.0000	8,803.9942	8,803.9942	0.9100	0.0000	8,826.7451
2023	3.0801	23.0386	28.0705	0.0854	4.1049	0.7315	4.8365	1.1048	0.6880	1.7928	0.0000	8,604.8149	8,604.8149	0.8807	0.0000	8,626.8333
2024	2.9066	21.9236	27.3034	0.0839	4.1049	0.6445	4.7494	1.1048	0.6059	1.7107	0.0000	8,463.4040	8,463.4040	0.8685	0.0000	8,485.1169
2025	2.7402	20.7819	26.5926	0.0825	4.1049	0.5581	4.6631	1.1048	0.5247	1.6295	0.0000	8,324.8874	8,324.8874	0.8576	0.0000	8,346.3262
2026	43.7583	20.6275	26.0690	0.0813	4.1049	0.5572	4.6622	1.1048	0.5239	1.6286	0.0000	8,202.6741	8,202.6741	0.8511	0.0000	8,223.9517
Maximum	**43.7583**	**203.7509**	**52.7735**	**0.2678**	**8.2777**	**2.1023**	**10.3232**	**4.5080**	**1.9384**	**6.3899**	**0.0000**	**28,461.9572**	**28,461.9572**	**5.2060**	**0.0000**	**28,592.1058**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**25.65**	**0.00**	**22.52**	**35.25**	**0.00**	**26.62**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	9.4855	0.3133	27.2013	1.4400e-003		0.1509	0.1509		0.1509	0.1509	0.0000	49.0259	49.0259	0.0470	0.0000	50.1997
Energy	0.0315	0.2865	0.2406	1.7200e-003		0.0218	0.0218		0.0218	0.0218		343.7454	343.7454	6.5900e-003	6.3000e-003	345.7881
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**9.5170**	**0.5998**	**27.4419**	**3.1600e-003**	**0.0000**	**0.1727**	**0.1727**	**0.0000**	**0.1727**	**0.1727**	**0.0000**	**392.7712**	**392.7712**	**0.0535**	**6.3000e-003**	**395.9878**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	9.4855	0.3133	27.2013	1.4400e-003		0.1509	0.1509		0.1509	0.1509	0.0000	49.0259	49.0259	0.0470	0.0000	50.1997
Energy	0.0315	0.2865	0.2406	1.7200e-003		0.0218	0.0218		0.0218	0.0218		343.7454	343.7454	6.5900e-003	6.3000e-003	345.7881
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**9.5170**	**0.5998**	**27.4419**	**3.1600e-003**	**0.0000**	**0.1727**	**0.1727**	**0.0000**	**0.1727**	**0.1727**	**0.0000**	**392.7712**	**392.7712**	**0.0535**	**6.3000e-003**	**395.9878**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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 Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2021	4/8/2021	5	70	
2	Site Preparation	Site Preparation	4/9/2021	6/3/2021	5	40	
3	Grading	Grading	6/4/2021	11/4/2021	5	110	
4	Building Construction	Building Construction	11/5/2021	2/5/2026	5	1110	
5	Paving	Paving	2/6/2026	5/21/2026	5	75	
6	Architectural Coating	Architectural Coating	5/22/2026	9/3/2026	5	75	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 275

Acres of Paving: 9.43

Residential Indoor: 801,900; Residential Outdoor: 267,300; Non-Residential Indoor: 10,500; Non-Residential Outdoor: 3,500; Striped Parking Area: 24,646 (Architectural Coating – sqft)

OffRoad Equipment

De Anza Cove Amendment - San Diego County APCD Air District, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	16.00	0.00	3,308.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	173,390.00	10.80	7.30	0.75	LD_Mix	HDT_Mix	HHDT
Building Construction	9	414.00	104.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	16.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	84.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					10.3516	0.0000	10.3516	1.5676	0.0000	1.5676			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**10.3516**	**1.5513**	**11.9030**	**1.5676**	**1.4411**	**3.0087**		**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.3508	12.1136	2.9635	0.0364	0.8258	0.0370	0.8627	0.2263	0.0354	0.2617		3,996.4434	3,996.4434	0.3530		4,005.2691
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0553	0.0360	0.4244	1.3100e-003	0.1314	9.1000e-004	0.1323	0.0349	8.4000e-004	0.0357		130.3105	130.3105	3.7200e-003		130.4035
Total	**0.4061**	**12.1495**	**3.3879**	**0.0378**	**0.9572**	**0.0379**	**0.9951**	**0.2612**	**0.0362**	**0.2974**		**4,126.7540**	**4,126.7540**	**0.3568**		**4,135.6726**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.6582	0.0000	4.6582	0.7054	0.0000	0.7054			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**4.6582**	**1.5513**	**6.2096**	**0.7054**	**1.4411**	**2.1465**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.3508	12.1136	2.9635	0.0364	0.8258	0.0370	0.8627	0.2263	0.0354	0.2617		3,996.4434	3,996.4434	0.3530		4,005.2691
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0553	0.0360	0.4244	1.3100e-003	0.1314	9.1000e-004	0.1323	0.0349	8.4000e-004	0.0357		130.3105	130.3105	3.7200e-003		130.4035
Total	**0.4061**	**12.1495**	**3.3879**	**0.0378**	**0.9572**	**0.0379**	**0.9951**	**0.2612**	**0.0362**	**0.2974**		**4,126.7540**	**4,126.7540**	**0.3568**		**4,135.6726**

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	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**		**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0623	0.0405	0.4774	1.4700e-003	0.1479	1.0200e-003	0.1489	0.0392	9.4000e-004	0.0402		146.5994	146.5994	4.1800e-003		146.7040
Total	**0.0623**	**0.0405**	**0.4774**	**1.4700e-003**	**0.1479**	**1.0200e-003**	**0.1489**	**0.0392**	**9.4000e-004**	**0.0402**		**146.5994**	**146.5994**	**4.1800e-003**		**146.7040**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.1298	0.0000	8.1298	4.4688	0.0000	4.4688			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**8.1298**	**2.0445**	**10.1743**	**4.4688**	**1.8809**	**6.3497**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0623	0.0405	0.4774	1.4700e-003	0.1479	1.0200e-003	0.1489	0.0392	9.4000e-004	0.0402		146.5994	146.5994	4.1800e-003		146.7040
Total	**0.0623**	**0.0405**	**0.4774**	**1.4700e-003**	**0.1479**	**1.0200e-003**	**0.1489**	**0.0392**	**9.4000e-004**	**0.0402**		**146.5994**	**146.5994**	**4.1800e-003**		**146.7040**

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	lb/day										lb/day					
Fugitive Dust					10.4453	0.0000	10.4453	3.8648	0.0000	3.8648			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**10.4453**	**1.9853**	**12.4307**	**3.8648**	**1.8265**	**5.6913**		**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	2.8763	157.3061	21.3646	0.2041	1.0650	0.1159	1.1808	0.2947	0.1108	0.4056		22,292.0256	22,292.0256	3.2585		22,373.4880
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0692	0.0449	0.5305	1.6300e-003	0.1643	1.1300e-003	0.1654	0.0436	1.0500e-003	0.0446		162.8882	162.8882	4.6500e-003		163.0044
Total	**2.9454**	**157.3510**	**21.8950**	**0.2058**	**1.2293**	**0.1170**	**1.3463**	**0.3383**	**0.1119**	**0.4502**		**22,454.9138**	**22,454.9138**	**3.2632**		**22,536.4924**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.7004	0.0000	4.7004	1.7392	0.0000	1.7392			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**4.7004**	**1.9853**	**6.6857**	**1.7392**	**1.8265**	**3.5657**	**0.0000**	**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	2.8763	157.3061	21.3646	0.2041	1.0650	0.1159	1.1808	0.2947	0.1108	0.4056		22,292.0256	22,292.0256	3.2585		22,373.4880
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0692	0.0449	0.5305	1.6300e-003	0.1643	1.1300e-003	0.1654	0.0436	1.0500e-003	0.0446		162.8882	162.8882	4.6500e-003		163.0044
Total	**2.9454**	**157.3510**	**21.8950**	**0.2058**	**1.2293**	**0.1170**	**1.3463**	**0.3383**	**0.1119**	**0.4502**		**22,454.9138**	**22,454.9138**	**3.2632**		**22,536.4924**

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	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**		**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3145	10.5903	2.6988	0.0282	0.7040	0.0222	0.7263	0.2027	0.0213	0.2239		3,030.0602	3,030.0602	0.2165		3,035.4729
Worker	1.4320	0.9303	10.9809	0.0338	3.4009	0.0235	3.4244	0.9021	0.0216	0.9237		3,371.7852	3,371.7852	0.0962		3,374.1909
Total	**1.7465**	**11.5206**	**13.6797**	**0.0620**	**4.1050**	**0.0457**	**4.1507**	**1.1048**	**0.0429**	**1.1477**		**6,401.8455**	**6,401.8455**	**0.3127**		**6,409.6639**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**	**0.0000**	**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3145	10.5903	2.6988	0.0282	0.7040	0.0222	0.7263	0.2027	0.0213	0.2239		3,030.0602	3,030.0602	0.2165		3,035.4729
Worker	1.4320	0.9303	10.9809	0.0338	3.4009	0.0235	3.4244	0.9021	0.0216	0.9237		3,371.7852	3,371.7852	0.0962		3,374.1909
Total	**1.7465**	**11.5206**	**13.6797**	**0.0620**	**4.1050**	**0.0457**	**4.1507**	**1.1048**	**0.0429**	**1.1477**		**6,401.8455**	**6,401.8455**	**0.3127**		**6,409.6639**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2925	10.0082	2.5560	0.0279	0.7040	0.0191	0.7232	0.2027	0.0183	0.2210		3,001.5833	3,001.5833	0.2099		3,006.8302
Worker	1.3538	0.8484	10.2109	0.0326	3.4009	0.0230	3.4239	0.9021	0.0212	0.9233		3,248.0773	3,248.0773	0.0882		3,250.2827
Total	**1.6462**	**10.8566**	**12.7669**	**0.0604**	**4.1050**	**0.0421**	**4.1471**	**1.1048**	**0.0395**	**1.1442**		**6,249.6606**	**6,249.6606**	**0.2981**		**6,257.1129**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2925	10.0082	2.5560	0.0279	0.7040	0.0191	0.7232	0.2027	0.0183	0.2210		3,001.5833	3,001.5833	0.2099		3,006.8302
Worker	1.3538	0.8484	10.2109	0.0326	3.4009	0.0230	3.4239	0.9021	0.0212	0.9233		3,248.0773	3,248.0773	0.0882		3,250.2827
Total	**1.6462**	**10.8566**	**12.7669**	**0.0604**	**4.1050**	**0.0421**	**4.1471**	**1.1048**	**0.0395**	**1.1442**		**6,249.6606**	**6,249.6606**	**0.2981**		**6,257.1129**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2255	7.8789	2.3414	0.0271	0.7040	9.2800e-003	0.7133	0.2027	8.8700e-003	0.2115		2,925.6972	2,925.6972	0.1921		2,930.5007
Worker	1.2818	0.7748	9.4851	0.0313	3.4009	0.0225	3.4234	0.9021	0.0207	0.9228		3,123.9078	3,123.9078	0.0808		3,125.9265
Total	**1.5073**	**8.6537**	**11.8265**	**0.0584**	**4.1049**	**0.0318**	**4.1368**	**1.1048**	**0.0296**	**1.1344**		**6,049.6049**	**6,049.6049**	**0.2729**		**6,056.4272**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2255	7.8789	2.3414	0.0271	0.7040	9.2800e-003	0.7133	0.2027	8.8700e-003	0.2115		2,925.6972	2,925.6972	0.1921		2,930.5007
Worker	1.2818	0.7748	9.4851	0.0313	3.4009	0.0225	3.4234	0.9021	0.0207	0.9228		3,123.9078	3,123.9078	0.0808		3,125.9265
Total	**1.5073**	**8.6537**	**11.8265**	**0.0584**	**4.1049**	**0.0318**	**4.1368**	**1.1048**	**0.0296**	**1.1344**		**6,049.6049**	**6,049.6049**	**0.2729**		**6,056.4272**

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	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**		**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

3.5 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2175	7.7691	2.2684	0.0269	0.7040	9.0600e-003	0.7131	0.2027	8.6600e-003	0.2113		2,906.8795	2,906.8795	0.1899		2,911.6277
Worker	1.2175	0.7107	8.8683	0.0301	3.4009	0.0221	3.4230	0.9021	0.0204	0.9224		3,000.8256	3,000.8256	0.0742		3,002.6815
Total	**1.4350**	**8.4798**	**11.1366**	**0.0570**	**4.1049**	**0.0312**	**4.1361**	**1.1048**	**0.0290**	**1.1338**		**5,907.7051**	**5,907.7051**	**0.2642**		**5,914.3092**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**	**0.0000**	**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

3.5 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2175	7.7691	2.2684	0.0269	0.7040	9.0600e-003	0.7131	0.2027	8.6600e-003	0.2113		2,906.8795	2,906.8795	0.1899		2,911.6277
Worker	1.2175	0.7107	8.8683	0.0301	3.4009	0.0221	3.4230	0.9021	0.0204	0.9224		3,000.8256	3,000.8256	0.0742		3,002.6815
Total	**1.4350**	**8.4798**	**11.1366**	**0.0570**	**4.1049**	**0.0312**	**4.1361**	**1.1048**	**0.0290**	**1.1338**		**5,907.7051**	**5,907.7051**	**0.2642**		**5,914.3092**

3.5 Building Construction - 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	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

3.5 Building Construction - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2112	7.6568	2.2241	0.0267	0.7040	8.8100e-003	0.7128	0.2027	8.4200e-003	0.2111		2,888.9949	2,888.9949	0.1881		2,893.6962
Worker	1.1616	0.6554	8.2838	0.0289	3.4009	0.0218	3.4227	0.9021	0.0200	0.9221		2,879.4181	2,879.4181	0.0686		2,881.1320
Total	**1.3728**	**8.3122**	**10.5079**	**0.0555**	**4.1049**	**0.0306**	**4.1355**	**1.1048**	**0.0285**	**1.1332**		**5,768.4131**	**5,768.4131**	**0.2566**		**5,774.8282**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

3.5 Building Construction - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2112	7.6568	2.2241	0.0267	0.7040	8.8100e-003	0.7128	0.2027	8.4200e-003	0.2111		2,888.9949	2,888.9949	0.1881		2,893.6962
Worker	1.1616	0.6554	8.2838	0.0289	3.4009	0.0218	3.4227	0.9021	0.0200	0.9221		2,879.4181	2,879.4181	0.0686		2,881.1320
Total	**1.3728**	**8.3122**	**10.5079**	**0.0555**	**4.1049**	**0.0306**	**4.1355**	**1.1048**	**0.0285**	**1.1332**		**5,768.4131**	**5,768.4131**	**0.2566**		**5,774.8282**

3.5 Building Construction - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

3.5 Building Construction - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2058	7.5482	2.1935	0.0265	0.7040	8.5700e-003	0.7126	0.2027	8.1900e-003	0.2109		2,872.2577	2,872.2577	0.1863		2,876.9139
Worker	1.1125	0.6096	7.7908	0.0278	3.4009	0.0211	3.4220	0.9021	0.0194	0.9215		2,773.9420	2,773.9420	0.0639		2,775.5398
Total	**1.3183**	**8.1578**	**9.9844**	**0.0543**	**4.1049**	**0.0297**	**4.1346**	**1.1048**	**0.0276**	**1.1324**		**5,646.1998**	**5,646.1998**	**0.2502**		**5,652.4536**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

3.5 Building Construction - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2058	7.5482	2.1935	0.0265	0.7040	8.5700e-003	0.7126	0.2027	8.1900e-003	0.2109		2,872.2577	2,872.2577	0.1863		2,876.9139
Worker	1.1125	0.6096	7.7908	0.0278	3.4009	0.0211	3.4220	0.9021	0.0194	0.9215		2,773.9420	2,773.9420	0.0639		2,775.5398
Total	**1.3183**	**8.1578**	**9.9844**	**0.0543**	**4.1049**	**0.0297**	**4.1346**	**1.1048**	**0.0276**	**1.1324**		**5,646.1998**	**5,646.1998**	**0.2502**		**5,652.4536**

3.6 Paving - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	0.3294					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.2446**	**8.5816**	**14.5780**	**0.0228**		**0.4185**	**0.4185**		**0.3850**	**0.3850**		**2,206.7452**	**2,206.7452**	**0.7137**		**2,224.5878**

3.6 Paving - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0430	0.0236	0.3011	1.0700e-003	0.1314	8.2000e-004	0.1323	0.0349	7.5000e-004	0.0356		107.2055	107.2055	2.4700e-003		107.2672
Total	**0.0430**	**0.0236**	**0.3011**	**1.0700e-003**	**0.1314**	**8.2000e-004**	**0.1323**	**0.0349**	**7.5000e-004**	**0.0356**		**107.2055**	**107.2055**	**2.4700e-003**		**107.2672**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	0.3294					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.2446**	**8.5816**	**14.5780**	**0.0228**		**0.4185**	**0.4185**		**0.3850**	**0.3850**	**0.0000**	**2,206.7452**	**2,206.7452**	**0.7137**		**2,224.5878**

3.6 Paving - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0430	0.0236	0.3011	1.0700e-003	0.1314	8.2000e-004	0.1323	0.0349	7.5000e-004	0.0356		107.2055	107.2055	2.4700e-003		107.2672
Total	**0.0430**	**0.0236**	**0.3011**	**1.0700e-003**	**0.1314**	**8.2000e-004**	**0.1323**	**0.0349**	**7.5000e-004**	**0.0356**		**107.2055**	**107.2055**	**2.4700e-003**		**107.2672**

3.7 Architectural Coating - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	43.3617					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	**43.5326**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**		**281.4481**	**281.4481**	**0.0154**		**281.8319**

3.7 Architectural Coating - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2257	0.1237	1.5808	5.6400e-003	0.6900	4.2800e-003	0.6943	0.1830	3.9400e-003	0.1870		562.8288	562.8288	0.0130		563.1530
Total	**0.2257**	**0.1237**	**1.5808**	**5.6400e-003**	**0.6900**	**4.2800e-003**	**0.6943**	**0.1830**	**3.9400e-003**	**0.1870**		**562.8288**	**562.8288**	**0.0130**		**563.1530**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	43.3617					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	**43.5326**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**	**0.0000**	**281.4481**	**281.4481**	**0.0154**		**281.8319**

3.7 Architectural Coating - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2257	0.1237	1.5808	5.6400e-003	0.6900	4.2800e-003	0.6943	0.1830	3.9400e-003	0.1870		562.8288	562.8288	0.0130		563.1530
Total	**0.2257**	**0.1237**	**1.5808**	**5.6400e-003**	**0.6900**	**4.2800e-003**	**0.6943**	**0.1830**	**3.9400e-003**	**0.1870**		**562.8288**	**562.8288**	**0.0130**		**563.1530**

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	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Fast Food Restaurant w/o Drive Thru	0.00	0.00	0.00		
General Office Building	0.00	0.00	0.00		
Mobile Home Park	0.00	0.00	0.00		
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Quality Restaurant	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

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
Fast Food Restaurant w/o Drive	9.50	7.30	7.30	1.50	79.50	19.00	51	37	12
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Mobile Home Park	10.80	7.30	7.50	100.00	0.00	0.00	86	11	3
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Quality Restaurant	9.50	7.30	7.30	12.00	69.00	19.00	38	18	44

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Fast Food Restaurant w/o Drive Thru	0.609162	0.038894	0.178600	0.101308	0.013823	0.005356	0.016956	0.024628	0.001928	0.001823	0.005807	0.000764	0.000950
General Office Building	0.609162	0.038894	0.178600	0.101308	0.013823	0.005356	0.016956	0.024628	0.001928	0.001823	0.005807	0.000764	0.000950
Mobile Home Park	0.609162	0.038894	0.178600	0.101308	0.013823	0.005356	0.016956	0.024628	0.001928	0.001823	0.005807	0.000764	0.000950
Other Asphalt Surfaces	0.609162	0.038894	0.178600	0.101308	0.013823	0.005356	0.016956	0.024628	0.001928	0.001823	0.005807	0.000764	0.000950
Parking Lot	0.609162	0.038894	0.178600	0.101308	0.013823	0.005356	0.016956	0.024628	0.001928	0.001823	0.005807	0.000764	0.000950
Quality Restaurant	0.609162	0.038894	0.178600	0.101308	0.013823	0.005356	0.016956	0.024628	0.001928	0.001823	0.005807	0.000764	0.000950

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

De Anza Cove Amendment - San Diego County APCD Air District, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0315	0.2865	0.2406	1.7200e-003		0.0218	0.0218		0.0218	0.0218		343.7454	343.7454	6.5900e-003	6.3000e-003	345.7881
NaturalGas Unmitigated	0.0315	0.2865	0.2406	1.7200e-003		0.0218	0.0218		0.0218	0.0218		343.7454	343.7454	6.5900e-003	6.3000e-003	345.7881

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Fast Food Restaurant w/o Drive Thru	477.753	5.1500e-003	0.0468	0.0393	2.8000e-004		3.5600e-003	3.5600e-003		3.5600e-003	3.5600e-003		56.2063	56.2063	1.0800e-003	1.0300e-003	56.5403
General Office Building	55.3151	6.0000e-004	5.4200e-003	4.5600e-003	3.0000e-005		4.1000e-004	4.1000e-004		4.1000e-004	4.1000e-004		6.5077	6.5077	1.2000e-004	1.2000e-004	6.5463
Mobile Home Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	2388.77	0.0258	0.2342	0.1967	1.4100e-003		0.0178	0.0178		0.0178	0.0178		281.0314	281.0314	5.3900e-003	5.1500e-003	282.7015
Total		**0.0315**	**0.2865**	**0.2406**	**1.7200e-003**		**0.0218**	**0.0218**		**0.0218**	**0.0218**		**343.7454**	**343.7454**	**6.5900e-003**	**6.3000e-003**	**345.7881**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Fast Food Restaurant w/o Drive Thru	0.477753	5.1500e-003	0.0468	0.0393	2.8000e-004		3.5600e-003	3.5600e-003		3.5600e-003	3.5600e-003		56.2063	56.2063	1.0800e-003	1.0300e-003	56.5403
General Office Building	0.0553151	6.0000e-004	5.4200e-003	4.5600e-003	3.0000e-005		4.1000e-004	4.1000e-004		4.1000e-004	4.1000e-004		6.5077	6.5077	1.2000e-004	1.2000e-004	6.5463
Mobile Home Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	2.38877	0.0258	0.2342	0.1967	1.4100e-003		0.0178	0.0178		0.0178	0.0178		281.0314	281.0314	5.3900e-003	5.1500e-003	282.7015
Total		**0.0315**	**0.2865**	**0.2406**	**1.7200e-003**		**0.0218**	**0.0218**		**0.0218**	**0.0218**		**343.7454**	**343.7454**	**6.5900e-003**	**6.3000e-003**	**345.7881**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.4855	0.3133	27.2013	1.4400e-003		0.1509	0.1509		0.1509	0.1509	0.0000	49.0259	49.0259	0.0470	0.0000	50.1997
Unmitigated	9.4855	0.3133	27.2013	1.4400e-003		0.1509	0.1509		0.1509	0.1509	0.0000	49.0259	49.0259	0.0470	0.0000	50.1997

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0445					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	8.6242					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.8168	0.3133	27.2013	1.4400e-003		0.1509	0.1509		0.1509	0.1509		49.0259	49.0259	0.0470		50.1997
Total	**9.4855**	**0.3133**	**27.2013**	**1.4400e-003**		**0.1509**	**0.1509**		**0.1509**	**0.1509**	**0.0000**	**49.0259**	**49.0259**	**0.0470**	**0.0000**	**50.1997**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0445					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	8.6242					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.8168	0.3133	27.2013	1.4400e-003		0.1509	0.1509		0.1509	0.1509		49.0259	49.0259	0.0470		50.1997
Total	**9.4855**	**0.3133**	**27.2013**	**1.4400e-003**		**0.1509**	**0.1509**		**0.1509**	**0.1509**	**0.0000**	**49.0259**	**49.0259**	**0.0470**	**0.0000**	**50.1997**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

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

De Anza Cove Amendment

San Diego County APCD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	1.00	1000sqft	0.02	1,000.00	0
Other Asphalt Surfaces	4.13	Acre	4.13	179,902.80	0
Parking Lot	5.30	Acre	5.30	230,868.00	0
Fast Food Restaurant w/o Drive Thru	1.00	1000sqft	0.02	1,000.00	0
Quality Restaurant	5.00	1000sqft	0.11	5,000.00	0
Mobile Home Park	330.00	Dwelling Unit	41.57	396,000.00	944

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.6	**Precipitation Freq (Days)**	40
Climate Zone	13			**Operational Year**	2027
Utility Company	San Diego Gas & Electric				
CO2 Intensity (lb/MWhr)	720.49	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Based on City provided information.

Construction Phase - CalEEMod defaults.

Off-road Equipment - CalEEMod defaults.

Off-road Equipment - CalEEMod defaults.

Off-road Equipment - CalEEMod defaults.

Off-road Equipment - CalEEMod defaults.

Off-road Equipment - CalEEMod defaults.

Off-road Equipment - CalEEMod defaults.

Trips and VMT - CalEEMod defaults, rounding up to even number of trips. Haul distance during grading phase represents onsite movement of material. There is no import or export, it is a balanced site.

On-road Fugitive Dust - CalEEmod defaults.

Demolition - Based on demolition of Campland.

Grading - 693,560 cubic yards of cut and fill, balanced on-site.

Architectural Coating - In accordance with SDAPCD Rule 67.0.1.

Vehicle Trips - No net increase in mobile.

Woodstoves - No increase in wood stove use.

Consumer Products - Consumer product use for food service land uses only.

Area Coating - Architectural coatings for food land use only.

Landscape Equipment - No net increase.

Energy Use - CalEEMod defaults for food land use and ranger station only.

Water And Wastewater - CalEEMod defaults for food land use and ranger station only.

Solid Waste - CalEEMod defaults for food land use and ranger station only.

Construction Off-road Equipment Mitigation - water twice daily

Area Mitigation - In accordance with SDAPCD Rule 67.0.1.

Stationary Sources - Emergency Generators and Fire Pumps -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	50.00

tblArchitecturalCoating	EF_Parking	250.00	100.00
tblArchitecturalCoating	EF_Residential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Residential_Interior	250.00	50.00
tblAreaCoating	Area_EF_Parking	250	0
tblAreaCoating	Area_EF_Residential_Exterior	250	0
tblAreaCoating	Area_EF_Residential_Interior	250	0
tblAreaMitigation	UseLowVOCPaintParkingValue	250	0
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	250	0
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	250	0
tblConsumerProducts	ROG_EF_Degreaser	3.542E-07	0
tblConsumerProducts	ROG_EF_PesticidesFertilizers	5.152E-08	0
tblEnergyUse	LightingElect	1,038.60	0.00
tblEnergyUse	NT24E	4,004.74	0.00
tblEnergyUse	NT24NG	4,180.00	0.00
tblEnergyUse	T24E	381.10	0.00
tblEnergyUse	T24NG	18,916.87	0.00
tblFireplaces	FireplaceDayYear	82.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	3,078.40	0.00
tblFireplaces	NumberGas	181.50	0.00
tblFireplaces	NumberNoFireplace	33.00	0.00
tblFireplaces	NumberWood	115.50	0.00
tblGrading	MaterialExported	0.00	693,560.00
tblGrading	MaterialImported	0.00	693,560.00
tblSolidWaste	SolidWasteGenerationRate	151.80	0.00
tblTripsAndVMT	HaulingTripLength	20.00	0.75
tblTripsAndVMT	HaulingTripNumber	3,307.00	3,308.00

tblTripsAndVMT	WorkerTripNumber	15.00	16.00
tblTripsAndVMT	WorkerTripNumber	413.00	414.00
tblTripsAndVMT	WorkerTripNumber	15.00	16.00
tblTripsAndVMT	WorkerTripNumber	83.00	84.00
tblVehicleTrips	HO_TTP	39.60	0.00
tblVehicleTrips	HS_TTP	18.80	0.00
tblVehicleTrips	HW_TTP	41.60	100.00
tblVehicleTrips	ST_TR	696.00	0.00
tblVehicleTrips	ST_TR	2.46	0.00
tblVehicleTrips	ST_TR	5.00	0.00
tblVehicleTrips	ST_TR	94.36	0.00
tblVehicleTrips	SU_TR	500.00	0.00
tblVehicleTrips	SU_TR	1.05	0.00
tblVehicleTrips	SU_TR	4.36	0.00
tblVehicleTrips	SU_TR	72.16	0.00
tblVehicleTrips	WD_TR	716.00	0.00
tblVehicleTrips	WD_TR	11.03	0.00
tblVehicleTrips	WD_TR	4.99	0.00
tblVehicleTrips	WD_TR	89.95	0.00
tblWater	IndoorWaterUseRate	21,500,828.46	0.00
tblWater	OutdoorWaterUseRate	13,554,870.11	0.00
tblWoodstoves	WoodstoveWoodMass	3,019.20	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	7.4755	198.4510	59.6613	0.2466	18.2141	2.1285	20.2596	9.9699	1.9635	11.8517	0.0000	26,148.8764	26,148.8764	5.5968	0.0000	26,288.7968
2022	3.5535	26.5420	28.7865	0.0847	4.1050	0.8519	4.9569	1.1048	0.8014	1.9062	0.0000	8,527.0167	8,527.0167	0.9178	0.0000	8,549.9619
2023	3.2720	23.0978	27.6918	0.0828	4.1049	0.7321	4.8370	1.1048	0.6885	1.7933	0.0000	8,338.2912	8,338.2912	0.8866	0.0000	8,360.4553
2024	3.0933	21.9754	26.9427	0.0814	4.1049	0.6449	4.7499	1.1048	0.6064	1.7111	0.0000	8,205.5298	8,205.5298	0.8742	0.0000	8,227.3848
2025	2.9219	20.8271	26.2553	0.0801	4.1049	0.5585	4.6635	1.1048	0.5251	1.6299	0.0000	8,075.4745	8,075.4745	0.8631	0.0000	8,097.0513
2026	43.7921	20.6673	25.7513	0.0789	4.1049	0.5576	4.6625	1.1048	0.5242	1.6289	0.0000	7,960.6300	7,960.6300	0.8564	0.0000	7,982.0408
Maximum	**43.7921**	**198.4510**	**59.6613**	**0.2466**	**18.2141**	**2.1285**	**20.2596**	**9.9699**	**1.9635**	**11.8517**	**0.0000**	**26,148.8764**	**26,148.8764**	**5.5968**	**0.0000**	**26,288.7968**

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	7.4755	198.4510	59.6613	0.2466	8.2777	2.1285	10.3232	4.5080	1.9635	6.3899	0.0000	26,148.8764	26,148.8764	5.5968	0.0000	26,288.7968
2022	3.5535	26.5420	28.7865	0.0847	4.1050	0.8519	4.9569	1.1048	0.8014	1.9062	0.0000	8,527.0167	8,527.0167	0.9178	0.0000	8,549.9619
2023	3.2720	23.0978	27.6918	0.0828	4.1049	0.7321	4.8370	1.1048	0.6885	1.7933	0.0000	8,338.2912	8,338.2912	0.8866	0.0000	8,360.4553
2024	3.0933	21.9754	26.9427	0.0814	4.1049	0.6449	4.7499	1.1048	0.6064	1.7111	0.0000	8,205.5298	8,205.5298	0.8742	0.0000	8,227.3848
2025	2.9219	20.8271	26.2553	0.0801	4.1049	0.5585	4.6635	1.1048	0.5251	1.6299	0.0000	8,075.4745	8,075.4745	0.8631	0.0000	8,097.0513
2026	43.7921	20.6673	25.7513	0.0789	4.1049	0.5576	4.6625	1.1048	0.5242	1.6289	0.0000	7,960.6300	7,960.6300	0.8564	0.0000	7,982.0408
Maximum	**43.7921**	**198.4510**	**59.6613**	**0.2466**	**8.2777**	**2.1285**	**10.3232**	**4.5080**	**1.9635**	**6.3899**	**0.0000**	**26,148.8764**	**26,148.8764**	**5.5968**	**0.0000**	**26,288.7968**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**25.65**	**0.00**	**22.52**	**35.25**	**0.00**	**26.62**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	9.4855	0.3133	27.2013	1.4400e-003		0.1509	0.1509		0.1509	0.1509	0.0000	49.0259	49.0259	0.0470	0.0000	50.1997
Energy	0.0315	0.2865	0.2406	1.7200e-003		0.0218	0.0218		0.0218	0.0218		343.7454	343.7454	6.5900e-003	6.3000e-003	345.7881
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**9.5170**	**0.5998**	**27.4419**	**3.1600e-003**	**0.0000**	**0.1727**	**0.1727**	**0.0000**	**0.1727**	**0.1727**	**0.0000**	**392.7712**	**392.7712**	**0.0535**	**6.3000e-003**	**395.9878**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	9.4855	0.3133	27.2013	1.4400e-003		0.1509	0.1509		0.1509	0.1509	0.0000	49.0259	49.0259	0.0470	0.0000	50.1997
Energy	0.0315	0.2865	0.2406	1.7200e-003		0.0218	0.0218		0.0218	0.0218		343.7454	343.7454	6.5900e-003	6.3000e-003	345.7881
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**9.5170**	**0.5998**	**27.4419**	**3.1600e-003**	**0.0000**	**0.1727**	**0.1727**	**0.0000**	**0.1727**	**0.1727**	**0.0000**	**392.7712**	**392.7712**	**0.0535**	**6.3000e-003**	**395.9878**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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 Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2021	4/8/2021	5	70	
2	Site Preparation	Site Preparation	4/9/2021	6/3/2021	5	40	
3	Grading	Grading	6/4/2021	11/4/2021	5	110	
4	Building Construction	Building Construction	11/5/2021	2/5/2026	5	1110	
5	Paving	Paving	2/6/2026	5/21/2026	5	75	
6	Architectural Coating	Architectural Coating	5/22/2026	9/3/2026	5	75	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 275

Acres of Paving: 9.43

Residential Indoor: 801,900; Residential Outdoor: 267,300; Non-Residential Indoor: 10,500; Non-Residential Outdoor: 3,500; Striped Parking Area: 24,646 (Architectural Coating – sqft)

OffRoad Equipment

De Anza Cove Amendment - San Diego County APCD Air District, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	16.00	0.00	3,308.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	173,390.00	10.80	7.30	0.75	LD_Mix	HDT_Mix	HHDT
Building Construction	9	414.00	104.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	16.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	84.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					10.3516	0.0000	10.3516	1.5676	0.0000	1.5676			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**10.3516**	**1.5513**	**11.9030**	**1.5676**	**1.4411**	**3.0087**		**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.3605	12.2181	3.1501	0.0358	0.8258	0.0378	0.8635	0.2263	0.0361	0.2624		3,927.3957	3,927.3957	0.3646		3,936.5113
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0628	0.0404	0.3989	1.2300e-003	0.1314	9.1000e-004	0.1323	0.0349	8.4000e-004	0.0357		122.3276	122.3276	3.5100e-003		122.4155
Total	**0.4232**	**12.2584**	**3.5490**	**0.0370**	**0.9572**	**0.0387**	**0.9958**	**0.2612**	**0.0370**	**0.2981**		**4,049.7233**	**4,049.7233**	**0.3681**		**4,058.9268**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.6582	0.0000	4.6582	0.7054	0.0000	0.7054			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**4.6582**	**1.5513**	**6.2096**	**0.7054**	**1.4411**	**2.1465**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.3605	12.2181	3.1501	0.0358	0.8258	0.0378	0.8635	0.2263	0.0361	0.2624		3,927.3957	3,927.3957	0.3646		3,936.5113
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0628	0.0404	0.3989	1.2300e-003	0.1314	9.1000e-004	0.1323	0.0349	8.4000e-004	0.0357		122.3276	122.3276	3.5100e-003		122.4155
Total	**0.4232**	**12.2584**	**3.5490**	**0.0370**	**0.9572**	**0.0387**	**0.9958**	**0.2612**	**0.0370**	**0.2981**		**4,049.7233**	**4,049.7233**	**0.3681**		**4,058.9268**

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	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**		**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0706	0.0454	0.4488	1.3800e-003	0.1479	1.0200e-003	0.1489	0.0392	9.4000e-004	0.0402		137.6186	137.6186	3.9500e-003		137.7174
Total	**0.0706**	**0.0454**	**0.4488**	**1.3800e-003**	**0.1479**	**1.0200e-003**	**0.1489**	**0.0392**	**9.4000e-004**	**0.0402**		**137.6186**	**137.6186**	**3.9500e-003**		**137.7174**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.1298	0.0000	8.1298	4.4688	0.0000	4.4688			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**8.1298**	**2.0445**	**10.1743**	**4.4688**	**1.8809**	**6.3497**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0706	0.0454	0.4488	1.3800e-003	0.1479	1.0200e-003	0.1489	0.0392	9.4000e-004	0.0402		137.6186	137.6186	3.9500e-003		137.7174
Total	**0.0706**	**0.0454**	**0.4488**	**1.3800e-003**	**0.1479**	**1.0200e-003**	**0.1489**	**0.0392**	**9.4000e-004**	**0.0402**		**137.6186**	**137.6186**	**3.9500e-003**		**137.7174**

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	lb/day										lb/day					
Fugitive Dust					10.4453	0.0000	10.4453	3.8648	0.0000	3.8648			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**10.4453**	**1.9853**	**12.4307**	**3.8648**	**1.8265**	**5.6913**		**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	3.2059	152.0007	28.2842	0.1831	1.0650	0.1421	1.2070	0.2947	0.1359	0.4306		19,988.9235	19,988.9235	3.6496		20,080.1641
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0785	0.0505	0.4987	1.5300e-003	0.1643	1.1300e-003	0.1654	0.0436	1.0500e-003	0.0446		152.9095	152.9095	4.3900e-003		153.0193
Total	**3.2843**	**152.0512**	**28.7828**	**0.1846**	**1.2293**	**0.1432**	**1.3725**	**0.3383**	**0.1370**	**0.4753**		**20,141.8330**	**20,141.8330**	**3.6540**		**20,233.1834**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.7004	0.0000	4.7004	1.7392	0.0000	1.7392			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**4.7004**	**1.9853**	**6.6857**	**1.7392**	**1.8265**	**3.5657**	**0.0000**	**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	3.2059	152.0007	28.2842	0.1831	1.0650	0.1421	1.2070	0.2947	0.1359	0.4306		19,988.9235	19,988.9235	3.6496		20,080.1641
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0785	0.0505	0.4987	1.5300e-003	0.1643	1.1300e-003	0.1654	0.0436	1.0500e-003	0.0446		152.9095	152.9095	4.3900e-003		153.0193
Total	**3.2843**	**152.0512**	**28.7828**	**0.1846**	**1.2293**	**0.1432**	**1.3725**	**0.3383**	**0.1370**	**0.4753**		**20,141.8330**	**20,141.8330**	**3.6540**		**20,233.1834**

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	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**		**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3315	10.5621	3.0050	0.0275	0.7040	0.0231	0.7272	0.2027	0.0221	0.2248		2,951.7207	2,951.7207	0.2300		2,957.4694
Worker	1.6239	1.0443	10.3221	0.0318	3.4009	0.0235	3.4244	0.9021	0.0216	0.9237		3,165.2270	3,165.2270	0.0909		3,167.5004
Total	**1.9554**	**11.6064**	**13.3271**	**0.0592**	**4.1050**	**0.0466**	**4.1516**	**1.1048**	**0.0438**	**1.1485**		**6,116.9477**	**6,116.9477**	**0.3209**		**6,124.9698**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**	**0.0000**	**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3315	10.5621	3.0050	0.0275	0.7040	0.0231	0.7272	0.2027	0.0221	0.2248		2,951.7207	2,951.7207	0.2300		2,957.4694
Worker	1.6239	1.0443	10.3221	0.0318	3.4009	0.0235	3.4244	0.9021	0.0216	0.9237		3,165.2270	3,165.2270	0.0909		3,167.5004
Total	**1.9554**	**11.6064**	**13.3271**	**0.0592**	**4.1050**	**0.0466**	**4.1516**	**1.1048**	**0.0438**	**1.1485**		**6,116.9477**	**6,116.9477**	**0.3209**		**6,124.9698**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3084	9.9743	2.8453	0.0271	0.7040	0.0199	0.7240	0.2027	0.0191	0.2217		2,923.4672	2,923.4672	0.2226		2,929.0324
Worker	1.5389	0.9520	9.5779	0.0306	3.4009	0.0230	3.4239	0.9021	0.0212	0.9233		3,049.2159	3,049.2159	0.0833		3,051.2973
Total	**1.8472**	**10.9264**	**12.4231**	**0.0577**	**4.1050**	**0.0429**	**4.1479**	**1.1048**	**0.0402**	**1.1450**		**5,972.6832**	**5,972.6832**	**0.3059**		**5,980.3296**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3084	9.9743	2.8453	0.0271	0.7040	0.0199	0.7240	0.2027	0.0191	0.2217		2,923.4672	2,923.4672	0.2226		2,929.0324
Worker	1.5389	0.9520	9.5779	0.0306	3.4009	0.0230	3.4239	0.9021	0.0212	0.9233		3,049.2159	3,049.2159	0.0833		3,051.2973
Total	**1.8472**	**10.9264**	**12.4231**	**0.0577**	**4.1050**	**0.0429**	**4.1479**	**1.1048**	**0.0402**	**1.1450**		**5,972.6832**	**5,972.6832**	**0.3059**		**5,980.3296**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2380	7.8438	2.5700	0.0264	0.7040	9.8000e-003	0.7138	0.2027	9.3700e-003	0.2120		2,850.3210	2,850.3210	0.2026		2,855.3866
Worker	1.4612	0.8692	8.8777	0.0294	3.4009	0.0225	3.4234	0.9021	0.0207	0.9228		2,932.7603	2,932.7603	0.0761		2,934.6626
Total	**1.6993**	**8.7130**	**11.4478**	**0.0558**	**4.1049**	**0.0323**	**4.1373**	**1.1048**	**0.0301**	**1.1349**		**5,783.0813**	**5,783.0813**	**0.2787**		**5,790.0492**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2380	7.8438	2.5700	0.0264	0.7040	9.8000e-003	0.7138	0.2027	9.3700e-003	0.2120		2,850.3210	2,850.3210	0.2026		2,855.3866
Worker	1.4612	0.8692	8.8777	0.0294	3.4009	0.0225	3.4234	0.9021	0.0207	0.9228		2,932.7603	2,932.7603	0.0761		2,934.6626
Total	**1.6993**	**8.7130**	**11.4478**	**0.0558**	**4.1049**	**0.0323**	**4.1373**	**1.1048**	**0.0301**	**1.1349**		**5,783.0813**	**5,783.0813**	**0.2787**		**5,790.0492**

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	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**		**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

3.5 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2295	7.7345	2.4883	0.0262	0.7040	9.5200e-003	0.7136	0.2027	9.1000e-003	0.2118		2,832.5115	2,832.5115	0.2000		2,837.5110
Worker	1.3922	0.7971	8.2875	0.0283	3.4009	0.0221	3.4230	0.9021	0.0204	0.9224		2,817.3194	2,817.3194	0.0699		2,819.0662
Total	**1.6217**	**8.5316**	**10.7759**	**0.0545**	**4.1049**	**0.0316**	**4.1366**	**1.1048**	**0.0295**	**1.1342**		**5,649.8309**	**5,649.8309**	**0.2699**		**5,656.5772**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**	**0.0000**	**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

3.5 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2295	7.7345	2.4883	0.0262	0.7040	9.5200e-003	0.7136	0.2027	9.1000e-003	0.2118		2,832.5115	2,832.5115	0.2000		2,837.5110
Worker	1.3922	0.7971	8.2875	0.0283	3.4009	0.0221	3.4230	0.9021	0.0204	0.9224		2,817.3194	2,817.3194	0.0699		2,819.0662
Total	**1.6217**	**8.5316**	**10.7759**	**0.0545**	**4.1049**	**0.0316**	**4.1366**	**1.1048**	**0.0295**	**1.1342**		**5,649.8309**	**5,649.8309**	**0.2699**		**5,656.5772**

3.5 Building Construction - 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	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

3.5 Building Construction - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2226	7.6225	2.4375	0.0260	0.7040	9.2000e-003	0.7132	0.2027	8.8000e-003	0.2115		2,815.5574	2,815.5574	0.1977		2,820.4989
Worker	1.3319	0.7349	7.7332	0.0271	3.4009	0.0218	3.4227	0.9021	0.0200	0.9221		2,703.4427	2,703.4427	0.0645		2,705.0543
Total	**1.5545**	**8.3574**	**10.1706**	**0.0531**	**4.1049**	**0.0310**	**4.1359**	**1.1048**	**0.0288**	**1.1336**		**5,519.0001**	**5,519.0001**	**0.2621**		**5,525.5532**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

3.5 Building Construction - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2226	7.6225	2.4375	0.0260	0.7040	9.2000e-003	0.7132	0.2027	8.8000e-003	0.2115		2,815.5574	2,815.5574	0.1977		2,820.4989
Worker	1.3319	0.7349	7.7332	0.0271	3.4009	0.0218	3.4227	0.9021	0.0200	0.9221		2,703.4427	2,703.4427	0.0645		2,705.0543
Total	**1.5545**	**8.3574**	**10.1706**	**0.0531**	**4.1049**	**0.0310**	**4.1359**	**1.1048**	**0.0288**	**1.1336**		**5,519.0001**	**5,519.0001**	**0.2621**		**5,525.5532**

3.5 Building Construction - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

3.5 Building Construction - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2169	7.5142	2.4016	0.0258	0.7040	8.9100e-003	0.7129	0.2027	8.5200e-003	0.2112		2,799.7159	2,799.7159	0.1954		2,804.6021
Worker	1.2792	0.6835	7.2650	0.0261	3.4009	0.0211	3.4220	0.9021	0.0194	0.9215		2,604.4397	2,604.4397	0.0600		2,605.9407
Total	**1.4960**	**8.1976**	**9.6667**	**0.0519**	**4.1049**	**0.0300**	**4.1349**	**1.1048**	**0.0279**	**1.1327**		**5,404.1556**	**5,404.1556**	**0.2555**		**5,410.5428**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

3.5 Building Construction - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2169	7.5142	2.4016	0.0258	0.7040	8.9100e-003	0.7129	0.2027	8.5200e-003	0.2112		2,799.7159	2,799.7159	0.1954		2,804.6021
Worker	1.2792	0.6835	7.2650	0.0261	3.4009	0.0211	3.4220	0.9021	0.0194	0.9215		2,604.4397	2,604.4397	0.0600		2,605.9407
Total	**1.4960**	**8.1976**	**9.6667**	**0.0519**	**4.1049**	**0.0300**	**4.1349**	**1.1048**	**0.0279**	**1.1327**		**5,404.1556**	**5,404.1556**	**0.2555**		**5,410.5428**

3.6 Paving - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	0.3294					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.2446**	**8.5816**	**14.5780**	**0.0228**		**0.4185**	**0.4185**		**0.3850**	**0.3850**		**2,206.7452**	**2,206.7452**	**0.7137**		**2,224.5878**

3.6 Paving - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0494	0.0264	0.2808	1.0100e-003	0.1314	8.2000e-004	0.1323	0.0349	7.5000e-004	0.0356		100.6547	100.6547	2.3200e-003		100.7127
Total	**0.0494**	**0.0264**	**0.2808**	**1.0100e-003**	**0.1314**	**8.2000e-004**	**0.1323**	**0.0349**	**7.5000e-004**	**0.0356**		**100.6547**	**100.6547**	**2.3200e-003**		**100.7127**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	0.3294					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.2446**	**8.5816**	**14.5780**	**0.0228**		**0.4185**	**0.4185**		**0.3850**	**0.3850**	**0.0000**	**2,206.7452**	**2,206.7452**	**0.7137**		**2,224.5878**

3.6 Paving - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0494	0.0264	0.2808	1.0100e-003	0.1314	8.2000e-004	0.1323	0.0349	7.5000e-004	0.0356		100.6547	100.6547	2.3200e-003		100.7127
Total	**0.0494**	**0.0264**	**0.2808**	**1.0100e-003**	**0.1314**	**8.2000e-004**	**0.1323**	**0.0349**	**7.5000e-004**	**0.0356**		**100.6547**	**100.6547**	**2.3200e-003**		**100.7127**

3.7 Architectural Coating - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	43.3617					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	**43.5326**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**		**281.4481**	**281.4481**	**0.0154**		**281.8319**

3.7 Architectural Coating - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2595	0.1387	1.4741	5.3000e-003	0.6900	4.2800e-003	0.6943	0.1830	3.9400e-003	0.1870		528.4370	528.4370	0.0122		528.7416
Total	**0.2595**	**0.1387**	**1.4741**	**5.3000e-003**	**0.6900**	**4.2800e-003**	**0.6943**	**0.1830**	**3.9400e-003**	**0.1870**		**528.4370**	**528.4370**	**0.0122**		**528.7416**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	43.3617					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	**43.5326**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**	**0.0000**	**281.4481**	**281.4481**	**0.0154**		**281.8319**

3.7 Architectural Coating - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2595	0.1387	1.4741	5.3000e-003	0.6900	4.2800e-003	0.6943	0.1830	3.9400e-003	0.1870		528.4370	528.4370	0.0122		528.7416
Total	**0.2595**	**0.1387**	**1.4741**	**5.3000e-003**	**0.6900**	**4.2800e-003**	**0.6943**	**0.1830**	**3.9400e-003**	**0.1870**		**528.4370**	**528.4370**	**0.0122**		**528.7416**

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	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Fast Food Restaurant w/o Drive Thru	0.00	0.00	0.00		
General Office Building	0.00	0.00	0.00		
Mobile Home Park	0.00	0.00	0.00		
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Quality Restaurant	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

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
Fast Food Restaurant w/o Drive	9.50	7.30	7.30	1.50	79.50	19.00	51	37	12
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Mobile Home Park	10.80	7.30	7.50	100.00	0.00	0.00	86	11	3
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Quality Restaurant	9.50	7.30	7.30	12.00	69.00	19.00	38	18	44

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Fast Food Restaurant w/o Drive Thru	0.609162	0.038894	0.178600	0.101308	0.013823	0.005356	0.016956	0.024628	0.001928	0.001823	0.005807	0.000764	0.000950
General Office Building	0.609162	0.038894	0.178600	0.101308	0.013823	0.005356	0.016956	0.024628	0.001928	0.001823	0.005807	0.000764	0.000950
Mobile Home Park	0.609162	0.038894	0.178600	0.101308	0.013823	0.005356	0.016956	0.024628	0.001928	0.001823	0.005807	0.000764	0.000950
Other Asphalt Surfaces	0.609162	0.038894	0.178600	0.101308	0.013823	0.005356	0.016956	0.024628	0.001928	0.001823	0.005807	0.000764	0.000950
Parking Lot	0.609162	0.038894	0.178600	0.101308	0.013823	0.005356	0.016956	0.024628	0.001928	0.001823	0.005807	0.000764	0.000950
Quality Restaurant	0.609162	0.038894	0.178600	0.101308	0.013823	0.005356	0.016956	0.024628	0.001928	0.001823	0.005807	0.000764	0.000950

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

De Anza Cove Amendment - San Diego County APCD Air District, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0315	0.2865	0.2406	1.7200e-003		0.0218	0.0218		0.0218	0.0218		343.7454	343.7454	6.5900e-003	6.3000e-003	345.7881
NaturalGas Unmitigated	0.0315	0.2865	0.2406	1.7200e-003		0.0218	0.0218		0.0218	0.0218		343.7454	343.7454	6.5900e-003	6.3000e-003	345.7881

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Fast Food Restaurant w/o Drive Thru	477.753	5.1500e-003	0.0468	0.0393	2.8000e-004		3.5600e-003	3.5600e-003		3.5600e-003	3.5600e-003		56.2063	56.2063	1.0800e-003	1.0300e-003	56.5403
General Office Building	55.3151	6.0000e-004	5.4200e-003	4.5600e-003	3.0000e-005		4.1000e-004	4.1000e-004		4.1000e-004	4.1000e-004		6.5077	6.5077	1.2000e-004	1.2000e-004	6.5463
Mobile Home Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	2388.77	0.0258	0.2342	0.1967	1.4100e-003		0.0178	0.0178		0.0178	0.0178		281.0314	281.0314	5.3900e-003	5.1500e-003	282.7015
Total		**0.0315**	**0.2865**	**0.2406**	**1.7200e-003**		**0.0218**	**0.0218**		**0.0218**	**0.0218**		**343.7454**	**343.7454**	**6.5900e-003**	**6.3000e-003**	**345.7881**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Fast Food Restaurant w/o Drive Thru	0.477753	5.1500e-003	0.0468	0.0393	2.8000e-004		3.5600e-003	3.5600e-003		3.5600e-003	3.5600e-003		56.2063	56.2063	1.0800e-003	1.0300e-003	56.5403
General Office Building	0.0553151	6.0000e-004	5.4200e-003	4.5600e-003	3.0000e-005		4.1000e-004	4.1000e-004		4.1000e-004	4.1000e-004		6.5077	6.5077	1.2000e-004	1.2000e-004	6.5463
Mobile Home Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	2.38877	0.0258	0.2342	0.1967	1.4100e-003		0.0178	0.0178		0.0178	0.0178		281.0314	281.0314	5.3900e-003	5.1500e-003	282.7015
Total		**0.0315**	**0.2865**	**0.2406**	**1.7200e-003**		**0.0218**	**0.0218**		**0.0218**	**0.0218**		**343.7454**	**343.7454**	**6.5900e-003**	**6.3000e-003**	**345.7881**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.4855	0.3133	27.2013	1.4400e-003		0.1509	0.1509		0.1509	0.1509	0.0000	49.0259	49.0259	0.0470	0.0000	50.1997
Unmitigated	9.4855	0.3133	27.2013	1.4400e-003		0.1509	0.1509		0.1509	0.1509	0.0000	49.0259	49.0259	0.0470	0.0000	50.1997

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0445					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	8.6242					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.8168	0.3133	27.2013	1.4400e-003		0.1509	0.1509		0.1509	0.1509		49.0259	49.0259	0.0470		50.1997
Total	**9.4855**	**0.3133**	**27.2013**	**1.4400e-003**		**0.1509**	**0.1509**		**0.1509**	**0.1509**	**0.0000**	**49.0259**	**49.0259**	**0.0470**	**0.0000**	**50.1997**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0445					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	8.6242					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.8168	0.3133	27.2013	1.4400e-003		0.1509	0.1509		0.1509	0.1509		49.0259	49.0259	0.0470		50.1997
Total	**9.4855**	**0.3133**	**27.2013**	**1.4400e-003**		**0.1509**	**0.1509**		**0.1509**	**0.1509**	**0.0000**	**49.0259**	**49.0259**	**0.0470**	**0.0000**	**50.1997**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

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 B

CalEEMod Outputs and Estimated Emissions for the Existing Site

De Anza Cove Amendment - Existing Campland Cantina

San Diego County APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
High Turnover (Sit Down Restaurant)	2.50	1000sqft	0.06	2,500.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.6	**Precipitation Freq (Days)**	40
Climate Zone	13			**Operational Year**	2005
Utility Company	San Diego Gas & Electric				
CO2 Intensity (lb/MWhr)	720.49	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Based on existing Campland Cantina.

Construction Phase - No construction.

Off-road Equipment - No construction.

Off-road Equipment - CalEEMod defaults.

Trips and VMT -

On-road Fugitive Dust - CalEEmod defaults.

Demolition -

Grading -

Architectural Coating - no construction

Vehicle Trips - No net increase in mobile.

Woodstoves - No hearths.

Consumer Products - CalEEMod defaults.

Area Coating - In accordance with SDAPCD Rule 67.0.1.

Landscape Equipment - No net increase.

Energy Use - Historical use for existing Campland Cantina.

Water And Wastewater - CalEEMod defaults.

Solid Waste - CalEEMod defaults.

Construction Off-road Equipment Mitigation - water twice daily

Area Mitigation - In accordance with SDAPCD Rule 67.0.1.

De Anza Cove Amendment - Existing Campland Cantina - San Diego County APCD Air District, Annual

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	1,250.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	3,750.00	0.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	100
tblAreaCoating	Area_EF_Nonresidential_Interior	250	50
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	100	250
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	50	250
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblVehicleTrips	ST_TR	158.37	0.00
tblVehicleTrips	SU_TR	131.84	0.00
tblVehicleTrips	WD_TR	127.15	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					
2004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
2004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
		Highest		

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0105					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	2.3800e-003	0.0217	0.0182	1.3000e-004		1.6500e-003	1.6500e-003		1.6500e-003	1.6500e-003	0.0000	58.3404	58.3404	1.8500e-003	7.2000e-004	58.6018
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	6.0390	0.0000	6.0390	0.3569	0.0000	14.9613
Water						0.0000	0.0000		0.0000	0.0000	0.2407	3.4050	3.6457	0.0249	6.1000e-004	4.4498
Total	**0.0129**	**0.0217**	**0.0182**	**1.3000e-004**	**0.0000**	**1.6500e-003**	**1.6500e-003**	**0.0000**	**1.6500e-003**	**1.6500e-003**	**6.2797**	**61.7454**	**68.0251**	**0.3836**	**1.3300e-003**	**78.0129**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0127					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	2.3800e-003	0.0217	0.0182	1.3000e-004		1.6500e-003	1.6500e-003		1.6500e-003	1.6500e-003	0.0000	58.3404	58.3404	1.8500e-003	7.2000e-004	58.6018
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	6.0390	0.0000	6.0390	0.3569	0.0000	14.9613
Water						0.0000	0.0000		0.0000	0.0000	0.2407	3.4050	3.6457	0.0249	6.1000e-004	4.4498
Total	**0.0150**	**0.0217**	**0.0182**	**1.3000e-004**	**0.0000**	**1.6500e-003**	**1.6500e-003**	**0.0000**	**1.6500e-003**	**1.6500e-003**	**6.2797**	**61.7454**	**68.0251**	**0.3836**	**1.3300e-003**	**78.0129**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**-16.86**	**0.00**	**0.00**	**0.00**	**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 Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	1/1/2004	1/7/2004	5	5	

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: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Architectural Coating - 2004

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.2 Architectural Coating - 2004

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

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
High Turnover (Sit Down	9.50	7.30	7.30	8.50	72.50	19.00	37	20	43

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
High Turnover (Sit Down Restaurant)	0.609162	0.038894	0.178600	0.101308	0.013823	0.005356	0.016956	0.024628	0.001928	0.001823	0.005807	0.000764	0.000950

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	34.7643	34.7643	1.4000e-003	2.9000e-004	34.8855
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	34.7643	34.7643	1.4000e-003	2.9000e-004	34.8855
NaturalGas Mitigated	2.3800e-003	0.0217	0.0182	1.3000e-004		1.6500e-003	1.6500e-003		1.6500e-003	1.6500e-003	0.0000	23.5761	23.5761	4.5000e-004	4.3000e-004	23.7162
NaturalGas Unmitigated	2.3800e-003	0.0217	0.0182	1.3000e-004		1.6500e-003	1.6500e-003		1.6500e-003	1.6500e-003	0.0000	23.5761	23.5761	4.5000e-004	4.3000e-004	23.7162

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					
High Turnover (Sit Down Restaurant)	441800	2.3800e-003	0.0217	0.0182	1.3000e-004		1.6500e-003	1.6500e-003		1.6500e-003	1.6500e-003	0.0000	23.5761	23.5761	4.5000e-004	4.3000e-004	23.7162
Total		**2.3800e-003**	**0.0217**	**0.0182**	**1.3000e-004**		**1.6500e-003**	**1.6500e-003**		**1.6500e-003**	**1.6500e-003**	**0.0000**	**23.5761**	**23.5761**	**4.5000e-004**	**4.3000e-004**	**23.7162**

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					
High Turnover (Sit Down Restaurant)	441800	2.3800e-003	0.0217	0.0182	1.3000e-004		1.6500e-003	1.6500e-003		1.6500e-003	1.6500e-003	0.0000	23.5761	23.5761	4.5000e-004	4.3000e-004	23.7162
Total		**2.3800e-003**	**0.0217**	**0.0182**	**1.3000e-004**		**1.6500e-003**	**1.6500e-003**		**1.6500e-003**	**1.6500e-003**	**0.0000**	**23.5761**	**23.5761**	**4.5000e-004**	**4.3000e-004**	**23.7162**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
High Turnover (Sit Down Restaurant)	106375	34.7643	1.4000e-003	2.9000e-004	34.8855
Total		**34.7643**	**1.4000e-003**	**2.9000e-004**	**34.8855**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
High Turnover (Sit Down Restaurant)	106375	34.7643	1.4000e-003	2.9000e-004	34.8855
Total		**34.7643**	**1.4000e-003**	**2.9000e-004**	**34.8855**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0127					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0105					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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	7.2000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	9.7600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0105**					**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	2.9000e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	9.7600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0127**					**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	3.6457	0.0249	6.1000e-004	4.4498
Unmitigated	3.6457	0.0249	6.1000e-004	4.4498

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
High Turnover (Sit Down Restaurant)	0.758834 / 0.0484362	3.6457	0.0249	6.1000e-004	4.4498
Total		**3.6457**	**0.0249**	**6.1000e-004**	**4.4498**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
High Turnover (Sit Down Restaurant)	0.758834 / 0.0484362	3.6457	0.0249	6.1000e-004	4.4498
Total		**3.6457**	**0.0249**	**6.1000e-004**	**4.4498**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	6.0390	0.3569	0.0000	14.9613
Unmitigated	6.0390	0.3569	0.0000	14.9613

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
High Turnover (Sit Down Restaurant)	29.75	6.0390	0.3569	0.0000	14.9613
Total		**6.0390**	**0.3569**	**0.0000**	**14.9613**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
High Turnover (Sit Down Restaurant)	29.75	6.0390	0.3569	0.0000	14.9613
Total		**6.0390**	**0.3569**	**0.0000**	**14.9613**

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

De Anza Cove Amendment - Existing Campland Cantina

San Diego County APCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
High Turnover (Sit Down Restaurant)	2.50	1000sqft	0.06	2,500.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.6	**Precipitation Freq (Days)**	40
Climate Zone	13			**Operational Year**	2005
Utility Company	San Diego Gas & Electric				
CO2 Intensity (lb/MWhr)	720.49	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Based on existing Campland Cantina.

Construction Phase - No construction.

Off-road Equipment - No construction.

Off-road Equipment - CalEEMod defaults.

Trips and VMT -

On-road Fugitive Dust - CalEEmod defaults.

Demolition -

Grading -

Architectural Coating - no construction

Vehicle Trips - No net increase in mobile.

Woodstoves - No hearths.

Consumer Products - CalEEMod defaults.

Area Coating - In accordance with SDAPCD Rule 67.0.1.

Landscape Equipment - No net increase.

Energy Use - Historical use for existing Campland Cantina.

Water And Wastewater - CalEEMod defaults.

Solid Waste - CalEEMod defaults.

Construction Off-road Equipment Mitigation - water twice daily

Area Mitigation - In accordance with SDAPCD Rule 67.0.1.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	1,250.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	3,750.00	0.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	100
tblAreaCoating	Area_EF_Nonresidential_Interior	250	50
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	100	250
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	50	250
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblVehicleTrips	ST_TR	158.37	0.00
tblVehicleTrips	SU_TR	131.84	0.00
tblVehicleTrips	WD_TR	127.15	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0575	0.0000	3.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		5.5000e-004	5.5000e-004	0.0000		6.1000e-004
Energy	0.0131	0.1187	0.0997	7.1000e-004		9.0200e-003	9.0200e-003		9.0200e-003	9.0200e-003		142.4013	142.4013	2.7300e-003	2.6100e-003	143.2475
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0706**	**0.1187**	**0.1000**	**7.1000e-004**	**0.0000**	**9.0200e-003**	**9.0200e-003**	**0.0000**	**9.0200e-003**	**9.0200e-003**		**142.4018**	**142.4018**	**2.7300e-003**	**2.6100e-003**	**143.2481**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0694	0.0000	3.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		5.5000e-004	5.5000e-004	0.0000		6.1000e-004
Energy	0.0131	0.1187	0.0997	7.1000e-004		9.0200e-003	9.0200e-003		9.0200e-003	9.0200e-003		142.4013	142.4013	2.7300e-003	2.6100e-003	143.2475
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0825**	**0.1187**	**0.1000**	**7.1000e-004**	**0.0000**	**9.0200e-003**	**9.0200e-003**	**0.0000**	**9.0200e-003**	**9.0200e-003**		**142.4018**	**142.4018**	**2.7300e-003**	**2.6100e-003**	**143.2481**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**-16.88**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	1/1/2004	1/7/2004	5	5	

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: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Architectural Coating - 2004

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.2 Architectural Coating - 2004

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

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	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

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
High Turnover (Sit Down	9.50	7.30	7.30	8.50	72.50	19.00	37	20	43

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
High Turnover (Sit Down Restaurant)	0.609162	0.038894	0.178600	0.101308	0.013823	0.005356	0.016956	0.024628	0.001928	0.001823	0.005807	0.000764	0.000950

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	lb/day										lb/day					
NaturalGas Mitigated	0.0131	0.1187	0.0997	7.1000e-004		9.0200e-003	9.0200e-003		9.0200e-003	9.0200e-003		142.4013	142.4013	2.7300e-003	2.6100e-003	143.2475
NaturalGas Unmitigated	0.0131	0.1187	0.0997	7.1000e-004		9.0200e-003	9.0200e-003		9.0200e-003	9.0200e-003		142.4013	142.4013	2.7300e-003	2.6100e-003	143.2475

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
High Turnover (Sit Down Restaurant)	1210.41	0.0131	0.1187	0.0997	7.1000e-004		9.0200e-003	9.0200e-003		9.0200e-003	9.0200e-003		142.4013	142.4013	2.7300e-003	2.6100e-003	143.2475
Total		**0.0131**	**0.1187**	**0.0997**	**7.1000e-004**		**9.0200e-003**	**9.0200e-003**		**9.0200e-003**	**9.0200e-003**		**142.4013**	**142.4013**	**2.7300e-003**	**2.6100e-003**	**143.2475**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
High Turnover (Sit Down Restaurant)	1.21041	0.0131	0.1187	0.0997	7.1000e-004		9.0200e-003	9.0200e-003		9.0200e-003	9.0200e-003		142.4013	142.4013	2.7300e-003	2.6100e-003	143.2475
Total		**0.0131**	**0.1187**	**0.0997**	**7.1000e-004**		**9.0200e-003**	**9.0200e-003**		**9.0200e-003**	**9.0200e-003**		**142.4013**	**142.4013**	**2.7300e-003**	**2.6100e-003**	**143.2475**

6.0 Area Detail

6.1 Mitigation Measures Area

De Anza Cove Amendment - Existing Campland Cantina - San Diego County APCD Air District, Summer

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0694	0.0000	3.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		5.5000e-004	5.5000e-004	0.0000		6.1000e-004
Unmitigated	0.0575	0.0000	3.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		5.5000e-004	5.5000e-004	0.0000		6.1000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	3.9700e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0535					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.0000e-005	0.0000	3.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		5.5000e-004	5.5000e-004	0.0000		6.1000e-004
Total	**0.0575**	**0.0000**	**3.2000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**5.5000e-004**	**5.5000e-004**	**0.0000**		**6.1000e-004**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0159					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0535					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.0000e-005	0.0000	3.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		5.5000e-004	5.5000e-004	0.0000		6.1000e-004
Total	**0.0694**	**0.0000**	**3.2000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**5.5000e-004**	**5.5000e-004**	**0.0000**		**6.1000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

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

De Anza Cove Amendment - Existing Campland Cantina

San Diego County APCD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
High Turnover (Sit Down Restaurant)	2.50	1000sqft	0.06	2,500.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.6	**Precipitation Freq (Days)**	40
Climate Zone	13			**Operational Year**	2005
Utility Company	San Diego Gas & Electric				
CO2 Intensity (lb/MWhr)	720.49	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Based on existing Campland Cantina.

Construction Phase - No construction.

Off-road Equipment - No construction.

Off-road Equipment - CalEEMod defaults.

Trips and VMT -

On-road Fugitive Dust - CalEEmod defaults.

Demolition -

Grading -

Architectural Coating - no construction

Vehicle Trips - No net increase in mobile.

Woodstoves - No hearths.

Consumer Products - CalEEMod defaults.

Area Coating - In accordance with SDAPCD Rule 67.0.1.

Landscape Equipment - No net increase.

Energy Use - Historical use for existing Campland Cantina.

Water And Wastewater - CalEEMod defaults.

Solid Waste - CalEEMod defaults.

Construction Off-road Equipment Mitigation - water twice daily

Area Mitigation - In accordance with SDAPCD Rule 67.0.1.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	1,250.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	3,750.00	0.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	100
tblAreaCoating	Area_EF_Nonresidential_Interior	250	50
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	100	250
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	50	250
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblVehicleTrips	ST_TR	158.37	0.00
tblVehicleTrips	SU_TR	131.84	0.00
tblVehicleTrips	WD_TR	127.15	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0575	0.0000	3.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		5.5000e-004	5.5000e-004	0.0000		6.1000e-004
Energy	0.0131	0.1187	0.0997	7.1000e-004		9.0200e-003	9.0200e-003		9.0200e-003	9.0200e-003		142.4013	142.4013	2.7300e-003	2.6100e-003	143.2475
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0706**	**0.1187**	**0.1000**	**7.1000e-004**	**0.0000**	**9.0200e-003**	**9.0200e-003**	**0.0000**	**9.0200e-003**	**9.0200e-003**		**142.4018**	**142.4018**	**2.7300e-003**	**2.6100e-003**	**143.2481**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0694	0.0000	3.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		5.5000e-004	5.5000e-004	0.0000		6.1000e-004
Energy	0.0131	0.1187	0.0997	7.1000e-004		9.0200e-003	9.0200e-003		9.0200e-003	9.0200e-003		142.4013	142.4013	2.7300e-003	2.6100e-003	143.2475
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0825**	**0.1187**	**0.1000**	**7.1000e-004**	**0.0000**	**9.0200e-003**	**9.0200e-003**	**0.0000**	**9.0200e-003**	**9.0200e-003**		**142.4018**	**142.4018**	**2.7300e-003**	**2.6100e-003**	**143.2481**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**-16.88**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	1/1/2004	1/7/2004	5	5	

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: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Architectural Coating - 2004

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.2 Architectural Coating - 2004

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

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	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

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
High Turnover (Sit Down	9.50	7.30	7.30	8.50	72.50	19.00	37	20	43

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
High Turnover (Sit Down Restaurant)	0.609162	0.038894	0.178600	0.101308	0.013823	0.005356	0.016956	0.024628	0.001928	0.001823	0.005807	0.000764	0.000950

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	lb/day										lb/day					
NaturalGas Mitigated	0.0131	0.1187	0.0997	7.1000e-004		9.0200e-003	9.0200e-003		9.0200e-003	9.0200e-003		142.4013	142.4013	2.7300e-003	2.6100e-003	143.2475
NaturalGas Unmitigated	0.0131	0.1187	0.0997	7.1000e-004		9.0200e-003	9.0200e-003		9.0200e-003	9.0200e-003		142.4013	142.4013	2.7300e-003	2.6100e-003	143.2475

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
High Turnover (Sit Down Restaurant)	1210.41	0.0131	0.1187	0.0997	7.1000e-004		9.0200e-003	9.0200e-003		9.0200e-003	9.0200e-003		142.4013	142.4013	2.7300e-003	2.6100e-003	143.2475
Total		**0.0131**	**0.1187**	**0.0997**	**7.1000e-004**		**9.0200e-003**	**9.0200e-003**		**9.0200e-003**	**9.0200e-003**		**142.4013**	**142.4013**	**2.7300e-003**	**2.6100e-003**	**143.2475**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
High Turnover (Sit Down Restaurant)	1.21041	0.0131	0.1187	0.0997	7.1000e-004		9.0200e-003	9.0200e-003		9.0200e-003	9.0200e-003		142.4013	142.4013	2.7300e-003	2.6100e-003	143.2475
Total		**0.0131**	**0.1187**	**0.0997**	**7.1000e-004**		**9.0200e-003**	**9.0200e-003**		**9.0200e-003**	**9.0200e-003**		**142.4013**	**142.4013**	**2.7300e-003**	**2.6100e-003**	**143.2475**

6.0 Area Detail

6.1 Mitigation Measures Area

De Anza Cove Amendment - Existing Campland Cantina - San Diego County APCD Air District, Winter

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0694	0.0000	3.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		5.5000e-004	5.5000e-004	0.0000		6.1000e-004
Unmitigated	0.0575	0.0000	3.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		5.5000e-004	5.5000e-004	0.0000		6.1000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	3.9700e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0535					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.0000e-005	0.0000	3.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		5.5000e-004	5.5000e-004	0.0000		6.1000e-004
Total	**0.0575**	**0.0000**	**3.2000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**5.5000e-004**	**5.5000e-004**	**0.0000**		**6.1000e-004**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0159					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0535					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.0000e-005	0.0000	3.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		5.5000e-004	5.5000e-004	0.0000		6.1000e-004
Total	**0.0694**	**0.0000**	**3.2000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**5.5000e-004**	**5.5000e-004**	**0.0000**		**6.1000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

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

City of San Diego Climate Action Plan
Consistency Checklist Submittal Application

CLIMATE ACTION PLAN CONSISTENCY CHECKLIST INTRODUCTION

In December 2015, the City adopted a Climate Action Plan (CAP) that outlines the actions that City will undertake to achieve its proportional share of State greenhouse gas (GHG) emission reductions. The purpose of the Climate Action Plan Consistency Checklist (Checklist) is to, in conjunction with the CAP, provide a streamlined review process for proposed new development projects that are subject to discretionary review and trigger environmental review pursuant to the California Environmental Quality Act (CEQA).[1]

Analysis of GHG emissions and potential climate change impacts from new development is required under CEQA. The CAP is a plan for the reduction of GHG emissions in accordance with CEQA Guidelines Section 15183.5. Pursuant to CEQA Guidelines Sections 15064(h)(3), 15130(d), and 15183(b), a project's incremental contribution to a cumulative GHG emissions effect may be determined not to be cumulatively considerable if it complies with the requirements of the CAP.

This Checklist is part of the CAP and contains measures that are required to be implemented on a project-by-project basis to ensure that the specified emissions targets identified in the CAP are achieved. Implementation of these measures would ensure that new development is consistent with the CAP's assumptions for relevant CAP strategies toward achieving the identified GHG reduction targets. Projects that are consistent with the CAP as determined through the use of this Checklist may rely on the CAP for the cumulative impacts analysis of GHG emissions. Projects that are not consistent with the CAP must prepare a comprehensive project-specific analysis of GHG emissions, including quantification of existing and projected GHG emissions and incorporation of the measures in this Checklist to the extent feasible. Cumulative GHG impacts would be significant for any project that is not consistent with the CAP.

The Checklist may be updated to incorporate new GHG reduction techniques or to comply with later amendments to the CAP or local, State, or federal law.

[1] Certain projects seeking ministerial approval may be required to complete the Checklist. For example, projects in a Community Plan Implementation Overlay Zone may be required to use the Checklist to qualify for ministerial level review. See Supplemental Development Regulations in the project's community plan to determine applicability.

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CAP CONSISTENCY CHECKLIST SUBMITTAL APPLICATION

- The Checklist is required only for projects subject to CEQA review.[2]
- If required, the Checklist must be included in the project submittal package. Application submittal procedures can be found in Chapter 11: Land Development Procedures of the City's Municipal Code.
- The requirements in the Checklist will be included in the project's conditions of approval.
- The applicant must provide an explanation of how the proposed project will implement the requirements described herein to the satisfaction of the Planning Department.

Application Information

Contact Information

Project No./Name: De Anza Amendment – Mission Bay Park Master Plan

Property Address: 2727 De Anza Rd, San Diego CA

Applicant Name/Co.: City of San Diego - Planning Department

Contact Phone: Sara Osborn Contact Email:

Was a consultant retained to complete this checklist? ■ Yes ☐ No If Yes, complete the following

Consultant Name: Adam Poll Contact Phone: 805-308-8516

Company Name: Dudek Contact Email: apoll@dudek.com

Project Information

1. What is the size of the project (acres)? 284.5
2. Identify all applicable proposed land uses:
   - ☐ Residential (indicate # of single-family units):
   - ☐ Residential (indicate # of multi-family units):
   - ☐ Commercial (total square footage):
   - ☐ Industrial (total square footage):
   - ■ Other (describe): RV, camping, and recreational amenities
3. Is the project or a portion of the project located in a Transit Priority Area? ■ Yes ☐ No
4. Provide a brief description of the project proposed:

The De Anza Amendment – Mission Bay Park Master Plan (proposed project) area is located in the northeast corner of Mission Bay Park in the City of San Diego. The proposed project area covers a total of approximately 284.5 acres of Bayfront property, and includes the Kendall-Frost Marsh Reserve/National Wildlife Preserve (KFMR/NWP), Campland on the Bay (Campland), the De Anza Special Study Area (De Anza SSA) and adjacent recreational areas. The proposed project consists of transformation of the existing Campland to a natural habitat area, converting the existing Mission Bay RV Resort into guest housing, construction of a bicycle and walking path along De Anza Park, and upgrading De Anza Park with a boat dock and food concessions.

[2] Certain projects seeking ministerial approval may be required to complete the Checklist. For example, projects in a Community Plan Implementation Overlay Zone may be required to use the Checklist to qualify for ministerial level review. See Supplemental Development Regulations in the project's community plan to determine applicability.

CAP CONSISTENCY CHECKLIST QUESTIONS

Step 1: Land Use Consistency

The first step in determining CAP consistency for discretionary development projects is to assess the project's consistency with the growth projections used in the development of the CAP. This section allows the City to determine a project's consistency with the land use assumptions used in the CAP.

Step 1: Land Use Consistency		
Checklist Item (Check the appropriate box and provide explanation and supporting documentation for your answer)	Yes	No
A. Is the proposed project consistent with the existing General Plan and Community Plan land use and zoning designations?;[3] OR, B. If the proposed project is not consistent with the existing land use plan and zoning designations, and includes a land use plan and/or zoning designation amendment, would the proposed amendment result in an increased density within a Transit Priority Area (TPA)[4] and implement CAP Strategy 3 actions, as determined in Step 3 to the satisfaction of the Development Services Department?; OR, C. If the proposed project is not consistent with the existing land use plan and zoning designations, does the project include a land use plan and/or zoning designation amendment that would result in an equivalent or less GHG-intensive project when compared to the existing designations?	☑	☐

If "***Yes***," proceed to Step 2 of the Checklist. For question B above, complete Step 3. For question C above, provide estimated project emissions under both existing and proposed designation(s) for comparison. Compare the maximum buildout of the existing designation and the maximum buildout of the proposed designation.

If "***No***," in accordance with the City's Significance Determination Thresholds, the project's GHG impact is significant. The project must nonetheless incorporate each of the measures identified in Step 2 to mitigate cumulative GHG emissions impacts unless the decision maker finds that a measure is infeasible in accordance with CEQA Guidelines Section 15091. Proceed and complete Step 2 of the Checklist.

[3] This question may also be answered in the affirmative if the project is consistent with SANDAG Series 12 growth projections, which were used to determine the CAP projections, as determined by the Planning Department.

[4] This category applies to all projects that answered in the affirmative to question 3 on the previous page: Is the project or a portion of the project located in a transit priority area.

Step 2: CAP Strategies Consistency

The second step of the CAP consistency review is to review and evaluate a project's consistency with the applicable strategies and actions of the CAP. Step 2 only applies to development projects that involve permits that would require a certificate of occupancy from the Building Official or projects comprised of one and two family dwellings or townhouses as defined in the California Residential Code and their accessory structures.[5] All other development projects that would not require a certificate of occupancy from the Building Official shall implement Best Management Practices for construction activities as set forth in the Greenbook (for public projects).

Step 2: CAP Strategies Consistency			
Checklist Item (Check the appropriate box and provide explanation for your answer)	Yes	No	N/A
Strategy 1: Energy & Water Efficient Buildings			
1. *Cool/Green Roofs*. • Would the project include roofing materials with a minimum 3-year aged solar reflection and thermal emittance or solar reflection index equal to or greater than the values specified in the voluntary measures under California Green Building Standards Code (Attachment A)?; OR • Would the project roof construction have a thermal mass over the roof membrane, including areas of vegetated (green) roofs, weighing at least 25 pounds per square foot as specified in the voluntary measures under California Green Building Standards Code?; OR • Would the project include a combination of the above two options? Check "N/A" only if the project does not include a roof component. The Project will include roofing materials with a minimum 3-year aged solar reflection and thermal emittance or solar reflection index equal to or greater than the values specific in the CalGreen.	☑	☐	☐

[5] Actions that are not subject to Step 2 would include, for example: 1) discretionary map actions that do not propose specific development, 2) permits allowing wireless communication facilities, 3) special events permits, 4) use permits or other permits that do not result in the expansion or enlargement of a building (e.g., decks, garages, etc.), and 5) non-building infrastructure projects such as roads and pipelines. Because such actions would not result in new occupancy buildings from which GHG emissions reductions could be achieved, the items contained in Step 2 would not be applicable.

2. *Plumbing fixtures and fittings* With respect to plumbing fixtures or fittings provided as part of the project, would those low-flow fixtures/appliances be consistent with each of the following: Residential buildings: • Kitchen faucets: maximum flow rate not to exceed 1.5 gallons per minute at 60 psi; • Standard dishwashers: 4.25 gallons per cycle; • Compact dishwashers: 3.5 gallons per cycle; and • Clothes washers: water factor of 6 gallons per cubic feet of drum capacity? Nonresidential buildings: • Plumbing fixtures and fittings that do not exceed the maximum flow rate specified in Table A5.303.2.3.1 (voluntary measures) of the California Green Building Standards Code (See Attachment A); and • Appliances and fixtures for commercial applications that meet the provisions of Section A5.303.3 (voluntary measures) of the California Green Building Standards Code (See Attachment A)? Check "N/A" only if the project does not include any plumbing fixtures or fittings. The Project is designed to meet the minimum flow rates in the CalGreen standard.	☑	☐	☐

Strategy 3: Bicycling, Walking, Transit & Land Use			
3. *Electric Vehicle Charging* • Multiple-family projects of 17 dwelling units or less: Would 3% of the total parking spaces required, or a minimum of one space, whichever is greater, be provided with a listed cabinet, box or enclosure connected to a conduit linking the parking spaces with the electrical service, in a manner approved by the building and safety official, to allow for the future installation of electric vehicle supply equipment to provide electric vehicle charging stations at such time as it is needed for use by residents? • Multiple-family projects of more than 17 dwelling units: Of the total required listed cabinets, boxes or enclosures, would 50% have the necessary electric vehicle supply equipment installed to provide active electric vehicle charging stations ready for use by residents? • Non-residential projects: Of the total required listed cabinets, boxes or enclosures, would 50% have the necessary electric vehicle supply equipment installed to provide active electric vehicle charging stations ready for use? Check "N/A" only if the project is a single-family project or would not require the provision of listed cabinets, boxes, or enclosures connected to a conduit linking the parking spaces with electrical service, e.g., projects requiring fewer than 10 parking spaces. No additional parking is provided under this project. Therefore, no EV charging stations are required.	☐	☐	☑

Strategy 3: Bicycling, Walking, Transit & Land Use (Complete this section if project includes non-residential or mixed uses)			
4. *Bicycle Parking Spaces* Would the project provide more short- and long-term bicycle parking spaces than required in the City's Municipal Code (Chapter 14, Article 2, Division 5)?[6] Check "N/A" only if the project is a residential project.	☑	☐	☐

[6] Non-portable bicycle corrals within 600 feet of project frontage can be counted towards the project's bicycle parking requirements.

5. *Shower facilities*

If the project includes nonresidential development that would accommodate over 10 tenant occupants (employees), would the project include changing/shower facilities in accordance with the voluntary measures under the California Green Building Standards Code as shown in the table below?

Number of Tenant Occupants (Employees)	Shower/Changing Facilities Required	Two-Tier (12" X 15" X 72") Personal Effects Lockers Required
0-10	0	0
11-50	1 shower stall	2
51-100	1 shower stall	3
101-200	1 shower stall	4
Over 200	1 shower stall plus 1 additional shower stall for each 200 additional tenant-occupants	1 two-tier locker plus 1 two-tier locker for each 50 additional tenant-occupants

Check "N/A" only if the project is a residential project, or if it does not include nonresidential development that would accommodate over 10 tenant occupants (employees).

The Project will include showers as part of the guest housing component.

☑	☐	☐

6. *Designated Parking Spaces*

If the project includes a nonresidential use in a TPA, would the project provide designated parking for a combination of low-emitting, fuel-efficient, and carpool/vanpool vehicles in accordance with the following table?

Number of Required Parking Spaces	Number of Designated Parking Spaces
0-9	0
10-25	2
26-50	4
51-75	6
76-100	9
101-150	11
151-200	18
201 and over	At least 10% of total

This measure does not cover electric vehicles. See Question 4 for electric vehicle parking requirements.

Note: Vehicles bearing Clean Air Vehicle stickers from expired HOV lane programs may be considered eligible for designated parking spaces. The required designated parking spaces are to be provided within the overall minimum parking requirement, not in addition to it.

Check "N/A" only if the project is a residential project, or if it does not include nonresidential use in a TPA.

☑	☐	☐

7. *Transportation Demand Management Program* If the project would accommodate over 50 tenant-occupants (employees), would it include a transportation demand management program that would be applicable to existing tenants and future tenants that includes: At least one of the following components: • Parking cash out program • Parking management plan that includes charging employees market-rate for single-occupancy vehicle parking and providing reserved, discounted, or free spaces for registered carpools or vanpools • Unbundled parking whereby parking spaces would be leased or sold separately from the rental or purchase fees for the development for the life of the development And at least three of the following components: • Commitment to maintaining an employer network in the SANDAG iCommute program and promoting its RideMatcher service to tenants/employees • On-site carsharing vehicle(s) or bikesharing • Flexible or alternative work hours • Telework program • Transit, carpool, and vanpool subsidies • Pre-tax deduction for transit or vanpool fares and bicycle commute costs • Access to services that reduce the need to drive, such as cafes, commercial stores, banks, post offices, restaurants, gyms, or childcare, either onsite or within 1,320 feet (1/4 mile) of the structure/use? Check "N/A" only if the project is a residential project or if it would not accommodate over 50 tenant-occupants (employees). The Project would not employ 50 or more employees.	☐	☐	☑

Step 3: Project CAP Conformance Evaluation (if applicable)

The third step of the CAP consistency review only applies if Step 1 is answered in the affirmative under option B. The purpose of this step is to determine whether a project that is located in a TPA but that includes a land use plan and/or zoning designation amendment is nevertheless consistent with the assumptions in the CAP because it would implement CAP Strategy 3 actions. In general, a project that would result in a reduction in density inside a TPA would not be consistent with Strategy 3.The following questions must each be answered in the affirmative and fully explained.

1. **Would the proposed project implement the General Plan's City of Villages strategy in an identified Transit Priority Area (TPA) that will result in an increase in the capacity for transit-supportive residential and/or employment densities?**
   Considerations for this question:
   - Does the proposed land use and zoning designation associated with the project provide capacity for transit-supportive residential densities within the TPA?
   - Is the project site suitable to accommodate mixed-use village development, as defined in the General Plan, within the TPA?
   - Does the land use and zoning associated with the project increase the capacity for transit-supportive employment intensities within the TPA?

2. **Would the proposed project implement the General Plan's Mobility Element in Transit Priority Areas to increase the use of transit?**
   Considerations for this question:
   - Does the proposed project support/incorporate identified transit routes and stops/stations?
   - Does the project include transit priority measures?

3. **Would the proposed project implement pedestrian improvements in Transit Priority Areas to increase walking opportunities?**
   Considerations for this question:
   - Does the proposed project circulation system provide multiple and direct pedestrian connections and accessibility to local activity centers (such as transit stations, schools, shopping centers, and libraries)?
   - Does the proposed project urban design include features for walkability to promote a transit supportive environment?

4. **Would the proposed project implement the City of San Diego's Bicycle Master Plan to increase bicycling opportunities?**
   Considerations for this question:
   - Does the proposed project circulation system include bicycle improvements consistent with the Bicycle Master Plan?
   - Does the overall project circulation system provide a balanced, multimodal, "complete streets" approach to accommodate mobility needs of all users?

5. **Would the proposed project incorporate implementation mechanisms that support Transit Oriented Development?**
   Considerations for this question:
   - Does the proposed project include new or expanded urban public spaces such as plazas, pocket parks, or urban greens in the TPA?
   - Does the land use and zoning associated with the proposed project increase the potential for jobs within the TPA?
   - Do the zoning/implementing regulations associated with the proposed project support the efficient use of parking through mechanisms such as: shared parking, parking districts, unbundled parking, reduced parking, paid or time-limited parking, etc.?

6. **Would the proposed project implement the Urban Forest Management Plan to increase urban tree canopy coverage?**
   Considerations for this question:
   - Does the proposed project provide at least three different species for the primary, secondary and accent trees in order to accommodate varying parkway widths?
   - Does the proposed project include policies or strategies for preserving existing trees?
   - Does the proposed project incorporate tree planting that will contribute to the City's 20% urban canopy tree coverage goal?

CLIMATE ACTION PLAN CONSISTENCY CHECKLIST
ATTACHMENT A

This attachment provides performance standards for applicable Climate Action Pan (CAP) Consistency Checklist measures.

Table 1 Roof Design Values for Question 1: Cool/Green Roofs supporting Strategy 1: Energy & Water Efficient Buildings of the Climate Action Plan

Land Use Type	Roof Slope	Minimum 3-Year Aged Solar Reflectance	Thermal Emittance	Solar Reflective Index
Low-Rise Residential	≤ 2:12	0.55	0.75	64
	> 2:12	0.20	0.75	16
High-Rise Residential Buildings, Hotels and Motels	≤ 2:12	0.55	0.75	64
	> 2:12	0.20	0.75	16
Non-Residential	≤ 2:12	0.55	0.75	64
	> 2:12	0.20	0.75	16

Source: Adapted from the California Green Building Standards Code (CALGreen) Tier 1 residential and non-residential voluntary measures shown in Tables A4.106.5.1 and A5.106.11.2.2, respectively. Roof installation and verification shall occur in accordance with the CALGreen Code.

CALGreen does not include recommended values for low-rise residential buildings with roof slopes of ≤ 2:12 for San Diego's climate zones (7 and 10). Therefore, the values for climate zone 15 that covers Imperial County are adapted here.

Solar Reflectance Index (SRI) equal to or greater than the values specified in this table may be used as an alternative to compliance with the aged solar reflectance values and thermal emittance.

Table 2	Fixture Flow Rates for Non-Residential Buildings related to Question 2: Plumbing Fixtures and Fittings supporting Strategy 1: Energy & Water Efficient Buildings of the Climate Action Plan
Fixture Type	**Maximum Flow Rate**
Showerheads	1.8 gpm @ 80 psi
Lavatory Faucets	0.35 gpm @60 psi
Kitchen Faucets	1.6 gpm @ 60 psi
Wash Fountains	1.6 [rim space(in.)/20 gpm @ 60 psi]
Metering Faucets	0.18 gallons/cycle
Metering Faucets for Wash Fountains	0.18 [rim space(in.)/20 gpm @ 60 psi]
Gravity Tank-type Water Closets	1.12 gallons/flush
Flushometer Tank Water Closets	1.12 gallons/flush
Flushometer Valve Water Closets	1.12 gallons/flush
Electromechanical Hydraulic Water Closets	1.12 gallons/flush
Urinals	0.5 gallons/flush

Source: Adapted from the California Green Building Standards Code (CALGreen) Tier 1 non-residential voluntary measures shown in Tables A5.303.2.3.1 and A5.106.11.2.2, respectively. See the California Plumbing Code for definitions of each fixture type.

Where complying faucets are unavailable, aerators rated at 0.35 gpm or other means may be used to achieve reduction.

Acronyms:
gpm = gallons per minute
psi = pounds per square inch (unit of pressure)
in. = inch

Table 3	**Standards for Appliances and Fixtures for Commercial Application related to Question 2: Plumbing Fixtures and Fittings supporting Strategy 1: Energy & Water Efficient Buildings of the Climate Action Plan**	
Appliance/Fixture Type	**Standard**	
Clothes Washers	Maximum Water Factor (WF) that will reduce the use of water by 10 percent below the California Energy Commissions' WF standards for commercial clothes washers located in Title 20 of the *California Code of Regulations*.	
Conveyor-type Dishwashers	0.70 maximum gallons per rack (2.6 L) (High-Temperature)	0.62 maximum gallons per rack (4.4 L) (Chemical)
Door-type Dishwashers	0.95 maximum gallons per rack (3.6 L) (High-Temperature)	1.16 maximum gallons per rack (2.6 L) (Chemical)
Undercounter-type Dishwashers	0.90 maximum gallons per rack (3.4 L) (High-Temperature)	0.98 maximum gallons per rack (3.7 L) (Chemical)
Combination Ovens	Consume no more than 10 gallons per hour (38 L/h) in the full operational mode.	
Commercial Pre-rinse Spray Valves (manufactured on or after January 1, 2006)	Function at equal to or less than 1.6 gallons per minute (0.10 L/s) at 60 psi (414 kPa) and • Be capable of cleaning 60 plates in an average time of not more than 30 seconds per plate. • Be equipped with an integral automatic shutoff. • Operate at static pressure of at least 30 psi (207 kPa) when designed for a flow rate of 1.3 gallons per minute (0.08 L/s) or less.	

Source: Adapted from the California Green Building Standards Code (CALGreen) Tier 1 non-residential voluntary measures shown in Section A5.303.3. See the California Plumbing Code for definitions of each appliance/fixture type.

Acronyms:
L = liter
L/h = liters per hour
L/s = liters per second
psi = pounds per square inch (unit of pressure)
kPa = kilopascal (unit of pressure)