



City of Del Mar



Professional Commercial and North Commercial Zoning Code Amendment (ZA18-002) Program Environmental Impact Report (PEIR) Notice of Preparation (NOP) and Public Scoping Meeting

Date: February 13, 2019

To: State Clearinghouse, Responsible Agencies, Trustee Agencies,
Interested Parties and Organizations

Lead Agency: City of Del Mar, Planning and Community Development Department,
1050 Camino Del Mar, Del Mar, CA 92014

Subject: **Professional Commercial and North Commercial**
Zoning Code Amendment (ZA18-002)

The City of Del Mar (City) will be the Lead Agency under the California Environmental Quality Act (CEQA) as amended (Public Resources Code §21000–21178 and California Code of Regulations, Title 14, Chapter 3 §15000–15387) and will initiate the preparation of a Program Environmental Impact Report (PEIR) in accordance with CEQA for the proposed North Commercial Zone (NC) and Professional Commercial Zone (PC) Zoning Code Amendment Project (Project) that will include the evaluation of potential future actions in Public Facilities (PF) zone. The purpose of this project is to implement the City's Certified Housing Element identified follow-up action to allow up to 20 residential dwelling units per acre in the NC and PC zones and to consider the impacts of potential future zoning code modifications to allow the same residential density in the PF zone on specified parcels. No changes to the floor area ratios, heights, setbacks or other development regulations are proposed.

Notice of Preparation (NOP)

This NOP provides information describing the Project and its potential environmental effects. The Draft PEIR will describe: the Project need, goals, and objectives; baseline environmental conditions in the Project study area; and potential environmental effects associated with implementation of the Project. This NOP shall be available for public review and comment pursuant to California Code of Regulations, Title 14, Section 15082(b). The comment period for the NOP begins on February 13, 2019 and ends March 15, 2019. The City has prepared a *CEQA Initial Study and Environmental Checklist* (Initial Study) and has determined that the Project will require the preparation of a PEIR. This NOP will assist the City in identifying those areas where further technical analysis will be required for the Draft PEIR. Potential significant environmental effects anticipated to be evaluated in the PEIR include: Land Use; Aesthetics and Visual Quality; Air Quality and Greenhouse Gas Emissions; Cultural and Historic Resources; Noise and Vibration; Transportation, Circulation, Access and Parking; Biological Resources; Energy; Geology and Soils; Hazards and Hazardous Materials; Hydrology (flooding); Public Services; Recreation; Tribal Cultural Resources; and Utilities and Service Systems. Additional issue areas may be added after further Project details are known and in response to public comments on this NOP. See attached Initial Study.

The City is requesting input from government agencies, other organizations, and private citizens regarding the scope and content of the environmental information to be included in the Draft PEIR. Responsible agencies are requested to indicate their statutory responsibilities in connection with the Project. Public agencies receiving this NOP may need to consider the Draft PEIR if they need to issue permits or other approvals for the Project.

Please submit your written comments as to the scope and content of the forthcoming Draft PEIR no later than March 15, 2019 at 4:30 p.m. You may send your responses and comments to Shaun McMahon – City of Del Mar, 1050 Camino Del Mar, Del Mar, California 92014 or by e-mail to smcmahon@delmar.ca.us.

Scoping Meeting

On **Thursday, February 21, 2019 starting at 4:30 p.m.**, the City of Del Mar Planning and Community Development Department will conduct a public scoping meeting/open house to solicit input and comments from public agencies and the general public on potential topics for analysis within the future Draft PEIR for the Project.

This meeting will be held at the Del Mar Town Hall (Del Mar City Hall), located at 1050 Camino Del Mar, Del Mar, CA 92014. The meeting will begin at 4:30 p.m.

This meeting will be an open house format, and interested parties may “drop-in” to review Project exhibits and/or submit written comments on the scope of the Draft PEIR during the meeting. Representatives from the Planning and Community Development Department as well as the consultant preparing the PEIR on behalf of the City will be available to address questions regarding the PEIR process.

If you have any questions regarding this scoping meeting, please contact Shaun McMahon, Management Analyst, at smcmahon@delmar.ca.us or 858-755-9313.

Project Location/Background

The Project area consists of sixteen parcels zoned NC (North Commercial), four parcels zoned PC (Professional Commercial), and a portion of the PF (Public Facilities) zone (seven parcels) currently developed with the Del Mar Library, Post Office, and City Hall (Figures 1 and 2).

The NC Zone comprises sixteen legal lots of varying size measuring a combined 680,000 square feet (15.6 acres), with street frontage and property access from Jimmy Durante Boulevard or San Dieguito Drive. The associated parcel numbers within the NC Zone are: 299-071-02, -06, and -07; 299-100-27, -28, -29, -30, -32, -33, -34, -35, -36, -47, -48, -49, and -50. Portions of the NC zone are located within the Floodplain Overlay Zone and the Lagoon Overlay Zone. There are eight vacant parcels under various public or private ownerships. Privately owned and developed properties within the NC Zone include various office and commercial uses. Several others are owned by the North County Transit District (NCTD), contain rights-of-way from former railroad spurs and are currently used as public parking or remain unimproved as designated wetland. The NC zone is bordered by the Floodway Zone (FW) to the north and east; R1-40 (Very Low Density Residential) Zone to the east; R1-10 (Low Density Residential) to the south, and the RM-East (Medium Density Mixed Residential) Zone and RR (Railroad) right-of-way to the west. The sixteen NC zoned parcels are shown in Figure 3.

The PC zone comprises four legal lots of varying size measuring a combined 55,000 square feet (1.26 acres), with street frontage and property access from either Camino Del Mar, 8th Street or 9th Street in the Del Mar Village (downtown corridor). The associated parcel numbers within the PC Zone are: 300-200-24; and 300-223-31, -33, and -33. All properties are currently developed with office

buildings. The PC Zone is surrounded by the RM-Central (Medium Density Mixed Residential) and R1-10 (Low Density Residential) Zones to the east; the PF (Public Facilities) Zone to the west; and CC (Central Commercial) Zone to the north. The four PC zoned parcels are shown in Figure 4.

In addition to the aforementioned commercial zones, the PEIR would include an analysis of seven parcels within the PF Zone and specifically excludes the Shores Park parcels from the analysis. No amendment to the PF zone is currently proposed; however, future amendments may be considered where necessary to implement the City's Housing Element. Four of the parcels (300-093-15, -16, -17, and -18) comprise lands utilized for the City of Del Mar City Hall, located at 1050 Camino Del Mar. Two of the seven parcels (300-020-06 and -07) comprise lands utilized for the Del Mar Library, located at 1039 Camino Del Mar and 316 13th Street, respectively. The last parcel (299-310-03) consists of the United States Postal Service post office located at 122 15th Street. The seven PF zoned parcels are shown in Figure 5.

Project Description

The Project proposes a General Plan Amendment (amending the Del Mar Community Plan), Zoning Code Amendment, and a Local Coastal Program Amendment to implement the City's Certified Housing Element by allowing multiple-dwelling unit residential as an allowed use within the existing NC and PC Zones. The Project would set the maximum allowed density range to 20 dwelling units per acre. The addition of multiple-dwelling unit residential to the existing mix of allowed uses within these two zones would allow for these properties to develop or redevelop with a mix of commercial and residential uses; or solely as multiple-dwelling unit residential; commercial development; or light-industrial development where allowed per the zoning code. The applicable zoning setbacks, floor area ratio, lot coverage, and height restrictions within the NC and PC Zones would remain the same as they currently are written within the zoning code. **The Project does not include any specific development or redevelopment projects as part of the zoning code modification.**

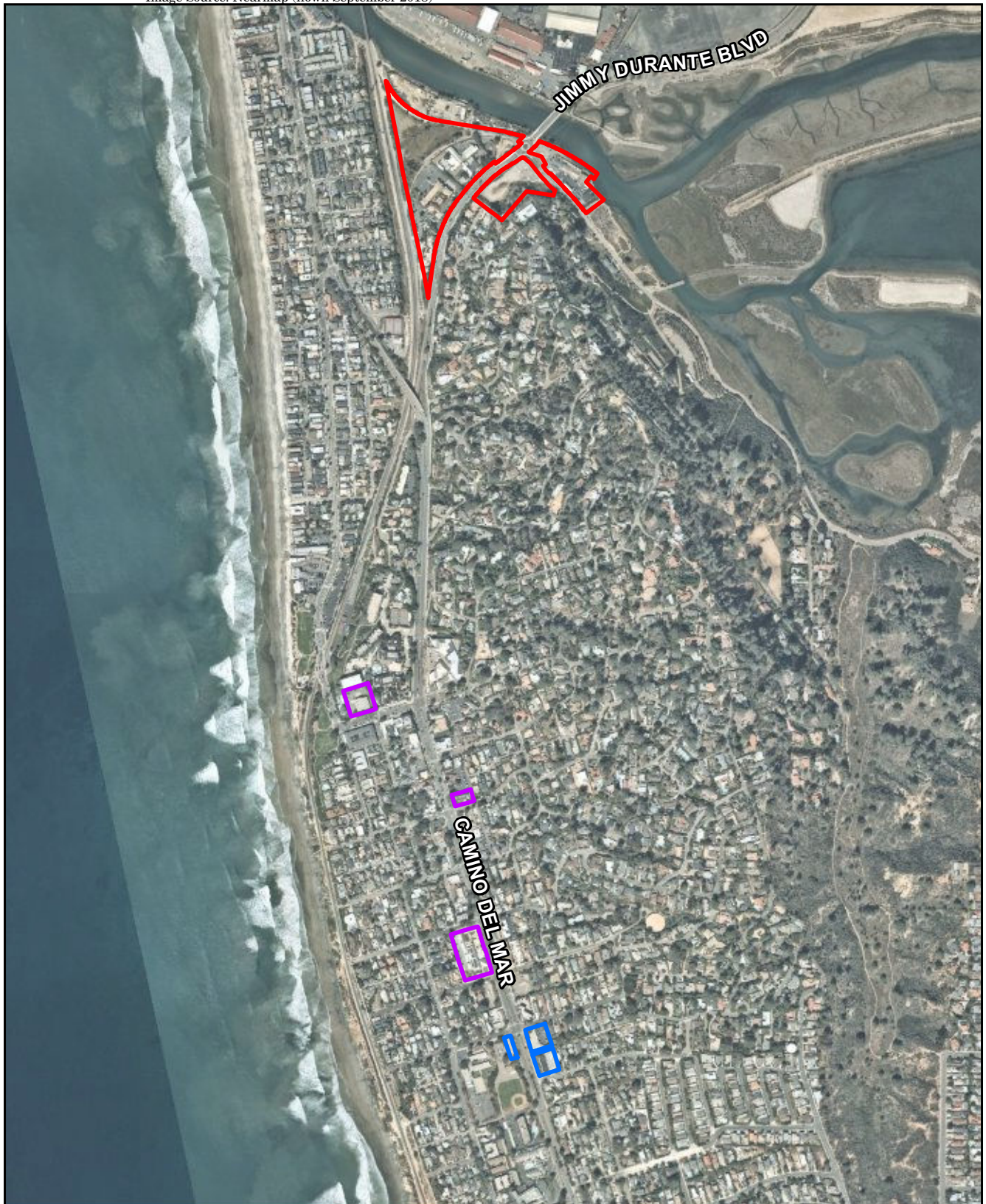
In addition to modifying the zoning code to allow for multiple-dwelling unit residential uses within the PC and NC zones, the PEIR would analyze environmental impacts of a potential future zoning modification to the seven (7) PF zoned parcels to allow for residential development of up to 20 dwelling units per acre. **No General Plan Amendment or zone changes are currently proposed for the PF zones; however, the environmental analysis would address a potential future change to these zones.**

Attachment: Initial Study



✱ Project Location

FIGURE 1
Regional Location



- North Commercial (NC) Zone
- Professional Commercial (PC) Zone
- Public Facilities (PF) Zone

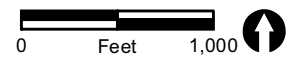
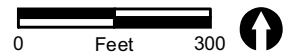
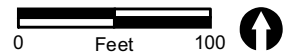


FIGURE 2

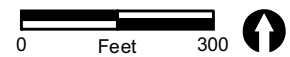
Project Location on Aerial Photograph



 North Commercial (NC) Zone



 Professional Commercial (PC) Zone



 Public Facilities (PF) Zone

FIGURE 5

Public Facility (PF) Zone
(Does not include Shores Park Parcels)

ATTACHMENT

Initial Study



**Initial Study/Environmental Checklist
for the Professional Commercial and
North Commercial Zoning Code
Amendment (ZA18-002)
Del Mar, California**

Prepared for

City of Del Mar

Planning and Community Development Department

1050 Camino del Mar

Del Mar, CA 92014-2604

Prepared by

RECON Environmental, Inc.

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San Diego, CA 92101

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RECON Number 9348

February 13, 2019

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1.0 Introduction

This Initial Study (IS) has been prepared in accordance with relevant provisions of the California Environmental Quality Act (California Public Resources Code (PRC), Sections 21000 et seq.; CEQA of 1970, as amended) and California Code of Regulations, Title 14, Chapter 3, Sections 15000 et seq. (CEQA Guidelines, as revised). This IS includes a checklist which is used to evaluate the potential environmental effects of the City of Del Mar (City) Professional Commercial and North Commercial Zoning Code Amendment (ZA18-002) (project).

The IS checklist includes a detailed project description and a CEQA IS Checklist, which provides standards to evaluate the potential for significant environmental impacts from the project, and is adapted from Appendix G of the CEQA Guidelines. The project is evaluated in 21 environmental issue categories to determine whether the project's environmental impacts would be significant in any category. Brief discussions are provided that further substantiate the project's anticipated environmental impacts in each category.

Because the project fits into the definition of a "project" under Public Resources Code Section 21065 requiring discretionary approvals by the City, and because it could result in a significant effect on the environment, the project is subject to CEQA review. The IS Checklist was prepared to determine the appropriate environmental document to satisfy CEQA requirements: an Environmental Impact Report (EIR), a Mitigated Negative Declaration (MND), or a Negative Declaration (ND). The analysis in this IS Checklist finds that an EIR is warranted.

Specifically, as detailed below, the analysis in this IS Checklist finds that a Program EIR (PEIR) is warranted. This level of analysis is appropriate because the project does not include any specific development or redevelopment projects as part of the zoning code modification. The PEIR will provide an assessment of potential significant effects and will include a framework for future mitigation measures that would be implemented to reduce impacts to less than significant levels.

2.0 Project Description

1. Project:

Professional Commercial and North Commercial Zoning Code Amendment (ZA18-002)

2. Lead Agency:

City of Del Mar, Planning and Community Development Department
1050 Camino Del Mar
Del Mar, California 92014-2698

3. Contact Person and Phone Number:

Shaun McMahon
Management Analyst
City of Del Mar
(858) 755-9313
smcmahon@delmar.ca.us

4. Project Location:

The project location (referred to as “project area” hereinafter) consists of 27 parcels within the Professional Commercial (PC), North Commercial (NC), and Public Facilities (PF) zones within the city of Del Mar, California. The associated parcel numbers within the PC zone are: 300-200-24; 300-223-31, -32, and -33. The associated parcel numbers within the NC zone are: 299-071-02, -06, and -07; 299-100-27, -28, -29, -30, -32, -33, -34, -35, -36, -47, -48, -49, and -50. The associated parcel numbers within the PF zone are: 300-093-15, -16, -17, and -18; 300-020-06 and -07; and 299-310-03.

The regional location of the project is shown in Figure 1. An aerial photograph of the project area is shown on Figure 2.

5. Project Applicant/Sponsor:

City of Del Mar, California

6. General Plan Designation:

1 - Very Low Density
3 - Low Density
6 - High Density
7 - Commercial Central
11 - North Commercial

7. Zoning:

Professional Commercial (PC)
North Commercial (NC)
Public Facilities (PF)

8. Description of Project:

The City proposes a General Plan Amendment (Community Plan Amendment), Zoning Code Amendment (Zi8-003), and a Local Coastal Program Amendment to implement program objectives 2E and 2F in the City’s Certified Housing Element by adding multiple-dwelling unit residential as an allowed use within the existing NC and PC zones to the zoning code. The project would set the maximum allowed density range to 20 dwelling units per acre within the PC and NC zones.

The NC zone comprises sixteen legal lots of varying size measuring a combined 680,000 square feet (15.6 acres), with street frontage and property access from Jimmy Durante Boulevard or San Dieguito Drive. The PC zone comprises four legal lots of varying size measuring a combined 55,000 square feet (1.25 acres), with street frontage and property access from either Camino Del Mar, 8th Street or 9th Street in the downtown corridor. The locations of the NC zoned parcels are shown in Figure 3 and the locations of the PC zoned parcels are shown in Figure 4.

The addition of multiple-dwelling unit residential to the existing mix of allowed uses within these two zones would allow for these properties to develop or redevelop with a mix of commercial and residential uses; or solely as multiple-dwelling unit residential; commercial development; or light-industrial development where allowed per the zoning code. The applicable zoning setbacks, floor area ratio, lot coverage, and height restrictions within the NC and PC zones would remain the same as they currently are written within the zoning code. The project does not include any specific development or redevelopment projects as part of the zoning code amendment.

In addition to modifying the zoning code to allow for multiple-dwelling unit residential uses within the PC and NC zones, the project would include an environmental analysis of the potential addition of multiple-dwelling unit residential (up to 20 dwelling units per acre) to the existing mix of allowed uses as necessary to implement the City's Housing Element on seven parcels within a portion of the PF zone, and specifically excludes the Shores Park parcels from the analysis. No amendment to the PF zone is currently proposed. Four of the parcels (300-093-15, -16, -17, and -18) comprise lands developed with and utilized for the City of Del Mar City Hall. Two of the seven parcels (300-020-06 and -07) comprise lands developed with and utilized for the Del Mar Library. The last parcel (299-310-03) is developed with and utilized by the United States Postal Service post office. The locations of the PF zoned parcels are shown in Figure 5.

9. Surrounding Land Use(s) and Project Setting:

The NC zone comprises sixteen lots of varying size measuring a combined 680,000 square feet (15.6 acres), with street frontage and property access from Jimmy Durante Boulevard or San Dieguito Drive. Portions of the NC zone are located within the Floodplain Overlay Zone, the Bluff, Slope and Canyon Overlay Zone, and the Lagoon Overlay Zone. There are eight vacant parcels under various public or private ownerships. The private properties that are developed contain various office and commercial uses. Existing buildings are of various ages and conditions. North County Transit District (NCTD) owns two of the parcels, and has rights-of-way from former railroad spurs. A portion of the NCTD properties are currently used as public parking. The remaining portion of the properties is unimproved as wetlands. The NC zone is surrounded by the Floodway Zone (FW – San Dieguito River) to the north and east; Very Low Density Residential (R1-40) to the east; Low Density Residential (R1-10) to the south; and Medium Density Mixed Residential (RM-East) and the Railroad Right-of-Way (RR zone) to the west. See Figure 3.

The PC zone comprises four lots of varying size measuring a combined 55,000 square feet (1.25 acres), with street frontage and property access from either Camino Del Mar,

8th Street or 9th Street in the downtown corridor. All properties are currently developed with office buildings of various ages and conditions. The PC zone is surrounded by Medium Density Mixed Residential (RM-Central) and Low Density Residential (R1-10) to the east; Public Facilities (PF-Shores Park) to the west; and Central Commercial (CC) to the north. See Figure 4.

The portion of the PF zone included in the environmental analysis comprises seven lots of varying size measuring a combined 114,820 square feet (2.65 acres), with street frontage and property access along Camino Del Mar, 11th Street, 10th Street, 13th Street, and 15th Street currently developed with and utilized by the Del Mar City Hall, Library, and Post Office. The PF zoned parcels associated with City Hall are surrounded by Central Commercial (CC) to the east and High Density Mixed Residential (R2) to the west. Specifically, the City Hall site is surrounded by retail and commercial uses along Camino del Mar, and single-family residential homes are located to the north, west, and south. The PF zoned parcels associated with the library are surrounded by retail and commercial uses in the Central Commercial (CC) to the north, south, and west, and single dwelling unit and duplex development in the Medium Density Mixed Residential (RM-Central) to the east along Maiden Lane. The PF zoned parcel associated with the post office is surrounded by High Density Residential (R2) to the north, south, and west, and Central Commercial (CC) to the east. Specifically, uses surrounding the post office are retail and commercial, with a single-family home directly west of the site. See Figure 5.

10. Other Required Agency Approvals or Permits Required:

The project requires a General Plan Amendment (Community Plan Amendment) and Zoning Code Amendment which would be subject to approval by the City Council after recommendation by the City Planning Commission. A Local Coastal Program Amendment would also be required subject to certification by the Coastal Commission.

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Native American consultation will be initiated concurrent with the release of the Notice of Preparation (NOP), consistent with Assembly Bill (AB) 52, and all state requirements.

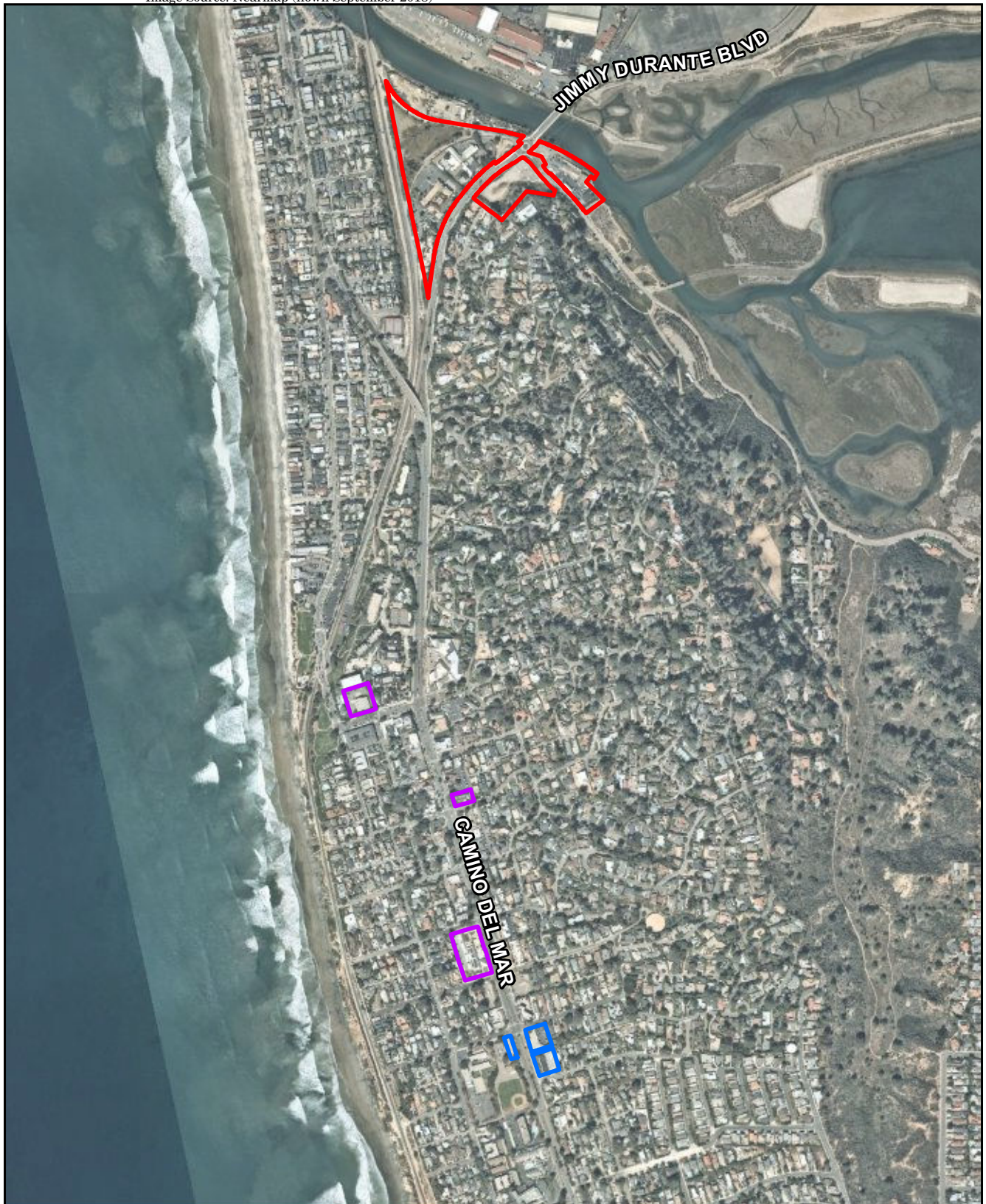
12. Summary of Environmental Factors Potentially Affected:

☒ Aesthetics	☐ Agriculture and Forestry Resources	☒ Air Quality
☒ Biological Resources	☒ Cultural Resources/Paleontology	☒ Energy
☒ Geology/Soils	☒ Greenhouse Gas Emissions	☒ Hazards & Hazardous Materials
☒ Hydrology/Water Quality	☒ Land Use/Planning	☐ Mineral Resources
☒ Noise	☐ Population/Housing	☒ Public Services
☒ Recreation	☒ Transportation	☒ Tribal Cultural Resources
☒ Utilities/Service Systems	☐ Wildfire	☒ Mandatory Findings of Significance



✱ Project Location

FIGURE 1
Regional Location



- North Commercial (NC) Zone
- Professional Commercial (PC) Zone
- Public Facilities (PF) Zone

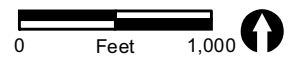
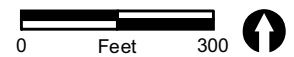
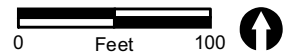


FIGURE 2

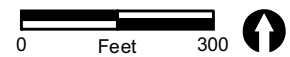
Project Location on Aerial Photograph



 North Commercial (NC) Zone



Professional Commercial (PC) Zone



 Public Facilities (PF) Zone

FIGURE 5

Public Facility (PF) Zone
(Does not include Shores Park Parcels)

3.0 Initial Study Checklist

EVALUATION OF ENVIRONMENTAL IMPACTS:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated

or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion. \
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - a. the significance criteria or threshold, if any, used to evaluate each question; and
 - b. the mitigation measure identified, if any, to reduce the impact to less than significance.

3.1 Aesthetics

Except as provided in Public Resources Code Section 21099, would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	☒	☐	☐	☐
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☒	☐	☐	☐
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☒	☐	☐	☐
d. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	☒	☐	☐	☐

EXPLANATIONS:

a. Potentially Significant Impact; Further Analysis Required

The project does not include any site-specific development or redevelopment projects as part of the zoning code amendment. The PC and PF zones are completely built out and surrounded by existing development that blocks existing views of scenic vistas. Similarly, most views toward the Pacific Ocean from existing development surrounding the PC and PF zones are already obscured by other buildings. Likewise, the NC zone is primarily developed, but is surrounded by some natural areas, including the San Dieguito River Valley and Lagoon, that may qualify as a scenic vista. There may be some views of the Pacific Ocean from areas surrounding the PC and PF zones that could be affected by future development within these zones. Although the proposed zoning code amendment would have no effect on the height or bulk of structures that could be developed, the environmental analysis will nonetheless consider the potential impact of development and redevelopment on scenic vistas. New development under the proposed zoning amendment within the project area could result in a potentially significant impact on scenic vistas, and further analysis will be completed as part of the EIR process.

Visual 3D models of the project area features will be prepared to create visual simulations (massing) of selected views throughout the project area. The visual simulations will include improvements based on maximum buildout potential under the zoning code amendment to assess potential impacts to scenic vistas. The PEIR will evaluate the visual simulations and analyze whether potential future redevelopment within the project area will have a substantial adverse effect on a scenic vista. The PEIR will include a framework for future mitigation measures, if warranted, that would be implemented to reduce potentially significant impacts. Discretionary review in accordance with the City's Design Review Ordinance (Del Mar Municipal Code Chapter 23.08), which provides for the protection of existing public coastal views and primary scenic views, will continue to be required for new development in the locations affected by the proposed zoning code amendment.

b. Potentially Significant Impact; Further Analysis Required

The PC and PF zones are completely built out and do not possess any scenic resources. The NC zone is primarily developed, but is surrounded by some natural areas, including the San Dieguito River. The project does not include any site-specific development or redevelopment projects as part of the zoning code amendment. However, future development within the NC zone could result in additional or new damage to existing scenic resources. Therefore, new development under the proposed zoning code amendment within the project area could result in a potentially significant impact on scenic resources, and further analysis is required.

The PEIR will evaluate the potential for development within the project area to substantially damage scenic resources. The PEIR will provide an assessment of potential significant effects and will include a framework for future mitigation measures, if warranted, that would be implemented to reduce potentially significant impacts.

c. Potentially Significant Impact; Further Analysis Required

The project area is within an urbanized area. As such, future development occurring within the project area would not substantially degrade the quality of public views of the site and its surroundings. However, future development of residential uses within traditionally commercial areas could result in conflicts with zoning and changes to the existing visual character of the project area. Therefore, although any new development would be required to adhere to regulations governing community and scenic quality, new development under the proposed zoning code amendment within the project area could result in a potentially significant impact on scenic vistas, and further analysis is required.

The PEIR will evaluate the potential for development within the project area to conflict with applicable zoning and other regulations governing scenic quality. The PEIR will provide an assessment of potential significant effects and will include a framework for future mitigation measures, if warranted, that would be implemented to reduce potentially significant impacts.

d. Potentially Significant Impact; Further Analysis Required

The project does not include any site-specific development or redevelopment projects as part of the zoning code amendment. However, future development within the project area could

result in new sources of light and glare. Future development would be required to comply with the City's Design Review Ordinance that prohibits projects that "adversely affect the lighting of the local neighborhood." Even with compliance with existing regulations, potentially significant impacts could result from light and glare due to indoor lighting, vehicle headlights in parking structure, and outdoor lighting of multi-family and mixed-use development. Further analysis is necessary.

The PEIR will evaluate whether the project would result in impacts related to light and glare. The PEIR will provide an assessment of potential significant effects and will include a framework for future mitigation measures, if warranted, that would be implemented to reduce potentially significant impacts.

3.2 Agriculture and Forestry Resources

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 1220[g]), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104[g])?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

EXPLANATIONS:**a. No Impact**

The project area and the surrounding properties are not identified as prime farmland, unique farmland, or farmland of statewide importance. The Farmland Mapping and Monitoring Program classifies the project area and their surrounding properties as “urban and built up land” and “other land” (California Department of Conservation 2016). Therefore, the project would not result in the conversion of classified farmland or agricultural land to non-agricultural use. No impact would occur.

b. No Impact

The project area and surrounding properties are not zoned for agricultural uses and are not subject to a Williamson Act contract. No impact would occur.

c. No Impact

The project area and surrounding properties are not zoned as forest land or timberland. No impact would occur.

d. No Impact

The project area and surrounding properties do not include any forest land or timberland. No impact would occur.

e. No Impact

The project area and surrounding properties do not consist of agricultural lands or forest land. No impact would occur.

3.3 Air Quality

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	☒	☐	☐	☐
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☒	☐	☐	☐

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☒	☐	☐	☐

EXPLANATIONS:**a. Potentially Significant Impact; Further Analysis Necessary**

The land uses that could develop as a result of the zoning code amendment within the project area may not be consistent with the buildout assumptions used to calculate existing air quality plans. If emissions associated with the maximum allowable buildout under the zoning are greater than those associated with the existing buildout under the zoning code, a potentially significant impact could occur. Further analysis is necessary.

An Air Quality Impact Analysis will be prepared to calculate total future emissions for the project area with and without implementation of the zoning code amendment to determine if total project emissions are accounted for in the Regional Air Quality Standards. The PEIR will include a summary of the conclusions of the Air Quality Impact Analysis and include a framework for future mitigation measures, if warranted, that would be implemented to reduce potentially significant impacts.

b. Potentially Significant Impact; Further Analysis Necessary

The project does not include any site-specific development or redevelopment projects as part of the zoning code amendment. However, changes in uses within the project area could result in a net increase of a criteria pollutant for which the project region is non-attainment. Therefore, the project could result in a potentially significant impact associated with air quality standards and further analysis is necessary.

The Air Quality Impact Analysis will calculate total future emissions for the project area under maximum buildout potential and compare the results to applicable air quality standards. If emissions associated with the zoning code amendment exceed applicable air quality standards, a significant impact will be identified. The PEIR will include a summary of the conclusions of the Air Quality Impact Analysis and include a framework for future mitigation measures that would be implemented to reduce impacts to less than significant levels.

c. Potentially Significant Impact; Further Analysis Necessary

The project does not include any site-specific development or redevelopment projects as part of the zoning code amendment. However, the placement of residential uses within zones that allow commercial and/or light industrial uses could result in the exposure of sensitive

receptors to substantial pollutant concentrations due to adjacent uses or traffic patterns. Therefore a potentially significant impact could occur and further analysis is necessary.

The Air Quality Impact Analysis will evaluate whether potential future emissions under maximum build out potential within the project area would expose sensitive receptors to substantial pollutant concentrations. The PEIR will include a summary of the conclusions of the Air Quality Impact Analysis and include a framework for future mitigation measures that would be implemented to reduce impacts to less than significant levels.

d. Potentially Significant Impact; Further Analysis Necessary

Although the project does not propose any site-specific development at this time, future development occurring within the project area could generate odor emissions during the construction and/or operation phases of development. Therefore a potentially significant impact could occur and further analysis is necessary.

The Air Quality Impact Analysis will evaluate potential odor impacts. The PEIR will include a summary of the conclusions of the Air Quality Impact Analysis and include a framework for future mitigation measures would be implemented to reduce impacts to less than significant levels.

3.4 Biological Resources

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?	☒	☐	☐	☐
b. Have a substantial adverse effect on any riparian habitat or other community identified in local or regional plans, policies, and regulations or by the CDFW or USFWS?	☒	☐	☐	☐

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☒	☐	☐	☐
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☒	☐	☐	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?	☐	☐	☐	☒
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

EXPLANATIONS:**a. Potentially Significant Impact; Further Analysis Necessary**

The PC and PF zones are completely built out. The NC zone is primarily developed, but is surrounded by some natural areas, including the San Dieguito River. The project does not include any site-specific development or redevelopment projects as part of the zoning code amendment. However, future development within the NC zone, or redevelopment of existing areas adjacent to the sensitive areas could result in a substantial adverse effect to sensitive habitat. Therefore, a potentially significant impact could result and further analysis is necessary.

The PEIR will evaluate the potential for redevelopment within the project area to impact sensitive species. The PEIR will provide an assessment of potential significant effects and will include a framework for future mitigation measures, if warranted, that would be implemented to reduce potentially significant impacts.

b. Potentially Significant Impact; Further Analysis Necessary

The PC and PF zones are completely built out. Therefore, redevelopment would not impact any riparian habitat. The NC zone is primarily developed, but is surrounded by some natural areas, including the San Dieguito River. The project does not include any site-specific development or redevelopment projects as part of the zoning code amendment. However, future development of the remaining parcels within the NC zone, or redevelopment of existing areas adjacent to the sensitive areas could result in a substantial adverse effect to riparian habitat. Therefore, a potentially significant impact could result and further analysis is necessary.

The PEIR will evaluate the potential for redevelopment within the project area to impact riparian habitat. The PEIR will provide an assessment of potential significant effects and will include a framework for future mitigation measures, if warranted, that would be implemented to reduce potentially significant impacts.

c. Potentially Significant Impact; Further Analysis Necessary

The PC and PF zones are completely built out and do not contain sensitive biological resources. Therefore, redevelopment would not impact any wetlands. The NC zone is primarily developed, but is surrounded by some natural areas, including the San Dieguito River. The project does not include any site-specific development or redevelopment projects as part of the zoning code amendment. However, future development of the remaining parcels within the NC zone, or redevelopment of existing areas adjacent to the sensitive areas could result in a substantial adverse effect to wetlands. Therefore, a potentially significant impact could result and further analysis is necessary.

The PEIR will evaluate the potential for redevelopment within the project area to impact wetlands. The PEIR will provide an assessment of potential significant effects and will include a framework for future mitigation measures, if warranted, that would be implemented to reduce potentially significant impacts.

d. Potentially Significant Impact; Further Analysis Necessary

The PC and PF zones are completely built out. Therefore, they do not currently function as a wildlife corridor and no impact relating to wildlife corridors would result from the proposed zoning code amendment. The NC zone, however, is surrounded by some natural areas, including the San Dieguito River, and parcels within the zone may function as a wildlife corridor. The project does not include any site-specific development or redevelopment projects as part of the zoning code amendment. However, future development of the remaining parcels within the NC zone, or redevelopment of existing areas adjacent to the sensitive areas could result in a substantial interference of wildlife movement. Therefore, a potentially significant impact could result and further analysis is necessary.

The PEIR would evaluate the potential for redevelopment within the project area to impact existing wildlife corridors. The PEIR will provide an assessment of potential significant effects and will include a framework for future mitigation measures, if warranted, that would be implemented to reduce potentially significant impacts.

e. No Impact

Although the project does not authorize any specific development, future development consistent with the zoning code amendment would be required to adhere to all City regulations including the City's Tree Ordinance (Municipal Code Section 23.50) and associated Tree Protection Manual. Through regulatory compliance, impacts would be less than significant.

f. No Impact

The San Diego Multiple Species Conservation Program (MSCP), adopted in 1997, is a comprehensive, habitat conservation planning program for the San Diego region, and currently consists of 11 planning subareas. However, no MSCP Subarea Plan or Draft Subarea Plan has been prepared for the City at this time; nor does the City have any other approved local, regional, or state Habitat Conservation Plan. Therefore, no impacts would occur.

3.5 Cultural Resources

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of an historical resource pursuant to §15064.5?	☒	☐	☐	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☒	☐	☐	☐
c. Disturb human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

EXPLANATIONS:

a. Potentially Significant Impact; Further Analysis Necessary

The project area contains existing development, and some of the existing buildings are of sufficient age to require further evaluation. The project does not include any site-specific development or redevelopment projects as part of the zoning code amendment. However, future redevelopment of these buildings could result in substantial adverse change in the significance of an historical resource. Therefore, a potentially significant impact could result and further analysis is necessary.

The PEIR will evaluate the potential for future development to adversely impact potentially historic structures and will identify a mitigation framework, if warranted, to address potentially significant impacts to historic resources.

b. Potentially Significant Impact; Further Analysis Necessary

While the project does not propose any site-specific development, future projects occurring within the project area have the potential to require excavation below disturbed urban fills, possibly into native soils that were not disturbed during the previous development. Therefore, a potentially significant impact relating to archaeological resources could result and further analysis is necessary.

The PEIR will include a discussion of relevant information collected during a records search for the project areas to identify the presence of recorded archaeological sites. The PEIR will evaluate whether implementation of the zoning code amendment could cause a substantial adverse change in the significance of archaeological resources and include a framework for future mitigation measures, if warranted, that would be implemented to reduce potentially significant impacts.

c. Less Than Significant Impact

There are no known burial sites or cemeteries within the vicinity of the project area. Therefore, it is not expected that human remains would be disturbed as a result of implementation of the proposed project. In the unlikely event of the discovery of human remains, the City must conform to the procedures set forth in the California Public Resources Code (Section 5097.98) and State Health and Safety Code (Section 7050.5) requiring that all work shall halt in the area if a discovery occurs. Through compliance with regulatory requirements, impacts would be less than significant.

3.6 Energy

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☒	☐	☐	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☒	☐	☐	☐

EXPLANATIONS:**a and b. Potentially Significant Impact**

The project does not include any site-specific development or redevelopment projects as part of the zoning code amendment. However, future development under the zoning code amendment could require consumption of energy related to construction and operation of uses which could be wasteful, inefficient, or unnecessary. While future projects would be required to adhere to City and local regulations associated with energy use and conservation including the City Energy Code (Del Mar Municipal Code [DMMC] Section 23.12.050, adoption of the 2016 California Energy Code) and the City Green Building Code (DMMC 23.12.070, adoption of the 2016 California Building Code), as well as Community Plan goals and policies related to the reduction of energy consumption. Absent details relating to future development, a potentially significant impact related to energy consumption could result and further analysis is necessary.

The PEIR will include a discussion of potential energy use and include a framework for future mitigation measures if warranted, that would be implemented to reduce potentially significant impacts.

3.7 Geology and Soils

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	☒	☐	☐	☐
ii. Strong seismic ground shaking?	☒	☐	☐	☐
iii. Seismic-related ground failure, including liquefaction?	☒	☐	☐	☐
iv. Landslides?	☒	☐	☐	☐

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☒	☐	☐	☐

EXPLANATIONS:**a.i-iv. Potentially Significant Impact**

The project area has the potential for strong ground shaking, as is the case for much of southern California and the project area lies within a high earthquake shaking probability zone. The project does not include any site-specific development or redevelopment projects as part of the zoning code amendment. The project does not include any site-specific development or redevelopment projects as part of the zoning code amendment. However, future development will be required to comply with the City Municipal Code and related California Building Code, which will require site-specific geotechnical investigations to be included as part of project application. Absent details relating to future development, a potentially significant impact related to geological conditions could result and further analysis is necessary. Additionally, although the project area is not within a mapped liquefaction seismic hazard zone (Cal Emergency Management Agency [EMA] 2011) or within an earthquake-induced landslide hazard zone (Cal EMA 2011), absent details of a site-specific geological investigation, a potentially significant impact related to liquefaction could result and further analysis is necessary.

The PEIR will include a discussion of potential geological hazards and include a framework for future mitigation measures, if warranted, that would be implemented to reduce potentially significant impacts.

b. Less than Significant

Although the project does not propose any site-specific development at this time, future development will be required to comply with City and State regulations relating to erosion control and protection of water quality. Specifically, as required by the Regional Water Quality Control Board (RWQCB) and City requirements, all development projects would implement erosion control measures during construction and operations as outlined in a site-specific water quality management plan. Compliance with such regulations would preclude significant erosion or loss of topsoil. Therefore, through regulatory compliance, erosion impacts would be less than significant.

c. Less than Significant

See explanation to a, above.

d. Less than Significant

There could be expansive soils within the project area. The project does not include any site-specific development or redevelopment projects as part of the zoning code amendment. Absent details of a site-specific geological investigation, a potentially significant impact related to liquefaction could result and further analysis is necessary.

The PEIR will include a discussion of potential hazards associated with expansive soils and include a framework for future mitigation measures, if warranted, that would be implemented to reduce potentially significant impacts.

e. No Impact

The project does not include any specific development or redevelopment projects as part of the zoning code amendment. Future development will be connected to the City's sewer system, and would not require a septic system or any other alternative wastewater disposal system. Therefore, no impact related to on-site wastewater disposal would occur.

f. Potentially Significant Impact; Further Analysis Necessary

The project does not include any site-specific development or redevelopment projects as part of the zoning code amendment. However, future development occurring within the project area could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. Therefore, a potentially significant impact related to paleontological resources could occur and further analysis will be required.

The PEIR will evaluate whether implementation of the zoning code amendment could cause a substantial adverse change in the significance of a paleontological resource and will include a framework for future mitigation measures, if warranted, that would be implemented to reduce potentially significant impacts.

3.8 Greenhouse Gas Emissions

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☐

EXPLANATIONS:

a-b. Potentially Significant Impact; Further Analysis Required

The project does not include any site-specific development or redevelopment projects as part of the zoning code amendment. However, future development pursuant to the new zoning will result in the emissions of greenhouse gases (GHG) from construction and operation which could be potentially significant. Further analysis is required.

The PEIR will contain a detailed analysis to quantify the GHG emissions associated with potential buildout under the zoning code amendment. The estimated emissions will be compared to existing quantitative thresholds, as well as consistency with state/local plans, to determine if a significant impact would occur. If a significant impact would result the PEIR will include a framework for future mitigation measures, if warranted, that would be implemented to reduce potentially significant impacts.

3.9 Hazards and Hazardous Materials

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☒	☐	☐	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☒	☐	☐	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

EXPLANATIONS:**a: Less than Significant**

The project does not include any site-specific development or redevelopment projects as part of the zoning code amendment. However, future development occurring within the project area may require demolition of existing buildings that could result in the need to dispose of hazardous materials. Existing buildings could contain hazardous building materials such as asbestos containing materials, lead-containing surfaces including lead-based paint, and other toxic materials. The demolition of on-site buildings would require compliance with existing state regulations for contaminated materials containment and disposal. Compliance with these regulations would ensure that disposal of hazardous materials would not create a significant hazard to the public or the environment. Compliance with these regulations would ensure that potential release or exposure to hazardous materials would not occur, and impacts would be less than significant.

b. Potentially Significant Impact; Further Analysis Necessary

Based upon a review of the California Department of Toxic Substance Control (DTSC) EnviroStor database, the NC zone contains two identified sites; one Leaking Underground Storage Tank (LUST) site and a Cleanup Program Site. Although the project does not include any site-specific development or redevelopment, future development within the project areas could result in release of hazardous materials. Impacts would be potentially significant and further analysis is necessary.

The PEIR will provide an assessment of potential significant effects and will include a framework for future mitigation measures if warranted, that would be implemented to reduce potentially significant impacts.

c. No Impact

One school (Winston School; private; grades 4–12; 215 9th Street, Del Mar) is located within one-quarter mile of the project area. The project does not include any site-specific development or redevelopment projects as part of the zoning code amendment. However, the only change to potential uses within the project area would be to allow residential uses. Therefore, the zoning code amendment would not result in the introduction of new potentially hazardous emissions at close proximity to the school. No impact would occur.

d. Potentially Significant Impact; Further Analysis Necessary

See explanation under b, above.

e. No Impact

The project area is not in the vicinity of a private airstrip or within two miles of a public airport, and would not result in a safety hazard for people residing or working in the project area. Therefore, no impacts would occur.

f. Less Than Significant Impact

The project would not result in changes in circulation or access that would interfere with or impair emergency response associated with potential hazards such as coastal storm/erosion, wildfire, landslide, earthquake, and tsunami and planned emergency responses to such hazards. Future development would be required to comply with local regulations associated with adequate ingress/egress, fire protection, and emergency response. Therefore, through regulatory compliance, impacts would be less than significant.

g. Less Than Significant Impact

The project area is located within an urban core, and is not adjacent to wildlands or wildland-urban interfaces. Therefore, the risk of loss, injury, or death to people or structures involving wildland fires would be less than significant.

3.10 Hydrology and Water Quality

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☒	☐	☐	☐

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner, which would:	☐	☐	☒	☐
i. result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☒	☐
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv. impede or redirect flood flows?	☐	☐	☒	☐
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

EXPLANATIONS:**a. Less than Significant**

On-site surface drainage is collected by City storm water facilities and discharged into the Pacific Ocean. The project does not include any site-specific development or redevelopment projects as part of the zoning code amendment. However, future development occurring within the project area could result in increased storm water discharge, violating water quality standards or waste discharge requirements. Future projects would be required to comply with City storm water and drainage regulations, including the City's Stormwater Control Ordinance (DMMC 11.30, et seq.) and the associated Stormwater Standards

Manual requiring all runoff to be controlled and retained on-site. Therefore, through regulatory compliance future development would not result in significant impacts to upstream or downstream properties. Impacts would be less than significant.

b. Potentially Significant Impact; Further Analysis Necessary

Groundwater quality within the project area is generally poor as it has been intruded by seawater and water from surrounding marine sedimentary rocks. The project does not include any site-specific development or redevelopment projects as part of the zoning code amendment. However, future development could uncover damp soils, or groundwater levels could rise in the future due to rainfall or leakage. Therefore, impacts associated with groundwater would be potentially significant and further analysis is necessary.

The PEIR will provide an assessment of potential significant effects and will include a framework for future mitigation measures, if warranted, that would be implemented to reduce potentially significant impacts. The framework could include dewatering during excavation or installation of utility improvements.

c.i.-iv. Less than Significant

The project does not include any site-specific development or redevelopment projects as part of the zoning code amendment. However, future development could substantially alter existing drainage patterns, or increase impervious surfaces which could increase erosion, increase the rate or amount of surface runoff, or increase polluted storm water runoff. Consistent with City regulations, including the City's Stormwater Control Ordinance (DMMC 11.30, et seq.), all drainage improvements that are part of future development projects would be designed to accommodate a 100-year storm event, to not result in an increase in flood hazards on surrounding properties, and to not exceed the capacity of the storm drain system. Furthermore, current regulations require more efficient and effective site design methods and construction techniques for addressing storm water management, including low impact development best management practices (BMPs) and treatment control BMPs, as necessary, that would manage, detain, and attenuate post-project runoff flows prior to discharge from the project area. Source control and treatment control BMPs would prevent erosion, siltation, and would ensure pollutants do not adversely affect water quality. As mandated in the existing state regulations, the existing peak flow rates would be maintained or reduced. Therefore, through regulatory compliance, impacts related to changes in drainage patterns would be less than significant.

d. Less than Significant

Portions of the parcels within the NC zone are located within a FEMA designated flood zone, per FEMA Flood Insurance Rate Map Numbers 06073C1039G and 06073C1307G. The project does not include any site-specific development or redevelopment projects as part of the zoning code amendment. However, future development occurring within the project area could risk release of pollutants due to inundation in an identified special flood hazard area. Future projects would be required to adhere to City regulations, including those applicable to Floodplain Overlay Zone (DMMC Section 30.56). Consistent with the DMMC, future development would require a floodplain development permit finding that development within the Floodplain Overlay Zone will not obstruct flood flow; will be designed to reduce the need for construction of flood control facilities that would be required

if unregulated development were to occur; and to minimize the cost of flood insurance (see DMMC Section 30.56.010). Therefore, through regulatory compliance, impacts to related to flood hazards would be less than significant.

e. Less than Significant

See explanations a and d, above.

3.11 Land Use and Planning

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?	☐	☐	☐	☒
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☒	☐	☐	☐

EXPLANATIONS:

a. No Impact

The PC and PF zones are built out and surrounded by existing development. The NC zone is primarily developed. The project does not include any site-specific development or redevelopment projects as part of the zoning code amendment. However, future development within these zones would be limited to redevelopment on established parcels or new construction within the few undeveloped lots. Pursuant to the proposed zoning code amendment, residential uses would be allowed within the PC and NC zones. The creation of additional housing within the limited project area would not physically divide an established community. No impact would occur.

b. Potentially Significant Impact; Further Analysis Required

The project area consists of parcels within the PC, NC and PF zones within the adopted Del Mar Community Plan, Zoning Code, and Local Coastal Program Land Use Plan. The project proposes a General Plan Amendment (Community Plan Amendment), Zoning Code Amendment, and a Local Coastal Program Amendment to allow for residential uses to be developed within the PC and NC zones. Although no site-specific development is proposed as part of the project, further analysis will be included in the PEIR to address the consistency of future projects occurring within these zones, with applicable land use and zoning regulations, including the City's Community Plan, Municipal Code, and Local

Coastal Program, and will include a framework for future mitigation, if warranted, that would be implemented to reduce potentially significant impacts.

3.12 Mineral Resources

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

EXPLANATIONS:

a-b. No Impact

Per the State of California Department of Conservation, Division of Mines and Geology, the project area is located within Mineral Resource Zone 1 (MRZ-1) and MRZ-3 in the Del Mar quadrangle (California Department of Conservation 2011). MRZ-1 designated areas are where adequate information indicates that no significant mineral deposits are present, or where it is determined that little likelihood exists for their presence (California Department of Conservation 2011). MRZ-3 designated areas are areas containing mineral deposits the significance of which cannot be evaluated from available data. Due to the fact that the project area is already mostly developed, extraction of any potential mineral resources on properties within the project area is not feasible. In addition, mineral resource extraction within the project parcels would be incompatible with the City's zoning regulations. No impact would occur.

3.13 Noise

Would the project result in:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☒	☐	☐	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐
c. For a project located within the vicinity of a private airstrip or an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	☐	☐	☐	☒

EXPLANATIONS:

a. Potentially Significant Impact; Further Analysis Necessary

The project does not include any site-specific development or redevelopment projects as part of the zoning code amendment. However, future noise associated with vehicles and land uses within the project area could increase above allowable noise levels. Therefore, new development under the proposed zoning code amendment within the project area could result in a potentially significant impact associated with noise level standards would be level and further analysis is necessary.

Potential noise impacts will be evaluated through the preparation of a noise analysis, and the significance of substantial temporary or permanent increase in ambient noise levels in the vicinity of the project will be addressed. The PEIR will provide a summary of the findings of the noise analysis and will include a framework for future mitigation measures, if warranted, that would be implemented to reduce potentially significant impacts.

b. Potentially Significant Impact; Further Analysis Necessary

The project does not include any site-specific development or redevelopment projects as part of the zoning code amendment. However, future development occurring within the project area may require construction techniques that could result in groundborne vibration in excess of allowable noise levels. Therefore, new development under the proposed zoning code amendment within the project area could result in a potentially significant impact associated with groundborne vibration noise level standards and further analysis is necessary.

Potential groundborne noise level impacts will be evaluated through the preparation of a noise analysis, and the significance of increases in noise levels in the vicinity of the project will be addressed. The PEIR will provide a summary of the findings of the noise analysis and will include a framework for future mitigation measures, if warranted, that would be implemented to reduce potentially significant impacts.

c. No Impact

The project area is not in the vicinity of a private airstrip or within two miles of a public airport, and would not expose people residing or working in the area to excessive noise levels. No impact will occur.

3.14 Population and Housing

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

EXPLANATIONS:**a. Less Than Significant Impact**

The project would implement mixed-use zoning districts that would allow for development of residential uses within the project area. Specifically, the proposed zoning code

amendment would implement program objectives 2E and 2F in the City's Certified Housing Element by adding multiple-dwelling unit residential as an allowed use within the existing NC and PC zones to the zoning code. The project would set the maximum allowed density range to 20 dwelling units per acre within these zones. These zoning changes would provide additional housing units within the City as identified in the Regional Housing Needs Assessment prepared by SANDAG. Therefore, the project would accommodate future growth anticipated for the City. Furthermore, the project would not result in the extension of any existing roads or expansion of existing infrastructure facilities that could induce growth. Therefore, the project would not induce substantial population growth, either directly or indirectly, and impacts would be less than significant.

b. No Impact

The project would implement mixed-use zoning districts that would allow for development of residential structures where they are currently prohibited by existing zoning. Therefore, the project would not displace any existing people or housing. No impact would occur.

3.15 Public Services

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?	☒	☐	☐	☐
ii. Police protection?	☒	☐	☐	☐
iii. Schools?	☒	☐	☐	☐
iv. Parks?	☒	☐	☐	☐
v. Other public facilities?	☒	☐	☐	☐

EXPLANATIONS:**a.i-v. Potentially Significant Impact; Further Analysis Necessary**

Although the project does not propose any site-specific development at this time, future development occurring within the project area could result in the addition of residential development within the project area up to 20 dwelling units per acres. Therefore, new development under the proposed zoning code amendment within the project area could result in a potentially significant impact associated with public services and further analysis is necessary.

The PEIR will assess the potential for the zoning code amendment to substantially impact public services including fire protection, police protection, schools, and parks and will include a framework for future mitigation measures, if warranted, that would be implemented to reduce potentially significant impacts.

3.16 Recreation

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☒	☐	☐	☐
b. Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☒	☐	☐	☐

EXPLANATIONS:**a. Potentially Significant Impact; Further Analysis Necessary**

The project does not include any site-specific development or redevelopment projects as part of the zoning code amendment. However, future development occurring within the project area could result in the addition of residential development within the City, which could increase the use of existing neighborhood and regional parks or other recreational facilities resulting in the substantial deterioration of the facility. Therefore, new development under the proposed zoning code amendment within the project area could result in a potentially significant impact associated with the deterioration of recreation facilities and further analysis is necessary.

The PEIR will assess the potential for the zoning code amendment to substantially impact recreational facilities and will include a framework for future mitigation measures, if warranted, that would be implemented to reduce potentially significant impacts.

b. Potentially Significant Impact; Further Analysis Necessary

The project does not include any site-specific development or redevelopment projects as part of the zoning code amendment. However, future development occurring within the project area could result in the addition of residential development within the City, which could warrant the construction or expansion of recreational facilities. Therefore, new development under the proposed zoning code amendment within the project area could result in a potentially significant impact associated with the need for new or expanded recreation facilities and further analysis is necessary.

The PEIR will assess the potential for the zoning code amendment to result in the need for new or expanded recreational facilities and will include a framework for future mitigation measures, if warranted, that would be implemented to reduce potentially significant impacts.

3.17 Transportation

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☒	☐	☐	☐
b. Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☐	☒
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d. Result in inadequate emergency access?	☐	☐	☒	☐

EXPLANATIONS:**a. Potentially Significant Impact; Further Analysis Necessary**

The project does not include any site-specific development or redevelopment projects as part of the zoning code amendment. However, under the zoning code amendment, residential development would be allowed within the project up to 20 dwelling units per acre. The change in uses within the project area could have an effect on the traffic volumes, patterns, and conditions in the project vicinity. Therefore, new development under the proposed zoning code amendment within the project area could result in a potentially significant impact associated with circulation planning, including alternative modes of transportation, and further analysis is necessary.

Trip generation will be calculated for both the existing zoning and the proposed zone code amendment for the NC and PC areas. Based on the outcome of the initial assessment, additional analyses may be required to determine project effects on the neighboring street system. The PEIR will include a summary of the comparative traffic generation, and any additional analysis performed, and will include a framework for future mitigation measures, if warranted, that would be implemented to reduce potentially significant impacts.

b. No Impact

CEQA Guidelines Section 15064.3(b) allows an additional assessment to evaluate potential Vehicle Miles Travelled (VMT) impacts. The VMT requirements go into full effect statewide on July 1, 2020. Until that time, the City has discretion in which measure to use to evaluate roadway. The project's potential impacts associated with circulation planning, including alternative modes of transportation, will be evaluated using a level of service (LOS) analysis, if necessary. See explanation a, above. No impact will occur.

c-d. Less Than Significant Impact

The project does not include any site-specific development or redevelopment projects as part of the zoning code amendment. Additionally, no changes to roadway configurations or incompatible roadway uses are proposed. Future projects within the project area would be reviewed by the City and be required to comply with City regulations pertaining to roadway design and emergency access. Therefore, through regulatory compliance, impacts would be less than significant.

3.18 Tribal Cultural Resources

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	☒	☐	☐	☐
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☒	☐	☐	☐

EXPLANATIONS:**a.i-ii: Potentially Significant Impact; Further Analysis Necessary**

While the project does not propose any site-specific development, future development projects occurring within the project area has the potential to require excavation below disturbed urban fills, possibly into native soils that were not disturbed during the previous development. Therefore, a potentially significant impact could result and additional analysis is required.

The City, as lead agency, will conduct consultation pursuant to AB 52 with any interested Native American tribes that respond to the City's noticing of the project requesting consultation. During consultation, any potential tribal cultural resources would be identified. The PEIR will include a discussion of potentially significant tribal cultural resources and include a framework for future mitigation measures, if warranted, that would be implemented to reduce potentially significant impacts.

3.19 Utilities and Service Systems

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☒	☐	☐	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☒	☐	☐	☐
c. Result in a determination by the wastewater treatment provided which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☒	☐	☐	☐

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☒	☐	☐	☐
e. Comply with federal, state, and local management and reduction statutes and regulation related to solid waste?	☒	☐	☐	☐

EXPLANATIONS:**a. Potentially Significant Impact; Further Analysis Necessary**

The project area is generally surrounded by existing development that is serviced by existing water, wastewater treatment or storm water drainage, electric power, natural gas, and telecommunications facilities. The PC and PF zones are built out and contain existing utility connections in order to serve these sites. Portions of the NC zone do not contain existing development. The project does not include any site-specific development or redevelopment projects as part of the zoning code amendment. However, future development within the project area could require the construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities to accommodate the increased residential uses that would be allowed under the zoning code amendment. Therefore, new development under the proposed zoning code amendment within the project area could result in a potentially significant impact associated with or expanded facilities and further analysis is necessary.

The PEIR will assess the capability of existing utility service facilities to serve the maximum allowable development potential under the project and specify whether any additional facilities or expansion of facilities would be required, and if significant environmental impacts would result. The PEIR will include a framework for future mitigation measures, if warranted, that would be implemented to reduce potentially significant impacts.

b. Potentially Significant Impact; Further Analysis Necessary

The project does not include any site-specific development or redevelopment projects as part of the zoning code amendment. However, future development within the project area could result in new residential development requiring increased water supply. Therefore, new development under the proposed zoning code amendment within the project area could result in a potentially significant impact associated with water supply and further analysis is necessary.

The PEIR will review City and local water plans to assess whether there is sufficient water supplies available to serve maximum allowable development potential under the project during normal, dry, and multiple dry years, and if significant environmental impacts would result. The PEIR will include a framework for future mitigation measures, if warranted, that would be implemented to reduce potentially significant impacts.

c. Potentially Significant Impact; Further Analysis Necessary

The PC and PF zones are built out, as is a majority of the NC zone. The project does not include any site-specific development or redevelopment projects as part of the zoning code amendment. However, future development occurring within the project area could result in new residential development requiring the additional need for wastewater services. Therefore, new development under the proposed zoning code amendment within the project area could result in a potentially significant impact associated with wastewater services, and further analysis is necessary.

The PEIR will review City wastewater plans and assess whether there is adequate capacity to serve the project's demand under maximum allowable development potential in addition to the provider's existing commitments. The PEIR will include a framework for future mitigation measures, if warranted, that would be implemented to reduce potentially significant impacts.

d. Potentially Significant Impact; Further Analysis Necessary

The PC and PF zones are built out, as is a majority of the NC zone, and contain existing utility connections in order to provide wastewater service to these sites. The project does not include any site-specific development or redevelopment projects as part of the zoning code amendment. However, future development occurring within the project area could result in the additional need for solid waste services. Therefore, new development under the proposed zoning code amendment within the project area could result in a potentially significant impact associated with solid waste disposal, and further analysis is necessary.

The PEIR will review City and local solid waste availability and assess whether future projects within the project area could generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. The PEIR will include a framework for future mitigation measures, if warranted, that would be implemented to reduce potentially significant impacts.

e. Potentially Significant Impact; Further Analysis Necessary

The PEIR will assess whether future development within the project area would comply with federal, state, and local management and reduction statutes and regulations related to solid waste, and if significant environmental impacts would result. The PEIR will include a framework for future mitigation measures, if warranted, that would be implemented to reduce potentially significant impacts.

3.20 Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

EXPLANATIONS:

a-c. No Impact

The project would not result in changes in circulation or access that would interfere with or impair emergency response or an evacuation plan. The project site is not located in or near a State Responsibility Area (SRA) or a Local Responsibility Area (LRA) Very High Fire Hazard Severity Zone, as shown on the Cal Fire San Diego County Fire Hazard Severity Zone Map for Local Responsibility Areas (CalFire 2007). Therefore, there is no expectation of exacerbated wildfire risks. Additionally, the project does not include infrastructure improvements that may exacerbate fire risk. No impact would occur.

d. Less than Significant

The project does not include any site-specific development or redevelopment projects as part of the zoning code amendment. Future projects would be required to adhere to California Fire Code standards (DMMC Section 10.01.010), including providing adequate access, water supply and fire service features in new construction. Additionally, future development will be required to comply with City and state regulations relating to erosion control and protection of water quality, flooding and slope stability. Therefore, through regulatory compliance, impacts associated with post-fire runoff or other such risk of exposure would be less than significant.

3.21 Mandatory Findings of Significance

Does the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☐
b. Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable futures projects)?	☒	☐	☐	☐
c. Have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

EXPLANATIONS:**a-c. Potentially Significant Impact; Further Analysis Necessary**

Further analysis is required to determine if potential direct or cumulative impacts would occur as related to aesthetics, air quality, biological resources, cultural resources/paleontology, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, land use and planning, noise, public services, recreation, transportation, tribal cultural resources, and utilities and service systems. This detailed analysis will be conducted for the project and the issues will be discussed further in the PEIR.

4.0 Determination and Preparers

CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE FEE DETERMINATION**(Fish and Game Code Section 711.4, Statutes of 2006 – SB 1535)**

- [] It is hereby found that this project involves no potential for any adverse effect, either individual or cumulatively, on wildlife resources and that a “Certificate of Fee Exemption” shall be prepared for this project.
- [X] It is hereby found that this project could potentially impact wildlife, individually or cumulatively, and therefore, fees in accordance with Section 711.4(d) of the Fish and Game Code shall be paid to the County Clerk.

Report Preparers

RECON Environmental, Inc., 1927 Fifth Avenue, San Diego, CA 92101

Lori Spar, Primary Report Author, Project Manager
Jennifer Campos, Report Reviewer, Principal

5.0 Sources Consulted

Agriculture and Forestry Resources

California Department of Conservation

2016 California Important Farmland Finder. Accessed on January 19, 2019 at
<https://maps.conservation.ca.gov/dlrp/ciff/>.

Geology and Soils

California Emergency Management Agency (Cal EMA)

2011 Hazard Mitigation Portal (Interactive Web Mapping Application).
<http://myhazards.calema.ca.gov/Default.aspx>. December 30.

Mineral Resources

California Department of Conservation

- 2011 Mineral Land Classification Map. Accessed January 25, 2019 at ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR_153/SR-153_Plate-16.pdf.

Wildfire

California Department of Forestry and Fire Protection (CalFire)

- 2007 Very High Fire Hazard Severity Zones in Local Responsibility Areas. Accessed January 25, 2019 at http://frap.fire.ca.gov/webdata/maps/san_diego/fhszl_map.37.pdf.



City of Del Mar



February 15, 2019

Campo Band of Mission Indians (Ralph Goff, Chairperson)
36190 Chriuch Road, Suite No. 1
Campo, CA 91903

Reference: Notification and Offer for Tribal Consultation Pursuant to the CEQA and AB52

Mr. Goff,

Pursuant to City of Del Mar records, your tribe is among those requesting notification in accordance with requirements of California Assembly Bill AB52. The City of Del Mar is in receipt of the project described herein and, pursuant to stipulations of the California Environmental Quality Act (CEQA), begun the process of preparing an initial study and Mitigated Negative Declaration (MND) to analyze its potential for impacts to the environment. To ensure that this process and document adequately incorporate any concerns from your tribe, the City of Del Mar is hereby providing formal notification, and an offer for consultation.

The Project proposes a General Plan Amendment (amending the Del Mar Community Plan), Zoning Code Amendment, and a Local Coastal Program Amendment to implement the City's Certified Housing Element by allowing multiple-dwelling unit residential as an allowed use within the existing North Commercial (NC) and Professional Commercial (PC) Zones. The Project would set the maximum allowed density range to 20 dwelling units per acre. The addition of multiple-dwelling unit residential to the existing mix of allowed uses within these two zones would allow for these properties to develop or redevelop with a mix of commercial and residential uses; or solely as multiple-dwelling unit residential; commercial development; or light-industrial development where allowed per the zoning code. The applicable zoning setbacks, floor area ratio, lot coverage, and height restrictions within the NC and PC Zones would remain the same as they currently are written within the zoning code. **The Project does not include any specific development or redevelopment projects as part of the zoning code modification.**

In addition to modifying the zoning code to allow for multiple-dwelling unit residential uses within the PC and NC zones, the PEIR would analyze environmental impacts of a potential future zoning modification to a portion of the Public Facilities (PF) zone (seven parcels) to allow for residential development of up to 20 dwelling units per acre. **Shores Park is not included in the analysis. No General Plan Amendment or zone changes are currently proposed for the PF zones; however, the environmental analysis would address a potential future change to these zones.**

Should your tribe desire consultation in accordance with AB52, please provide a formal request and information for a lead contact person within 30 days of this writing. For any questions about the subject project, please contact me at the information below:

Shaun McMahon, Management Analyst
City of Del Mar, Planning and Community Development Department
1050 Camino del Mar, Del Mar, CA 92014

(858) 755-9313 / smcmahon@delmar.ca.us

Sincerely,

Shaun McMahon
Management Analyst



City of Del Mar



February 15, 2019

Ewiiapaayp Tribal Office (Robert Pinto Sr., Chairperson)
4054 Willows Road
Alpine, CA 91901

Reference: Notification and Offer for Tribal Consultation Pursuant to the CEQA and AB52

Mr. Pinto Sr.,

Pursuant to City of Del Mar records, your tribe is among those requesting notification in accordance with requirements of California Assembly Bill AB52. The City of Del Mar is in receipt of the project described herein and, pursuant to stipulations of the California Environmental Quality Act (CEQA), begun the process of preparing an initial study and Mitigated Negative Declaration (MND) to analyze its potential for impacts to the environment. To ensure that this process and document adequately incorporate any concerns from your tribe, the City of Del Mar is hereby providing formal notification, and an offer for consultation.

The Project proposes a General Plan Amendment (amending the Del Mar Community Plan), Zoning Code Amendment, and a Local Coastal Program Amendment to implement the City's Certified Housing Element by allowing multiple-dwelling unit residential as an allowed use within the existing North Commercial (NC) and Professional Commercial (PC) Zones. The Project would set the maximum allowed density range to 20 dwelling units per acre. The addition of multiple-dwelling unit residential to the existing mix of allowed uses within these two zones would allow for these properties to develop or redevelop with a mix of commercial and residential uses; or solely as multiple-dwelling unit residential; commercial development; or light-industrial development where allowed per the zoning code. The applicable zoning setbacks, floor area ratio, lot coverage, and height restrictions within the NC and PC Zones would remain the same as they currently are written within the zoning code. **The Project does not include any specific development or redevelopment projects as part of the zoning code modification.**

In addition to modifying the zoning code to allow for multiple-dwelling unit residential uses within the PC and NC zones, the PEIR would analyze environmental impacts of a potential future zoning modification to a portion of the Public Facilities (PF) zone (seven parcels) to allow for residential development of up to 20 dwelling units per acre. **Shores Park is not included in the analysis. No General Plan Amendment or zone changes are currently proposed for the PF zones; however, the environmental analysis would address a potential future change to these zones.**

Should your tribe desire consultation in accordance with AB52, please provide a formal request and information for a lead contact person within 30 days of this writing. For any questions about the subject project, please contact me at the information below:

Shaun McMahon, Management Analyst
City of Del Mar, Planning and Community Development Department
1050 Camino del Mar, Del Mar, CA 92014

(858) 755-9313 / smcmahon@delmar.ca.us

Sincerely,

Shaun McMahon
Management Analyst



City of Del Mar



February 15, 2019

Ewiiapaayp Tribal Office (Michael Garcia, Chairperson)
4054 Willows Road
Apline, CA 91901

Reference: Notification and Offer for Tribal Consultation Pursuant to the CEQA and AB52

Mr. Garcia,

Pursuant to City of Del Mar records, your tribe is among those requesting notification in accordance with requirements of California Assembly Bill AB52. The City of Del Mar is in receipt of the project described herein and, pursuant to stipulations of the California Environmental Quality Act (CEQA), begun the process of preparing an initial study and Mitigated Negative Declaration (MND) to analyze its potential for impacts to the environment. To ensure that this process and document adequately incorporate any concerns from your tribe, the City of Del Mar is hereby providing formal notification, and an offer for consultation.

The Project proposes a General Plan Amendment (amending the Del Mar Community Plan), Zoning Code Amendment, and a Local Coastal Program Amendment to implement the City's Certified Housing Element by allowing multiple-dwelling unit residential as an allowed use within the existing North Commercial (NC) and Professional Commercial (PC) Zones. The Project would set the maximum allowed density range to 20 dwelling units per acre. The addition of multiple-dwelling unit residential to the existing mix of allowed uses within these two zones would allow for these properties to develop or redevelop with a mix of commercial and residential uses; or solely as multiple-dwelling unit residential; commercial development; or light-industrial development where allowed per the zoning code. The applicable zoning setbacks, floor area ratio, lot coverage, and height restrictions within the NC and PC Zones would remain the same as they currently are written within the zoning code. **The Project does not include any specific development or redevelopment projects as part of the zoning code modification.**

In addition to modifying the zoning code to allow for multiple-dwelling unit residential uses within the PC and NC zones, the PEIR would analyze environmental impacts of a potential future zoning modification to a portion of the Public Facilities (PF) zone (seven parcels) to allow for residential development of up to 20 dwelling units per acre. **Shores Park is not included in the analysis. No General Plan Amendment or zone changes are currently proposed for the PF zones; however, the environmental analysis would address a potential future change to these zones.**

Should your tribe desire consultation in accordance with AB52, please provide a formal request and information for a lead contact person within 30 days of this writing. For any questions about the subject project, please contact me at the information below:

Shaun McMahon, Management Analyst
City of Del Mar, Planning and Community Development Department
1050 Camino del Mar, Del Mar, CA 92014

(858) 755-9313 / smcmahon@delmar.ca.us

Sincerely,

Shaun McMahon
Management Analyst



City of Del Mar



February 15, 2019

Jamul Indian Village (Raymond Hunter, Chairperson)
PO Box 612
Jamul, CA 91935

Reference: Notification and Offer for Tribal Consultation Pursuant to the CEQA and AB52

Mr. Hunter,

Pursuant to City of Del Mar records, your tribe is among those requesting notification in accordance with requirements of California Assembly Bill AB52. The City of Del Mar is in receipt of the project described herein and, pursuant to stipulations of the California Environmental Quality Act (CEQA), begun the process of preparing an initial study and Mitigated Negative Declaration (MND) to analyze its potential for impacts to the environment. To ensure that this process and document adequately incorporate any concerns from your tribe, the City of Del Mar is hereby providing formal notification, and an offer for consultation.

The Project proposes a General Plan Amendment (amending the Del Mar Community Plan), Zoning Code Amendment, and a Local Coastal Program Amendment to implement the City's Certified Housing Element by allowing multiple-dwelling unit residential as an allowed use within the existing North Commercial (NC) and Professional Commercial (PC) Zones. The Project would set the maximum allowed density range to 20 dwelling units per acre. The addition of multiple-dwelling unit residential to the existing mix of allowed uses within these two zones would allow for these properties to develop or redevelop with a mix of commercial and residential uses; or solely as multiple-dwelling unit residential; commercial development; or light-industrial development where allowed per the zoning code. The applicable zoning setbacks, floor area ratio, lot coverage, and height restrictions within the NC and PC Zones would remain the same as they currently are written within the zoning code. **The Project does not include any specific development or redevelopment projects as part of the zoning code modification.**

In addition to modifying the zoning code to allow for multiple-dwelling unit residential uses within the PC and NC zones, the PEIR would analyze environmental impacts of a potential future zoning modification to a portion of the Public Facilities (PF) zone (seven parcels) to allow for residential development of up to 20 dwelling units per acre. **Shores Park is not included in the analysis. No General Plan Amendment or zone changes are currently proposed for the PF zones; however, the environmental analysis would address a potential future change to these zones.**

Should your tribe desire consultation in accordance with AB52, please provide a formal request and information for a lead contact person within 30 days of this writing. For any questions about the subject project, please contact me at the information below:

Shaun McMahon, Management Analyst
City of Del Mar, Planning and Community Development Department
1050 Camino del Mar, Del Mar, CA 92014

(858) 755-9313 / smcmahon@delmar.ca.us

Sincerely,

Shaun McMahon
Management Analyst



City of Del Mar



February 15, 2019

Kwaaymii Laguna Band of Mission Indians (Carmen Lucas)
PO Box 775
Pine Valley, CA 91962

Reference: Notification and Offer for Tribal Consultation Pursuant to the CEQA and AB52

Ms. Lucas,

Pursuant to City of Del Mar records, your tribe is among those requesting notification in accordance with requirements of California Assembly Bill AB52. The City of Del Mar is in receipt of the project described herein and, pursuant to stipulations of the California Environmental Quality Act (CEQA), begun the process of preparing an initial study and Mitigated Negative Declaration (MND) to analyze its potential for impacts to the environment. To ensure that this process and document adequately incorporate any concerns from your tribe, the City of Del Mar is hereby providing formal notification, and an offer for consultation.

The Project proposes a General Plan Amendment (amending the Del Mar Community Plan), Zoning Code Amendment, and a Local Coastal Program Amendment to implement the City's Certified Housing Element by allowing multiple-dwelling unit residential as an allowed use within the existing North Commercial (NC) and Professional Commercial (PC) Zones. The Project would set the maximum allowed density range to 20 dwelling units per acre. The addition of multiple-dwelling unit residential to the existing mix of allowed uses within these two zones would allow for these properties to develop or redevelop with a mix of commercial and residential uses; or solely as multiple-dwelling unit residential; commercial development; or light-industrial development where allowed per the zoning code. The applicable zoning setbacks, floor area ratio, lot coverage, and height restrictions within the NC and PC Zones would remain the same as they currently are written within the zoning code. **The Project does not include any specific development or redevelopment projects as part of the zoning code modification.**

In addition to modifying the zoning code to allow for multiple-dwelling unit residential uses within the PC and NC zones, the PEIR would analyze environmental impacts of a potential future zoning modification to a portion of the Public Facilities (PF) zone (seven parcels) to allow for residential development of up to 20 dwelling units per acre. **Shores Park is not included in the analysis. No General Plan Amendment or zone changes are currently proposed for the PF zones; however, the environmental analysis would address a potential future change to these zones.**

Should your tribe desire consultation in accordance with AB52, please provide a formal request and information for a lead contact person within 30 days of this writing. For any questions about the subject project, please contact me at the information below:

Shaun McMahon, Management Analyst
City of Del Mar, Planning and Community Development Department
1050 Camino del Mar, Del Mar, CA 92014

(858) 755-9313 / smcmahon@delmar.ca.us

Sincerely,

Shaun McMahon
Management Analyst



City of Del Mar



February 15, 2019

La Posta Band of Mission Indians (Gwendolyn Parada, Chairperson)
8 Crestwood Road
Boulevard, CA 91905

Reference: Notification and Offer for Tribal Consultation Pursuant to the CEQA and AB52

Ms. Parada,

Pursuant to City of Del Mar records, your tribe is among those requesting notification in accordance with requirements of California Assembly Bill AB52. The City of Del Mar is in receipt of the project described herein and, pursuant to stipulations of the California Environmental Quality Act (CEQA), begun the process of preparing an initial study and Mitigated Negative Declaration (MND) to analyze its potential for impacts to the environment. To ensure that this process and document adequately incorporate any concerns from your tribe, the City of Del Mar is hereby providing formal notification, and an offer for consultation.

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City of Del Mar, Planning and Community Development Department
1050 Camino del Mar, Del Mar, CA 92014

(858) 755-9313 / smcmahon@delmar.ca.us

Sincerely,

Shaun McMahon
Management Analyst



City of Del Mar



February 15, 2019

Lipay Nation of Santa Ysabel (Virgil Perez, Chairperson)
PO Box 130
Santa Ysabel, CA 92070

Reference: Notification and Offer for Tribal Consultation Pursuant to the CEQA and AB52

Mr. Perez,

Pursuant to City of Del Mar records, your tribe is among those requesting notification in accordance with requirements of California Assembly Bill AB52. The City of Del Mar is in receipt of the project described herein and, pursuant to stipulations of the California Environmental Quality Act (CEQA), begun the process of preparing an initial study and Mitigated Negative Declaration (MND) to analyze its potential for impacts to the environment. To ensure that this process and document adequately incorporate any concerns from your tribe, the City of Del Mar is hereby providing formal notification, and an offer for consultation.

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City of Del Mar, Planning and Community Development Department
1050 Camino del Mar, Del Mar, CA 92014

(858) 755-9313 / smcmahon@delmar.ca.us

Sincerely,

Shaun McMahon
Management Analyst



City of Del Mar



February 15, 2019

Lypay Nation of Santa Ysabel (Clint Linton, Director of Cultural Resources)
PO Box 507
Santa Ysabel, CA 92070

Reference: Notification and Offer for Tribal Consultation Pursuant to the CEQA and AB52

Mr. Linton,

Pursuant to City of Del Mar records, your tribe is among those requesting notification in accordance with requirements of California Assembly Bill AB52. The City of Del Mar is in receipt of the project described herein and, pursuant to stipulations of the California Environmental Quality Act (CEQA), begun the process of preparing an initial study and Mitigated Negative Declaration (MND) to analyze its potential for impacts to the environment. To ensure that this process and document adequately incorporate any concerns from your tribe, the City of Del Mar is hereby providing formal notification, and an offer for consultation.

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Shaun McMahon, Management Analyst
City of Del Mar, Planning and Community Development Department
1050 Camino del Mar, Del Mar, CA 92014

(858) 755-9313 / smcmahon@delmar.ca.us

Sincerely,

Shaun McMahon
Management Analyst



City of Del Mar



February 15, 2019

Manzanita Band of Kumeyaay Nation (Angela Elliott Santos, Chairperson)
PO Box 1302
Boulevard, CA 91905

Reference: Notification and Offer for Tribal Consultation Pursuant to the CEQA and AB52

Ms. Elliott Santos,

Pursuant to City of Del Mar records, your tribe is listed among those requesting notification in accordance with requirements of California Assembly Bill AB52. The City of Del Mar is in receipt of the project described herein and, pursuant to stipulations of the California Environmental Quality Act (CEQA), begun the process of preparing an initial study and Mitigated Negative Declaration (MND) to analyze its potential for impacts to the environment. To ensure that this process and document adequately incorporate any concerns from your tribe, the City of Del Mar is hereby providing formal notification, and an offer for consultation.

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City of Del Mar, Planning and Community Development Department
1050 Camino del Mar, Del Mar, CA 92014

(858) 755-9313 / smcmahon@delmar.ca.us

Sincerely,

Shaun McMahon
Management Analyst



City of Del Mar



February 15, 2019

Sycuan Band of the Kumeyaay Nation (Cody J. Martinez, Chairperson)
1 Kwaaypaay Court
El Cajon, CA 92019

Reference: Notification and Offer for Tribal Consultation Pursuant to the CEQA and AB52

Mr. Martinez,

Pursuant to City of Del Mar records, your tribe is among those requesting notification in accordance with requirements of California Assembly Bill AB52. The City of Del Mar is in receipt of the project described herein and, pursuant to stipulations of the California Environmental Quality Act (CEQA), begun the process of preparing an initial study and Mitigated Negative Declaration (MND) to analyze its potential for impacts to the environment. To ensure that this process and document adequately incorporate any concerns from your tribe, the City of Del Mar is hereby providing formal notification, and an offer for consultation.

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City of Del Mar, Planning and Community Development Department
1050 Camino del Mar, Del Mar, CA 92014

(858) 755-9313 / smcmahon@delmar.ca.us

Sincerely,

Shaun McMahon
Management Analyst



City of Del Mar



February 15, 2019

Viejas Band of Kumeyaay Indians (Anthony R. Pico, Chairperson)
PO Box 908
Alpine, CA 91903

Reference: Notification and Offer for Tribal Consultation Pursuant to the CEQA and AB52

Mr. Pico,

Pursuant to City of Del Mar records, your tribe is among those requesting notification in accordance with requirements of California Assembly Bill AB52. The City of Del Mar is in receipt of the project described herein and, pursuant to stipulations of the California Environmental Quality Act (CEQA), begun the process of preparing an initial study and Mitigated Negative Declaration (MND) to analyze its potential for impacts to the environment. To ensure that this process and document adequately incorporate any concerns from your tribe, the City of Del Mar is hereby providing formal notification, and an offer for consultation.

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1050 Camino del Mar, Del Mar, CA 92014

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Sincerely,

Shaun McMahon
Management Analyst

TRANSPORTATION IMPACT ANALYSIS
DEL MAR ZONING AMENDMENT
Del Mar, California
September 24, 2019

LLG Ref. 3-19-3057

Prepared by:
Amelia Giacalone
Transportation Planner III

Under the Supervision of:
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Principal

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TRANSPORTATION IMPACT ANALYSIS
DEL MAR ZONING AMENDMENT
Del Mar, California
September 24, 2019

1.0 INTRODUCTION

The following traffic report has been prepared to analyze the potential impacts associated with the proposed City of Del Mar Zoning Amendment, which would allow for the inclusion of residential land uses within specific parcels along Camino Del Mar, Jimmy Durante Boulevard, San Dieguito Drive, and 8th, 13th and 15th Streets in the City of Del Mar.

Included in this traffic study are the following:

- Project Description
- Existing Conditions Discussion
- Existing Traffic Volumes
- I-5 / Via De La Valle Interchange
- Trip Generation Summary
- Parking Assessment
- Conclusions

2.0 PROJECT DESCRIPTION

The Project proposes a General Plan Amendment (amending the Del Mar Community Plan), Zoning Code Amendment, and a Local Coastal Program Amendment to implement the City's Certified Housing Element by allowing multiple-dwelling unit residential as an allowed use within the existing North Commercial (NC) and Professional Commercial (PC) Zones. The Project would set the maximum allowed density range to 20 dwelling units per acre. The addition of multiple-dwelling unit residential to the existing mix of allowed uses within these two zones would allow for these properties to develop or redevelop with a mix of commercial and residential uses; or solely as multiple-dwelling unit residential; commercial development; or light-industrial development where allowed per the zoning code. The applicable zoning setbacks, floor area ratio, lot coverage, and height restrictions within the NC and PC Zones would remain the same as they currently are written within the zoning code. The Project does not include any specific development or redevelopment projects as part of the zoning code modification.

In addition to modifying the zoning code to allow for multiple-dwelling unit residential uses within the PC and NC zones, the Project considers the potential future zoning modification to the twelve Public Facilities (PF) zoned parcels to allow for residential development of up to 20 dwelling units per acre. No General Plan Amendment or zone changes are currently proposed for the PF zones.

3.0 EXISTING CONDITIONS

The following is a description of the roadways within the immediate vicinity of the project area.

Camino Del Mar, south of Jimmy Durante Boulevard, is a north-south facility and is generally constructed as a four-lane road with a raised / landscaped median in the downtown area. Bike lanes are provided and curbside parking is intermittently allowed. Bus stops are provided and the speed limit is 40 mph south of 9th Street, 25 mph between 9th Street and Plaza, and 40 mph at the Jimmy Durante Boulevard split. Traffic signals are provided at the intersections of the Plaza, 15th Street, 9th Street and 4th Street / Del Mar Heights Road. The intersections of Camino Del Mar at 13th Street and 11th Street are all-way-stop controlled. Pedestrian crosswalks with warning lights are provided at 14th Street and 12th Street.

Jimmy Durante Boulevard, south of the San Dieguito River, is a north-south facility and is constructed as a two-lane divided roadway with a posted speed limit of 40 mph. Jimmy Durante Boulevard provides bike lanes for the entire segment; however, no bus stops or curbside parking is provided.

San Dieguito Drive is an east-west facility and is constructed as a two-lane undivided roadway with no curb and gutter and no sidewalks. No bike lanes or bus stops are provided and curbside parking is not allowed. A posted speed limit was not observed. A roundabout has recently been installed at the intersection of Jimmy Durante Boulevard and San Dieguito Drive.

9th Street is an east west facility and is constructed as a two-lane undivided roadway with incremental sidewalks. No bike lanes or bus stops are provided. Curbside parking is allowed. A posted speed limit was not observed.

13th Street is an east west facility and is constructed as a two-lane undivided roadway with no sidewalks. No bike lanes or bus stops are provided. Curbside parking is allowed. A posted speed limit was not observed.

15th Street is an east west facility and is constructed as a two-lane undivided roadway with sidewalks on both sides of the roadway. No bike lanes or bus stops are provided. Angle parking is provided on both sides of the street. A posted speed limit was not observed.

4.0 EXISTING AVERAGE DAILY TRAFFIC (ADT) VOLUMES

The most recent available Existing Average Daily Traffic (ADT) volumes for roadways within the immediate vicinity of the Project were obtained from the City of Del Mar's website. **Table 4-1** summarizes the traffic volumes and the year of the count.

In addition, summer weekend ADT volumes for roadways within the immediate vicinity of the Project were obtained from other traffic studies conducted in the area. The weekend ADT counts were conducted on the following days:

- Second Saturday of the San Diego County Fair (Saturday, June 10, 2017);
- Saturday between the end of the San Diego County Fair and the start of the Horse Racing season (Saturday, July 15, 2017);
- Saturday of Labor Day Weekend during the Horse Races (Saturday, September 2, 2017);
- Saturday of the Kaaboo Music Festival weekend (Saturday, September 16, 2017).

Table 4-2 summarizes the summer weekend traffic volumes

TABLE 4-1
EXISTING STREET SEGMENT VOLUMES – TYPICAL WEEKDAY

Street Segment	Count Date	ADT ^a
Camino Del Mar		
At Seaview Avenue	March 2019	19,140
El Amigo to La Amatista	March 2019	19,410
Carmel Valley Road to Del Mar Heights Road	February 2019	15,890
Jimmy Durante Boulevard		
At San Dieguito River Bridge	March 2018	11,680
15th Street		
Ocean Avenue to Stratford Court	March 2019	4,010
Stratford Court to Luneta Drive	March 2019	2,940

Footnotes:

a. Average Daily Traffic Volumes.

TABLE 4-2
EXISTING STREET SEGMENT VOLUMES – SUMMER WEEKEND COUNTS

Street Segment	San Diego County Fair (June 10, 2017)	No Special Events (July 15, 2017)	Horse Races (Sept 2, 2017)	Kaaboo Music Festival (Sept 16, 2017)
	ADT ^a	ADT ^a	ADT ^a	ADT ^a
Jimmy Durante Boulevard				
South of San Dieguito Drive	10,780	8,290	8,440	8,730
Camino Del Mar				
Jimmy Durante Boulevard to Del Mar Heights Road	22,420	24,280	22,970	24,230

Footnotes:

- a. Average Daily Traffic Volumes.

5.0 I-5 / VIA DE LA VALLE INTERCHANGE

An analysis of the I-5 / Via De La Valle interchange was conducted for the following scenarios using traffic counts conducted in 2017:

- A Typical Weekday
- A Typical Weekend day
- A Weekday During the Fair
- A Weekday During the Horse Races
- A Weekend day During the Horse Races

Average vehicle delay was determined utilizing the methodology found in Chapter 18 of the *Highway Capacity Manual (HCM) 6*, with the assistance of the *Synchro* (version 10) computer software. The delay values (represented in seconds) were qualified with a corresponding intersection Level of Service (LOS). The traffic volumes are provided in **Figure 5-1**.

Table 5-1 summarizes the results of the analysis at the intersections of I-5 Southbound Ramps / Via De La Valle and I-5 Northbound Ramps / Via De La Valle. As shown on **Table 4-1**, the interchange intersections are calculated to operate acceptably at LOS C or better under all analyzed scenarios.

The Project would not negatively impact the operations of the interchange intersections due to the net decrease in trips associated with the zoning amendment as discussed further in *Section 6*.

It should be noted that the interchange intersections are manually controlled and directed by certified traffic staff and the 22nd District Agricultural Association Parking Operations staff during the peak days/ times of major events including the Fair and the Horse Races. Since the traffic signals are manually controlled at these times, HCM analyses of the intersections was not conducted.

TABLE 5-1
EXISTING INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Delay ^a	LOS ^b
1. Via De La Valle / I-5 SB Ramps	Signal	Weekday AM	8.1	A
		Weekday PM	9.9	A
		Weekend PM	9.8	A
		Fair: Weekday AM	c	c
		Fair: Weekday PM	c	c
		Horse Races: Weekday PM	9.1	A
		Horse Races: Weekend PM	8.7	A
2. Via De La Valle / I-5 NB Ramps	Signal	Weekday AM	24.2	C
		Weekday PM	27.0	C
		Weekend PM	24.8	C
		Fair: Weekday AM	c	c
		Fair: Weekday PM	c	c
		Horse Races: Weekday PM	25.8	C
		Horse Races: Weekend PM	24.8	C

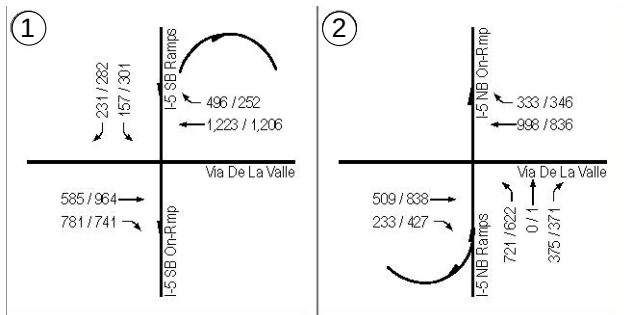
Footnotes:

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.
- c. Intersections manually controlled at this time

SIGNALIZED

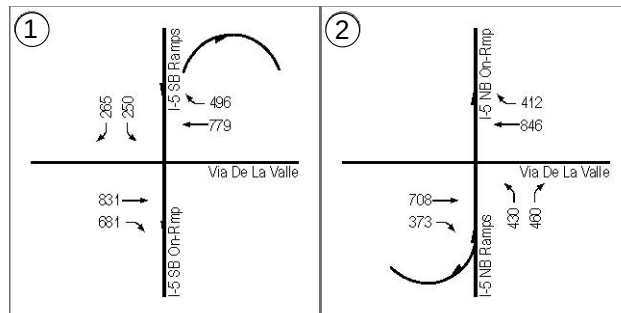
Delay	LOS
0.0 ≤ 10.0	A
10.1 to 20.0	B
20.1 to 35.0	C
35.1 to 55.0	D
55.1 to 80.0	E
≥ 80.1	F

Typical Weekday



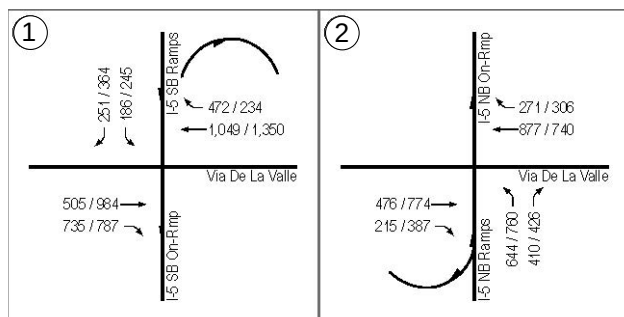
AM / PM Intersection Peak Hour Volumes

Typical Weekend



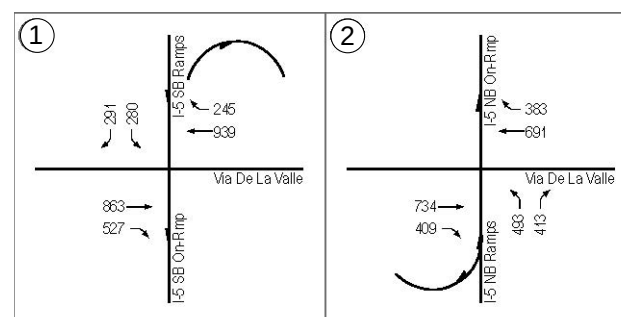
PM Intersection Peak Hour Volumes

Weekday - During Fair

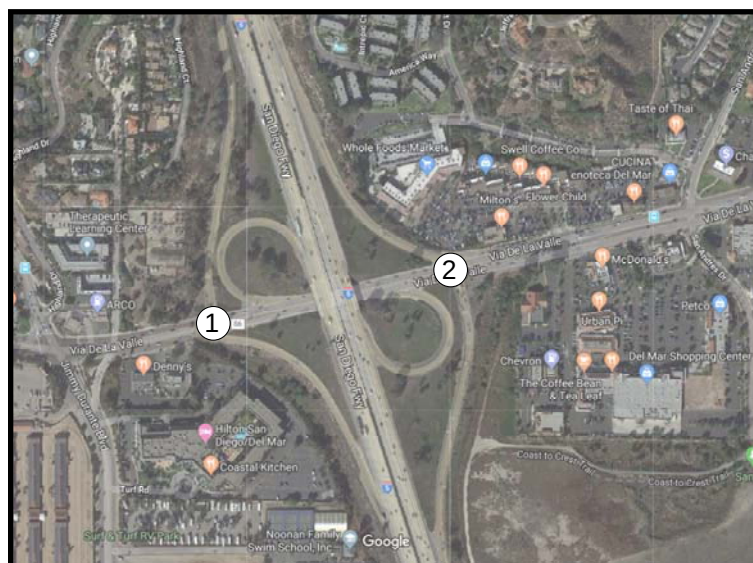


AM / PM Intersection Peak Hour Volumes

Weekday - During Races



PM Intersection Peak Hour Volumes



6.0 TRIP GENERATION SUMMARY

The trip generation associated with the on-the-ground development, the existing zoning and the proposed zoning were calculated for comparison purposes. Trip generation rates were obtained from the *(Not So) Brief Guide of Traffic Generators for the San Diego Region* published by the San Diego Association of Governments (SANDAG) in April 2002.

The number of trips associated with the on-the-ground development, the existing zoning and the proposed zoning are summarized in **Table 6-1**. As shown, the on-the-ground development is expected to generate 4,849 ADT, the existing zoning allows for 7,289 ADT and the proposed zoning would be expected to generate 2,760 ADT.

A discussion of how the trip generation for each of the scenarios was calculated is provided below.

TABLE 6-1
TRIP GENERATION COMPARISON SUMMARY

On the Ground Development	4,849 ADT
Existing Zoning	7,289 ADT
Proposed Zoning	2,760 ADT

6.1 On-the-Ground Development

The trip generation calculations for the on-the ground development are based on the land uses that are currently constructed and in operation on the subject parcels.

Table 6-2 summarizes the trip generation calculations for the on-the ground development. As shown in **Table 6-2**, the on-the ground development is calculated to generate 4,849 ADT with a total of 463 trips during the AM peak hour (377 inbound/ 86 outbound trips) and 526 trips during PM peak hour (168 inbound/ 358 outbound trips).

6.2 Existing Zoning

The project parcels proposed to be rezoned fall into the following three existing zoning categories:

- **North Commercial Zone (NC):** allows for commercial uses that provide a service to the community. A wide variety of retail related land uses are allowed including restaurants. For the purposes of this trip generation comparison exercise, all parcels zoned NC were conservatively assumed to be specialty retail uses with a SANDAG trip rate of 40 ADT / 1,000 square feet. Had a higher rate been used, such as the restaurant rate of 160 ADT / 1,000 square feet, the existing zoning trip generation would have been calculated to be higher.
- **Professional Commercial Zone (PC):** allows for office uses including general office, medical, dental, banks and financial. All parcels zoned PC were conservatively assumed to be general office uses with a SANDAG trip rate of 20 ADT / 1,000 square feet. Medical offices have higher trip rates.

- **Public Facilities Zone (PF):** is designed for publicly owned land set aside, or in use, to support public schools and government offices and facilities. All parcels zones PF were assumed to be governmental uses with a SANDAG trip rate of 30 ADT / 1,000 square feet.

Table 6-3 summarizes the trip generation calculations for the existing zoning. As shown in *Table 6-3*, the existing zoning allows for 7,289 ADT with a total of 336 trips during the AM peak hour (250 inbound/ 86 outbound trips) and 704 trips during PM peak hour (310 inbound/ 394 outbound trips).

6.3 Proposed Zoning

The proposed zoning will allow for residential land uses. For the purposes of this trip generation comparison exercise, the parcels were assumed to replace all of the existing land uses with only residential land uses. The proposed zoning would allow 20 dwelling units (DU) / acre, for a total of 345 dwelling units. The conservative (higher) trip rate of 8 trips / DU for developments with 6-20 DU / acre was used (more than 20 DUs per acre correlates to a rate of 6 trips / DU).

Table 6-4 summarizes the trip generation calculations for the proposed zoning. As shown in *Table 6-4*, the proposed zoning would be expected to generate 2,760 ADT with a total of 221 trips during the AM peak hour (44 inbound/ 177 outbound trips) and 276 trips during PM peak hour (193 inbound/ 83 outbound trips).

Table 6-2
On the Ground Development Trip Generation Calculations

APN	Land Use	Quantity	Daily Trip Ends (ADT)		AM Peak Hour					PM Peak Hour						
			Rate	Volume	% of ADT	In:Out Split	Volume			% of ADT	In:Out Split	Volume				
							In	Out	Total			In	Out	Total		
NC Zone																
299-071-02-00	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
299-100-50-00	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
299-100-49-00	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
299-100-30-00	Specialty Commercial	996 SF	40 /KSF	40	3%	60 : 40	1	0	1	9%	50 : 50	2	2	4		
299-100-28-00	Commercial Office	10,000 SF	20 /KSF	200	14%	90 : 10	25	3	28	13%	20 : 80	5	21	26		
299-100-29-00	Commercial Office	4,744 SF	20 /KSF	95	14%	90 : 10	12	1	13	13%	20 : 80	2	10	12		
299-100-27-00	Commercial Office	15,000 SF	20 /KSF	300	14%	90 : 10	38	4	42	13%	20 : 80	8	31	39		
299-071-06-00	Commercial Office	28,800 SF	20 /KSF	576	14%	90 : 10	73	8	81	13%	20 : 80	15	60	75		
299-071-07-00	Commercial Office	15,600 SF	20 /KSF	312	14%	90 : 10	40	4	44	13%	20 : 80	8	33	41		
299-100-48-00	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
299-100-47-00	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
299-100-32-00	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
299-100-33-00	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
299-100-34-00	Specialty Commercial	7,691 SF	40 /KSF	308	3%	60 : 40	5	4	9	9%	50 : 50	14	14	28		
	Restaurant	4,378 SF	160 /KSF	700	8%	50 : 50	28	28	56	8%	60 : 40	34	22	56		
	Auto Repair	3,310 SF	20 /KSF	66	8%	70 : 30	4	1	5	11%	40 : 60	3	4	7		
	Commercial Office	2,200 SF	20 /KSF	44	14%	90 : 10	5	1	6	13%	20 : 80	1	5	6		
	Storage	1,000 SF	2 /KSF	2	6%	50 : 50	0	0	0	9%	50 : 50	0	0	0		
299-100-35-00	Commercial Office	3,132 SF	20 /KSF	63	14%	90 : 10	8	1	9	13%	20 : 80	2	6	8		
299-100-36-00	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Subtotal				2,706				239	55	294				94	208	302
PC Zone																
300-200-24-00	Commercial Office	4,556 SF	20 /KSF	91	14%	90 : 10	12	1	13	13%	20 : 80	2	10	12		
300-222-31-00	Commercial Office	8,688 SF	20 /KSF	174	14%	90 : 10	22	2	24	13%	20 : 80	5	18	23		
300-222-32-00	Commercial Office	14,905 SF	20 /KSF	298	14%	90 : 10	38	4	42	13%	20 : 80	8	31	39		
300-222-33-00	Medical Office	7,085 SF	50 /KSF	354	6%	80 : 20	17	4	21	11%	30 : 70	12	27	39		
Subtotal				917				89	11	100				27	86	113
PF Zone																
300-093-15-00	Government (Civic Center)	11,894 SF	30 /KSF	357	9%	90 : 10	29	3	32	12%	30 : 70	13	30	43		
300-093-16-00	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
300-093-17-00	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
300-093-18-00	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
300-020-06-00	Library	4,795 SF	50 /KSF	240	2%	70 : 30	4	1	5	10%	50 : 50	12	12	24		
300-020-07-00	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
299-310-02-00	Post Office	7,000 SF	90 /KSF	630	5%	50 : 50	16	16	32	7%	50 : 50	22	22	44		
301-025-42-00	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
299-260-45-00	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
300-243-10-00	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
300-272-07-00	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
299-030-12-00	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Subtotal				1,227				49	20	69				47	64	111
Total				4,849				377	86	463				168	358	526

Footnotes:

a. Rates based on SANDAG's (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002.

TABLE 6-3
EXISTING ZONING TRIP GENERATION CALCULATIONS

Land Use	Quantity	Daily Trip Ends (ADT)		AM Peak Hour						PM Peak Hour				
				% of ADT	In:Out Split	Volume			% of ADT	In:Out Split	Volume			
		Rate ^a	Volume			In	Out	Total			In	Out	Total	
NC Zone - Commercial ^b	147,554 SF	40 /KSF	5,902	3%	60 : 40	106	71	177	9%	50 : 50	266	265	531	
PC Zone - Office ^c	33,814 SF	20 / KSF	676	14%	90 : 10	86	9	95	13%	20 : 80	18	70	88	
PF Zone - Public Facilities ^d	23,689 SF	30 / KSF	711	9%	90 : 10	58	6	64	12%	30 : 70	26	59	85	
Total			7,289			250	86	336			310	394	704	

Footnotes:

a. Rates based on SANDAG's (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002.

b. Specialty Retail / Strip Commercial uses assumed.

c. Standard Commercial Office uses assumed.

d. Government (Civic Center) uses assumed. "Buildable SF" not provided and therefore the "Existing Development SF" was assumed.

TABLE 6-4
PROPOSED ZONING TRIP GENERATION CALCULATIONS

Land Use	Quantity	Daily Trip Ends (ADT)		AM Peak Hour					PM Peak Hour				
				% of ADT	In:Out Split	Volume			% of ADT	In:Out Split	Volume		
		Rate ^a	Volume			In	Out	Total			In	Out	Total
Residential ^c	345 DU ^b	8 /DU	2,760	8%	20 : 80	44	177	221	10%	70 : 30	193	83	276
Total			2,760			44	177	221			193	83	276

Footnotes:

a. Rates based on SANDAG's (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002.

b. Assuming all existing uses are replaced with residential

c. Multi-Family 6-20 DU / Acre assumed

7.0 PARKING

The amount of required parking associated with the on-the-ground development, the existing zoning and the proposed zoning was calculated based on rates from the City of Del Mar Municipal Code.

A discussion of how the required parking for each of the scenarios was calculated is provided below.

7.1 On-the-Ground Development

The required parking calculations for the on-the ground development are based on the land uses that are currently constructed and in operation on the subject parcels. **Table 7-1** summarizes the required parking calculations for the on-the ground development.

7.2 Existing Zoning

The required parking calculations for the existing zoning land uses are based on the general uses for which the parcels are currently zoned. **Table 7-2** summarizes the required parking calculations for the existing zoning land uses.

7.3 Proposed Zoning

The proposed zoning will allow for residential land uses. The parcels were assumed to replace all of the existing land uses with only residential land uses. The number of bedrooms per unit is not known at this time. For the purposes of this study, all units were assumed to be 2-bedroom or 3-bedroom units with a minimum parking requirement of 2 spaces per unit (minimum 1 space in a garage). It is likely that a portion of the units may be developed as studios or 1-bedroom units with a minimum one 1 garage space per unit.

Table 7-3 summarizes the required parking calculations for the proposed zoning land uses.

TABLE 7-1
ON THE GROUND DEVELOPMENT PARKING CALCULATIONS

APN	Land Use	Quantity	Required Off-Street Parking Ratio ^a	Required Off- Street Parking
NC Zone				
299-071-02-00	-	-	-	-
299-100-50-00	-	-	-	-
299-100-49-00	-	-	-	-
299-100-30-00	Specialty Commercial ^b	996 SF	1 /300 SF	3
299-100-28-00	Commercial Office	10,000 SF	1 /300 SF	33
299-100-29-00	Commercial Office	4,744 SF	1 /300 SF	16
299-100-27-00	Commercial Office	15,000 SF	1 /300 SF	50
299-071-06-00	Commercial Office	28,800 SF	1 /300 SF	96
299-071-07-00	Commercial Office	15,600 SF	1 /300 SF	52
299-100-48-00	-	-	-	-
299-100-47-00	-	-	-	-
299-100-32-00	-	-	-	-
299-100-33-00	-	-	-	-
299-100-34-00	Specialty Commercial ^b	7,691 SF	1 /300 SF	26
	Restaurant ^c	4,378 SF	1 /90 SF	53
	Auto Repair ^d	3,310 SF	1 /500 SF	7
	Commercial Office	2,200 SF	1 /300 SF	7
	Storage	1,000 SF	1 /1,000 SF	1
299-100-35-00	Commercial Office	3,132 SF	1 /300 SF	10
299-100-36-00	-	-	-	-
Required Parking Subtotal				354
PC Zone				
300-200-24-00	Commercial Office	4,556 SF	1 /300 SF	15
300-222-31-00	Commercial Office	8,688 SF	1 /300 SF	29
300-222-32-00	Commercial Office	14,905 SF	1 /300 SF	50
300-222-33-00	Medical Office	7,085 SF	1 /200 SF	35
Required Parking Subtotal				129

Continued on the following page

TABLE 7-1
ON THE GROUND DEVELOPMENT PARKING CALCULATIONS

APN	Land Use	Quantity	Required Off-Street Parking Ratio ^a	Required Off- Street Parking
PF Zone				
300-093-15-00	Government (Civic Center) ^e	11,894 SF	1 /300 SF	40
300-093-16-00	-	-	-	-
300-093-17-00	-	-	-	-
300-093-18-00	-	-	-	-
300-020-06-00	Library	4,795 SF	1 /250 SF	19
300-020-07-00	-	-	-	-
299-310-02-00	Post Office	7,000 SF	1 /300 SF	23
301-025-42-00	-	-	-	-
299-260-45-00	-	-	-	-
300-243-10-00	-	-	-	-
300-272-07-00	-	-	-	-
299-030-12-00	-	-	-	-
Required Parking Subtotal				82
Total Required Parking				565

Footnotes:

- a. Rates from the City of Del Mar's Municipal Code.
- b. Parking requirement for Specialty Commercial land uses calculated using the "Other Sales that do not fit in a category listed above" rate.
- c. Parking requirement for Restaurant land uses is 1 space per 90 sq. feet of GFA up to 4,000 sq. feet and 1 space for each 45 sq. feet of GFSA in excess of 4,000 sq. feet.
- d. Per the Del Mar Municipal Code, the parking requirement for Auto Repair land uses is based on the number of service bays. Since the number of service bays is unknown, the parking requirement was calculated based on the "Industrial" land use rate.
- e. No rates provided for a Government (Civic Center) land use. The "Professional / Business Office" rate was used instead.

TABLE 7-2
EXISTING ZONING PARKING CALCULATIONS

Land Use	Quantity	Required Off-Street Parking Ratio ^a	Required Off-Street Parking
NC Zone - Commercial ^b	147,554 SF	1 /300 SF	492
PC Zone - Office ^c	33,814 SF	1 /300 SF	113
PF Zone - Public Facilities ^d	23,689 SF	1 /300 SF	79
Total Required Parking			684

Footnotes:

a. Rates from the City of Del Mar's Municipal Code.

b. Per the Municipal Code "In the NC Zone, off-street parking shall be provided for each use as set forth in this Code". For the purposes of this study, the "Other Sales that do not fit in a category listed above" rate was used.

c. Per the Municipal Code "In the PC Zone, off-street parking shall be provided for each use as set forth in this Code". For the purposes of this study, the "Professional / Business Office" rate was used.

d. The Del Mar Municipal Code does not provide specific direction on the parking requirement for this zone. For the purposes of this study, the "Professional / Business Office" and "Post Office" rates were used.

TABLE 7-3
PROPOSED ZONING PARKING CALCULATIONS

Land Use	Quantity	Required Off-Street Parking Ratio ^a	Required Off-Street Parking
Residential ^b	345 DU	2 /DU	690
Guest Parking ^c	-	1 /4 DU	87
Total Required Parking			777

Footnotes:

a. Rates from the City of Del Mar's Municipal Code.

b. The number of bedrooms per unit is not known at this time. For the purposes of this study, all units were conservatively assumed to be 2-bedroom or 3-bedroom units with a minimum parking requirement of 2 spaces per unit (minimum 1 space in a garage). It is likely that a portion of the units may be developed as studios or 1-bedroom units with a minimum one 1 garage space per unit.

c. In addition to the required off-street parking ratio, Multi-Family Dwelling Unit development shall provide one guest parking space per every four dwelling units.

8.0 CONCLUSIONS

The proposed City of Del Mar Zoning Amendment would allow for the inclusion of residential land uses within specific parcels along Camino Del Mar, Jimmy Durante Boulevard, San Dieguito Drive, and 8th, 13th and 15th Streets in the City of Del Mar.

The existing zoning allows for approximately 7,300 ADT and the proposed zoning would generate significantly less traffic with approximately 2,800 ADT (assuming all residential land uses). Therefore, it can be concluded that the proposed zoning would not significantly impact the surrounding area from a traffic perspective.

DRAFT



**Air Quality Analysis for the
City of Del Mar Zoning Ordinance
Amendment (ZA18-002) Program
Del Mar, California**

Prepared for
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November 15, 2019

A handwritten signature in black ink that reads "Jessica Fleming". The signature is written in a cursive, flowing style.

Jessica Fleming, Air Quality Specialist

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2:	CalEEMod Output – Year 2035 Emissions – Existing On-the-Ground Development
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Acronyms and Abbreviations

$\mu\text{g}/\text{m}^3$	micrograms per cubic meter
$^{\circ}\text{F}$	degrees Fahrenheit
AAQS	Ambient Air Quality Standards
AB	Assembly Bill
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CC	Central Commercial
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
City	City of Del Mar
CO	carbon monoxide
DPM	diesel particulate matter
LOS	Level of Service
NAAQS	National Ambient Air Quality Standards
NC	North Commercial
NO_2	nitrogen dioxide
NO_x	oxides of nitrogen
O_3	Oxygen
OEHHA	Office of Environmental Health Hazard Assessment
Pb	Lead
PC	Professional Commercial
PF	Public Facilities
PM_{10}	particulate matter with an aerodynamic diameter of 10 microns or less
$\text{PM}_{2.5}$	particulate matter with an aerodynamic diameter of 2.5 microns or less
ppb	parts per billion
ppm	parts per million
program	Professional Commercial and North Commercial Zoning Code Amendment (ZA18-002) Program
RAQS	Regional Air Quality Strategy
ROG	reactive organic gas
SANDAG	San Diego Association of Governments
SDAB	San Diego Air Basin
SDAPCD	San Diego Air Pollution Control District
SIP	State Implementation Plan
SO_2	sulfur dioxide
SO_x	oxides of sulfur
TACs	toxic air contaminants
TCM	Transportation Control Measures
U.S. EPA	United States Environmental Protection Agency
USC	United States Code
VOC	volatile organic compounds

Executive Summary

This report evaluates potential local and regional air quality impacts associated with the proposed City of Del Mar (City) Zoning Ordinance Amendment (ZA18-002) (program). The program proposes a General Plan Amendment, Zoning Code Amendment, and a Local Coastal Program Amendment to implement the City Certified Housing Element by allowing multiple-dwelling unit residential as an allowed use within the existing North Commercial (NC) and Professional Commercial (PC) Zones (up to 20 dwelling units per acre). In addition to analyzing the proposed amendments, this report also analyzes the potential for future development of affordable housing (maximum 20 dwelling units per acre) within the Public Facilities (PF) zone (excluding Shores Park). However, no change to the existing PF zone development or development potential is included in the program at this time.

The primary goal of the San Diego Air Pollution Control District's Regional Air Quality Strategy (RAQS) is to reduce ozone (O_3) precursor emissions. The program would revise the zoning designations to allow for residential development. This report considers the scenario in which residential uses would replace existing uses within the program area parcels. Based on this scenario, the program would result in fewer trips than those generated in the existing condition and under buildout of the existing zoning. As calculated in this analysis, when compared to the existing zoning, the program would result in slightly fewer emissions of oxides of nitrogen (NO_x), particulate matter with an aerodynamic diameter of 10 microns or less (PM_{10}), and particulate matter with an aerodynamic diameter of 2.5 microns or less ($PM_{2.5}$), and slightly greater emissions of reactive organic gas (ROG) and carbon monoxide (CO). Additionally, total operational emissions would be less than the project-level screening thresholds for all criteria pollutants. Although emissions of ROG and CO would be slightly greater, the increase is minimal and would be well less than the applicable screening-level thresholds. Additionally, emissions of ROG would be the same as the existing 2019 condition, and emissions of CO would be less than the existing 2019 condition. Thus, while the program would increase housing within the region by replacing commercial and retail uses with residential uses, the program would not result in an increase in emissions over those that are accounted for in the RAQS. Thus, the program would not obstruct or conflict with implementation of the RAQS.

No specific construction activity is proposed as a part of the program. Individual construction activities would occur on a project-by-project basis, and would be relatively small scale. However, to determine worst-case cumulative air quality impacts, construction emissions were modeled assuming all existing development on the affected lots would be demolished, and construction of all multi-family residential units would be constructed all at one time. As calculated in this analysis, total construction emissions associated with build-out of the program would not exceed the applicable City emissions thresholds. These thresholds are designed to provide limits below which future project emissions would not significantly change regional air quality. Therefore, as future project emissions would be well below these limits, the program would not result in a cumulatively considerable net increase in emissions of ozone, PM_{10} , $PM_{2.5}$, and impacts would be less than significant. Additionally, construction emissions would be temporary, intermittent, and would cease at the end of individual project construction. Therefore, the construction of future projects

implemented pursuant to the program would result in a less than significant impact in regards to air quality standards.

Long-term emissions of regional air pollutants occur from operational sources. As calculated in this analysis, the existing on-the-ground development, and buildout under the existing and proposed zoning would all result in operational emissions that are less than the applicable regional emissions thresholds. Further, buildout of the program would result in emissions that would be less than those associated with buildout under the existing zoning. Therefore, the program would not result in a cumulatively considerable net increase in emissions of ozone, PM₁₀, or PM_{2.5}, and impacts would be less than significant.

The program would not result in the exposure of sensitive receptors to substantial concentrations of diesel PM during future project construction or operation. Based on the traffic impact analysis, no signalized intersections in the study area currently operate at level of service E or F, or experience more than 31,600 vehicles per hour. Additionally, the program would result in a decrease in traffic compared to the existing condition. Therefore, the program is not anticipated to result in a CO hot spot.

The program does not include heavy industrial or agricultural uses that are typically associated with objectionable odors. The construction of future projects would involve the use of diesel-powered equipment during construction. Diesel exhaust may occasionally be noticeable at adjacent properties; however, construction activities would be temporary and the odors would dissipate quickly in an outdoor environment. Therefore, this impact would be less than significant.

1.0 Introduction

The purpose of this report is to assess potential short-term and long-term local and regional air quality impacts resulting from development of the proposed City of Del Mar (City) Zoning Ordinance Amendment (ZA18-002) (program).

Air pollution affects all southern Californians. Effects can include increased respiratory infections, increased discomfort, missed days from work and school, and increased mortality. Polluted air also damages agriculture and our natural environment.

The state of California is divided geographically into 15 air basins for managing the air resources of the state on a regional basis. Areas within each air basin are considered to share the same air masses and, therefore, are expected to have similar ambient air quality. The program sites are located within the San Diego Air Basin (SDAB). The SDAB is currently classified as a federal non-attainment area for ozone, and a state non-attainment area for particulate matter (PM) with an aerodynamic diameter of 10 microns or less (PM₁₀), PM with an aerodynamic diameter of 2.5 microns or less (PM_{2.5}), and ozone (O₃).

Air quality impacts can result from the construction and operation of future projects constructed pursuant to the proposed program. Construction impacts are short term and result from fugitive dust, equipment exhaust, and indirect effects associated with construction workers and deliveries. Operational impacts can occur on two levels: regional impacts resulting from growth-inducing development, or local hot-spot effects stemming from sensitive receivers being placed close to highly congested roadways. In the case of this project, operational impacts would be primarily due to emissions to the basin from mobile sources associated with vehicular travel along the roadways within the program area.

The analysis of impacts is based on federal and state Ambient Air Quality Standards and is assessed in accordance with the guidelines, policies, and standards established by the San Diego Air Pollution Control District (SDAPCD). Program compatibility with the adopted air quality plan for the area is also assessed.

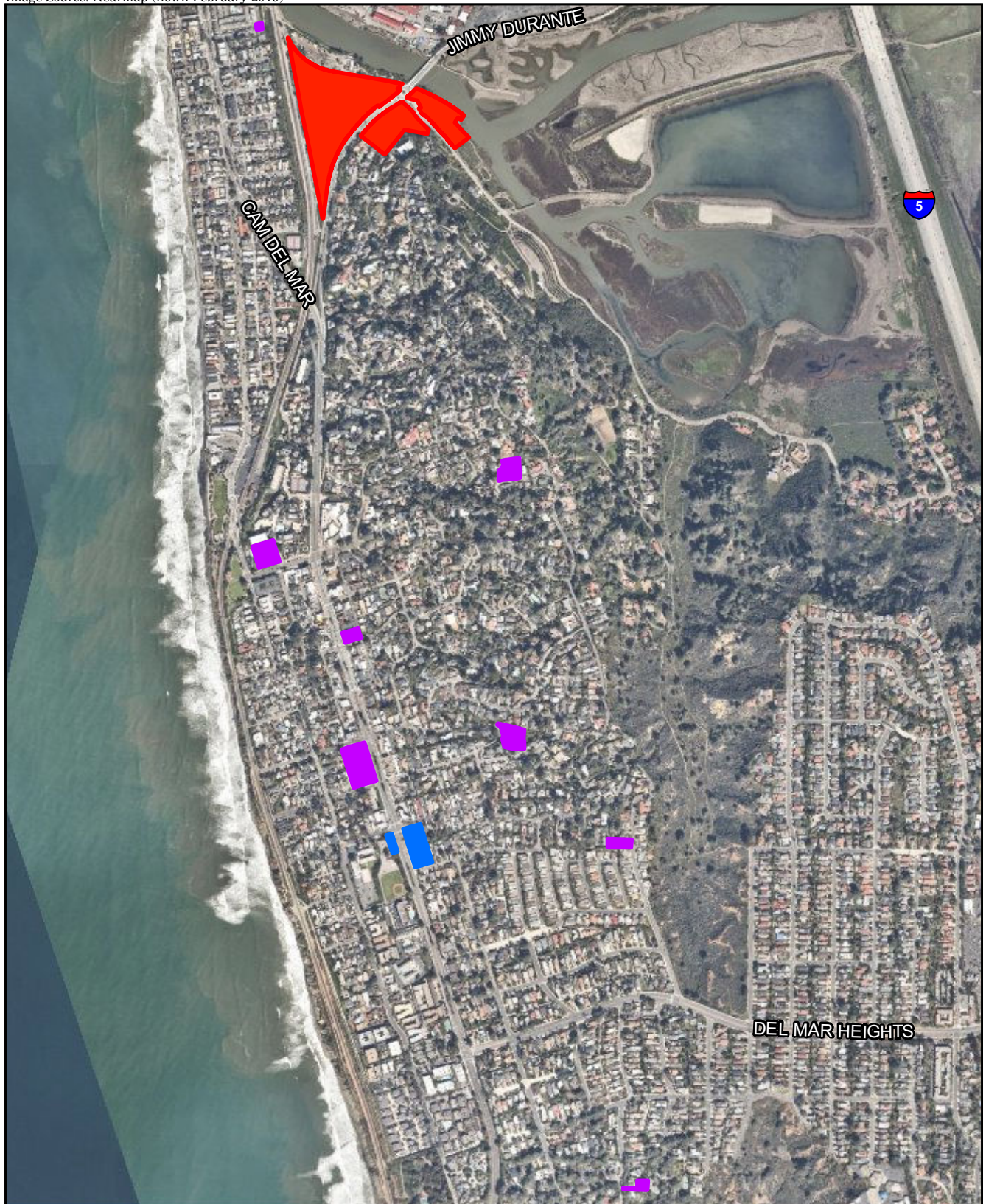
2.0 Description of Proposed Program

The analysis of impacts includes a program area consisting of 32 individual parcels located throughout the City within the Professional Commercial (PC), North Commercial (NC), and Public Facilities (PF) zones. The regional location of the program area is shown in Figure 1. An aerial photograph of the program area is shown on Figure 2.



✱ Project Location

FIGURE 1
Regional Location



- North Commercial (NC) Zone
- Professional Commercial (PC) Zone
- Public Facilities (PF) Zone

0 Feet 1,200



FIGURE 2

Program Location on Aerial Photograph

The program proposes a General Plan Amendment, Zoning Code Amendment and Local Coastal Program Amendment to implement the City's certified Housing Element by adding multiple-dwelling unit residential in the existing NC and PC zones as an allowed use (up to a maximum density of 20 dwelling units per acre). The addition of multiple-dwelling unit residential to the existing mix of allowed uses within the NC and PC zones would allow for properties to develop or redevelop with a mix of commercial and residential uses; or solely as multiple-dwelling unit residential, commercial development, or light-industrial development where allowed per the zoning code. The existing zoning setbacks, floor area ratio, lot coverage, and height limits that currently apply within the respective zones would still apply. The program does not include any physical development or construction component.

In addition to analyzing the proposed amendments, the report also analyzes the potential for future development of affordable housing (maximum 20 dwelling units per acre) within the PF zone (excluding Shores Park). However, no change to the existing PF zone development or development potential is included in the program.

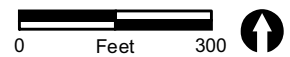
This report considers the scenario in which residential uses would replace existing uses within the program area parcels.

2.1 North Commercial (NC)

The NC zone comprises 16 legal lots of varying size measuring a combined 680,000 square feet (15.6 acres), with street frontage and property access from Jimmy Durante Boulevard or San Dieguito Drive. The associated parcel numbers within the NC zone are: 299-071-02, -06, and -07; 299-100-27, -28, -29, -30, -32, -33, -34, -35, -36, -47, -48, -49, and -50. The locations of the NC zoned parcels are shown in Figure 3.

The Del Mar Community Plan land use designation for NC currently is intended to allow activities that provide a service to the community. The proposed plan amendment would allow for residential in addition to the existing range of commercial and light industrial uses allowed.

Portions of the NC zone are located within the Floodplain Overlay Zone, the Bluff, Slope, and Canyon Overlay Zone, and the Lagoon Overlay Zone. There are eight vacant parcels under various public or private ownerships. The private properties that are developed contain various office and commercial uses. Existing buildings are of various ages and conditions. The North County Transit District owns two of the parcels, and has rights-of-way from former railroad spurs. A portion of the North County Transit District properties are currently used as public parking. The remaining portion of the properties remains unimproved as wetlands. The NC zone is surrounded by the Floodway Zone (FW–San Dieguito River) to the north and east; Very Low Density Residential (R1-40) to the east; Low Density Residential (R1-10) to the south; and Medium Density Mixed Residential (RM-East), and the Railroad Right-of-Way (RR zone) to the west.



North Commercial (NC) Zone

FIGURE 3

North Commercial (NC) Zone

Based on current height, floor area ratio, and lot coverage regulations, maximum residential buildout within the NC zone in accordance with the proposed amendment could total 227 residential units.

2.2 Professional Commercial (PC)

The PC zone comprises four legal lots of varying size measuring a combined 55,000 square feet (1.25 acres), with street frontage and property access from either Camino Del Mar, 8th Street or 9th Street in the downtown corridor. The associated parcel numbers within the PC zone are 300-200-24; 300-222-31, -32, and -33. The locations of the PC zoned parcels are shown in Figure 4.

The Del Mar Community Plan land use for designation for PC currently is intended to allow commercial office uses. The proposed plan amendment would allow for residential in addition to the existing commercial office uses allowed.

All properties within the PC zone are currently developed with office buildings of various ages and conditions. The PC zone is surrounded by Medium Density Mixed Residential (RM-Central) and Low Density Residential (R1-10) to the east; Public Facilities (PF-Shores Park) to the west; and Central Commercial (CC) to the north.

Based on current height, floor area ratio, and lot coverage regulations, maximum residential buildout within the PC zone in accordance with the proposed amendment could total 26 residential units.

2.3 Public Facilities (PF)

The program includes the potential addition of affordable housing within 12 parcels in the PF zone, and specifically excludes the Shores Park parcels from the analysis. Four of the parcels (300-093-15, -16, -17, and -18) comprise lands developed with and utilized for the City Civic Center. Two of the seven parcels (300-020-06 and -07) comprise lands developed with and utilized for the Del Mar Library. A single parcel (299-310-02) is developed with and utilized by the U.S. Postal Service post office. The remaining five parcels (299-260-45; 300-243-10; 300-272-07; and 299-030-12) comprise other City-owned properties. The locations of the PF zoned parcels are shown in Figure 5.

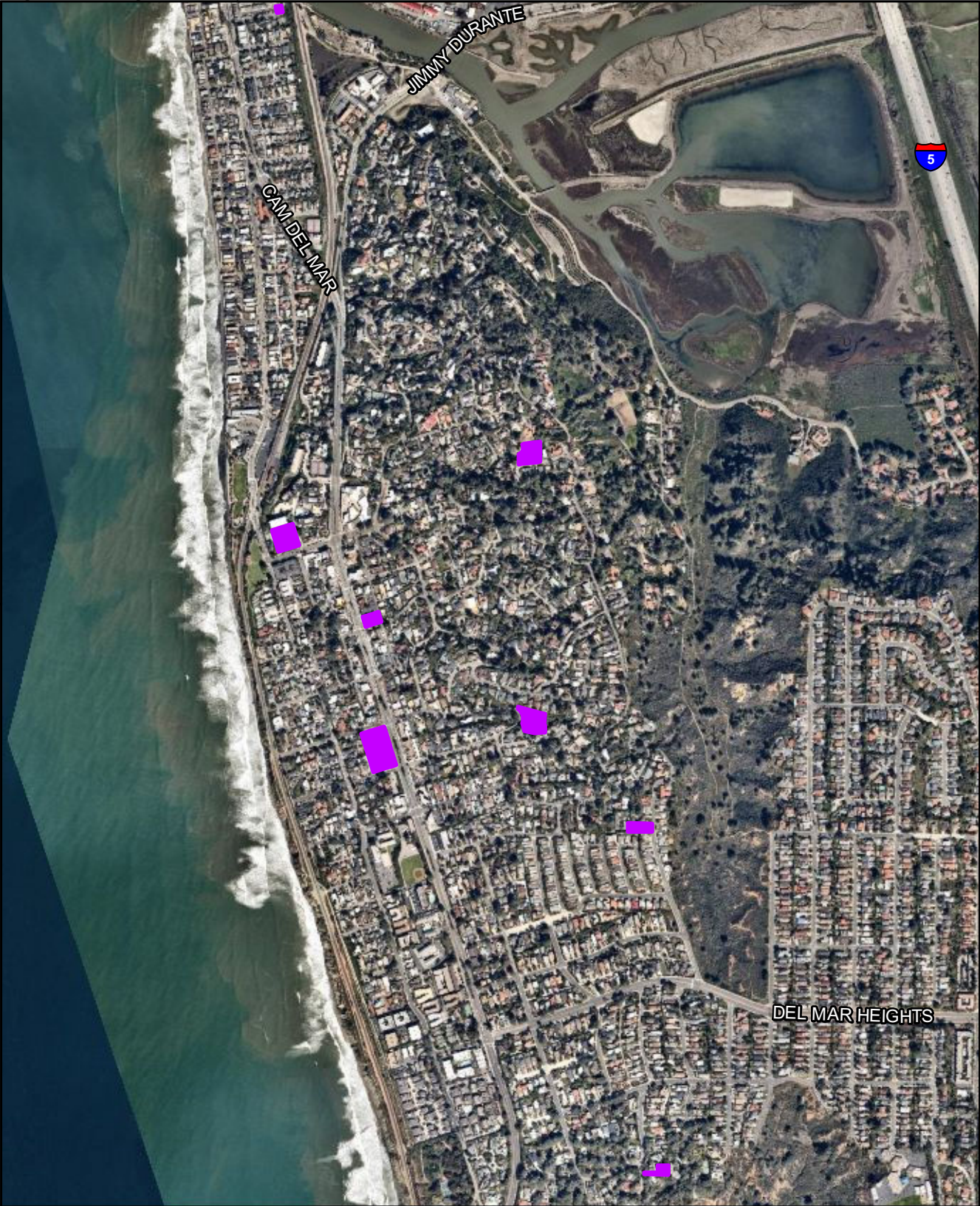
Based on existing height, floor area ratio, and lot coverage regulations applicable to the PF zone, up to 93 dwelling units total could be developed on the 12 analyzed parcels if the Del Mar Municipal Code is amended to allow residential development up to a maximum density of 20 dwelling units per acre.



Professional Commercial (PC) Zone

FIGURE 4

Professional Commercial (PC) Zone



 Public Facilities (PF) Zone

FIGURE 5

Public Facility (PF) Zone
(Does not include Shores Park Parcels)

3.0 Regulatory Framework

3.1 Federal Regulations

Ambient Air Quality Standards (AAQS) represent the maximum levels of background pollution considered safe, with an adequate margin of safety, to protect the public health and welfare. The federal Clean Air Act (CAA) was enacted in 1970 and amended in 1977 and 1990 [42 United States Code (USC) 7401] for the purposes of protecting and enhancing the quality of the nation's air resources to benefit public health, welfare, and productivity. In 1971, in order to achieve the purposes of Section 109 of the CAA [42 USC 7409], the U.S. Environmental Protection Agency (U.S. EPA) developed primary and secondary National Ambient Air Quality Standards (NAAQS).

Six criteria pollutants of primary concern have been designated: ozone, carbon monoxide (CO), sulfur dioxide (SO₂), nitrogen dioxide (NO₂), lead (Pb), and respirable particulate matter (PM₁₀ and PM_{2.5}). The primary NAAQS “. . . in the judgment of the Administrator, based on such criteria and allowing an adequate margin of safety, are requisite to protect the public health . . .” and the secondary standards “. . . protect the public welfare from any known or anticipated adverse effects associated with the presence of such air pollutant in the ambient air” [42 USC 7409(b)(2)]. The primary NAAQS were established, with a margin of safety, considering long-term exposure for the most sensitive groups in the general population (i.e., children, senior citizens, and people with breathing difficulties). The NAAQS are presented in Table 1 (California Air Resources Board [CARB] 2016).

An air basin is designated as either attainment or non-attainment for a particular pollutant. Once a non-attainment area has achieved the AAQS for a particular pollutant, it is re-designated as an attainment area for that pollutant. To be redesignated, the area must meet air quality standards for three consecutive years. After re-designation to attainment, the area is known as a maintenance area and must develop a 10-year plan for continuing to meet and maintain air quality standards, as well as satisfy other requirements of the federal CAA. The SDAB is a non-attainment area for the federal ozone standard.

3.2 State Regulations

3.2.1 Criteria Pollutants

The CARB has developed the California Ambient Air Quality Standards (CAAQS) and generally has set more stringent limits on the criteria pollutants than the NAAQS (see Table 1). In addition to the federal criteria pollutants, the CAAQS also specify standards for visibility-reducing particles, sulfates, hydrogen sulfide, and vinyl chloride (see Table 1).

Similar to the federal CAA, the state classifies as either “attainment” or “non-attainment” areas for each pollutant based on the comparison of measured data with the CAAQS. The SDAB is a non-attainment area for the state ozone standards, the state PM₁₀ standard, and the state PM_{2.5} standard.

Table 1 Ambient Air Quality Standards						
Pollutant	Averaging Time	California Standards ¹		National Standards ²		
		Concentration ³	Method ⁴	Primary ^{3,5}	Secondary ^{3,6}	Method ⁷
Ozone ⁸	1 Hour	0.09 ppm (180 µg/m ³)	Ultraviolet Photometry	–	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.07 ppm (137 µg/m ³)		0.070 ppm (137 µg/m ³)		
Respirable Particulate Matter (PM ₁₀) ⁹	24 Hour	50 µg/m ³	Gravimetric or Beta Attenuation	150 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m ³		–		
Fine Particulate Matter (PM _{2.5}) ⁹	24 Hour	No Separate State Standard		35 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m ³	Gravimetric or Beta Attenuation	12 µg/m ³	15 µg/m ³	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m ³)	Non-dispersive Infrared Photometry	35 ppm (40 mg/m ³)	–	Non-dispersive Infrared Photometry
	8 Hour	9.0 ppm (10 mg/m ³)		9 ppm (10 mg/m ³)	–	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m ³)		–	–	
Nitrogen Dioxide (NO ₂) ¹⁰	1 Hour	0.18 ppm (339 µg/m ³)	Gas Phase Chemi- luminescence	100 ppb (188 µg/m ³)	–	Gas Phase Chemi- luminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)		0.053 ppm (100 µg/m ³)	Same as Primary Standard	
Sulfur Dioxide (SO ₂) ¹¹	1 Hour	0.25 ppm (655 µg/m ³)	Ultraviolet Fluorescence	75 ppb (196 µg/m ³)	–	Ultraviolet Fluorescence; Spectro- photometry (Pararosaniline Method)
	3 Hour	–		–	0.5 ppm (1,300 µg/m ³)	
	24 Hour	0.04 ppm (105 µg/m ³)		0.14 ppm (for certain areas) ¹¹	–	
	Annual Arithmetic Mean	–		0.030 ppm (for certain areas) ¹¹	–	
Lead ^{12,13}	30 Day Average	1.5 µg/m ³	Atomic Absorption	–	–	High Volume Sampler and Atomic Absorption
	Calendar Quarter	–		1.5 µg/m ³ (for certain areas) ¹²	Same as Primary Standard	
	Rolling 3-Month Average	–		0.15 µg/m ³		
Visibility Reducing Particles ¹⁴	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	No National Standards		
Sulfates	24 Hour	25 µg/m ³	Ion Chroma- tography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m ³)	Ultraviolet Fluorescence			
Vinyl Chloride ¹²	24 Hour	0.01 ppm (26 µg/m ³)	Gas Chroma- tography			
See footnotes on next page.						

See footnotes on next page.

Table 1
Ambient Air Quality Standards

ppm = parts per million; ppb = parts per billion; $\mu\text{g}/\text{m}^3$ = micrograms per cubic meter; – = not applicable.

- ¹ California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, particulate matter (PM_{10} , $\text{PM}_{2.5}$, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
- ² National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM_{10} , the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above $150 \mu\text{g}/\text{m}^3$ is equal to or less than one. For $\text{PM}_{2.5}$, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.
- ³ Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
- ⁴ Any equivalent measurement method which can be shown to the satisfaction of the Air Resources Board to give equivalent results at or near the level of the air quality standard may be used.
- ⁵ National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
- ⁶ National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
- ⁷ Reference method as described by the U.S. EPA. An “equivalent method” of measurement may be used but must have a “consistent relationship to the reference method” and must be approved by the U.S. EPA.
- ⁸ On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
- ⁹ On December 14, 2012, the national annual $\text{PM}_{2.5}$ primary standard was lowered from $15 \mu\text{g}/\text{m}^3$ to $12.0 \mu\text{g}/\text{m}^3$. The existing national 24-hour $\text{PM}_{2.5}$ standards (primary and secondary) were retained at $35 \mu\text{g}/\text{m}^3$, as was the annual secondary standards of $15 \mu\text{g}/\text{m}^3$. The existing 24-hour PM_{10} standards (primary and secondary) of $150 \mu\text{g}/\text{m}^3$ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
- ¹⁰ To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national standards are in units of ppb. California standards are in units of ppm. To directly compare the national standards to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
- ¹¹ On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated non-attainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.
Note that the 1-hour national standard is in units of ppb. California standards are in units of ppm. To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
- ¹² The Air Resources Board has identified lead and vinyl chloride as ‘toxic air contaminants’ with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
- ¹³ The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard ($1.5 \mu\text{g}/\text{m}^3$ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated non-attainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
- ¹⁴ In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are “extinction of 0.23 per kilometer” and “extinction of 0.07 per kilometer” for the statewide and Lake Tahoe Air Basin standards, respectively.

SOURCE: CARB 2016.

3.2.2 Toxic Air Contaminants

The public's exposure to toxic air contaminants (TACs) is a significant public health issue in California. Diesel-exhaust particulate matter emissions have been established as TACs. In 1983, the California Legislature enacted a program to identify the health effects of TACs and to reduce exposure to these contaminants to protect the public health (Assembly Bill [AB] 1807: Health and Safety Code Sections 39650–39674). The Legislature established a two-step process to address the potential health effects from TACs. The first step is the risk assessment (or identification) phase. The second step is the risk management (or control) phase of the process.

The California Air Toxics Program establishes the process for the identification and control of TACs and includes provisions to make the public aware of significant toxic exposures and for reducing risk. Additionally, the Air Toxics "Hot Spots" Information and Assessment Act (AB 2588, 1987, Connelly Bill) was enacted in 1987 and requires stationary sources to report the types and quantities of certain substances routinely released into the air.

The goals of the Air Toxics "Hot Spots" Act are to collect emission data, to identify facilities having localized impacts, to ascertain health risks, to notify nearby residents of significant risks, and to reduce those significant risks to acceptable levels.

The Children's Environmental Health Protection Act, California Senate Bill 25 (Chapter 731, Escutia, Statutes of 1999), focuses on children's exposure to air pollutants. The act requires CARB to review its air quality standards from a children's health perspective, evaluate the statewide air monitoring network, and develop any additional air toxic control measures needed to protect children's health. Locally, toxic air pollutants are regulated through the SDAPCD's Regulation XII. Of particular concern statewide are diesel-exhaust particulate matter emissions. Diesel-exhaust particulate matter was established as a TAC in 1998, and is estimated to represent a majority of the cancer risk from TACs statewide (based on the statewide average). Diesel exhaust is a complex mixture of gases, vapors, and fine particles. This complexity makes the evaluation of health effects of diesel exhaust a complex scientific issue. Some of the chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by the CARB and are listed as carcinogens either under the state's Proposition 65 or under the federal Hazardous Air Pollutants program.

Following the identification of diesel PM (DPM) as a TAC in 1998, CARB has worked on developing strategies and regulations aimed at reducing the risk from DPM. The overall strategy for achieving these reductions is found in the *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles* (CARB 2000). A stated goal of the plan is to reduce the statewide cancer risk arising from exposure to DPM by 85 percent by 2020.

In April 2005, CARB published the *Air Quality and Land Use Handbook: A Community Health Perspective* (CARB 2005). The handbook makes recommendations directed at protecting sensitive land uses from air pollutant emissions while balancing a myriad of

other land use issues (e.g., housing, transportation needs, economics). It notes that the handbook is not regulatory or binding on local agencies and recognizes that application takes a qualitative approach. As reflected in the CARB Handbook, there is currently no adopted standard for the significance of health effects from mobile sources. Therefore, the CARB has provided guidelines for the siting of land uses near heavily traveled roadways. Of pertinence to this study, the CARB guidelines indicate that siting new sensitive land uses within 500 feet of a freeway or urban roads with 100,000 or more vehicles/day should be avoided when possible.

As an ongoing process, CARB will continue to establish new programs and regulations for the control of diesel particulate and other air-toxics emissions as appropriate. The continued development and implementation of these programs and policies will ensure that the public's exposure to DPM will continue to decline.

3.2.3 State Implementation Plan

The State Implementation Plan (SIP) is a collection of documents that set forth the state's strategies for achieving the NAAQS. In California, the SIP is a compilation of new and previously submitted plans, programs (such as air quality management plans, monitoring, modeling, permitting, etc.), district rules, state regulations, and federal controls. The CARB is the lead agency for all purposes related to the SIP under state law. Local air districts and other agencies, such as the Department of Pesticide Regulation and the Bureau of Automotive Repair, prepare SIP elements and submit them to CARB for review and approval. The CARB then forwards SIP revisions to the U.S. EPA for approval and publication in the Federal Register. All of the items included in the California SIP are listed in the Code of Federal Regulations (CFR) at 40 CFR 52.220.

The SDAPCD is responsible for preparing and implementing the portion of the SIP applicable to the SDAB. The SIP plans for San Diego County specifically include the Redesignation Request and Maintenance Plan for the 1997 National Ozone Standard for San Diego County (2012), and the 2004 Revision to the California State Implementation Plan for Carbon Monoxide – Updated Maintenance Plan for Ten Federal Planning Areas.

3.2.4 The California Environmental Quality Act

Section 15125(d) of the California Environmental Quality Act (CEQA) Guidelines requires discussion of any inconsistencies between the program and applicable general plans and regional plans, including the applicable air quality attainment or maintenance plan (or SIP).

3.3 San Diego Air Pollution Control District

The SDAPCD is the agency that regulates air quality in the SDAB. The SDAPCD prepared the RAQS in response to the requirements set forth in the California CAA AB 2595 (SDAPCD 1992) and the federal CAA. Motor vehicles are San Diego County's leading source of air pollution (SDAPCD 2013). In addition to these sources, other mobile sources include construction equipment, trains, and airplanes. Reducing mobile source emissions requires

the technological improvement of existing mobile sources and the examination of future mobile sources, such as those associated with new or modification projects (e.g., retrofitting older vehicles with cleaner emission technologies). In addition to mobile sources, stationary sources also contribute to air pollution in the SDAB. Stationary sources include gasoline stations, power plants, dry cleaners, and other commercial and industrial uses. Stationary sources of air pollution are regulated by the local air pollution control or management district, in this case the SDAPCD.

The SDAPCD is responsible for preparing and implementing the RAQS. As part of the RAQS, the SDAPCD developed Transportation Control Measures (TCMs) for the air quality plan prepared by the San Diego Association of Governments (SANDAG) in accordance with AB 2595 and adopted by SANDAG on March 27, 1992, as Resolution Number 92-49 and Addendum. The RAQS and TCM set forth the steps needed to accomplish attainment of NAAQS and CAAQS. The required triennial updates of the RAQS and corresponding TCM were adopted in 1995, 1998, 2001, 2004, 2009, and 2016.

The SDAPCD has also established a set of rules and regulations initially adopted on January 1, 1969 and periodically reviewed and updated. These rules and regulations are available for review on the agency's website.

4.0 Environmental Setting

4.1 Geographic Setting

The program area is located in the city of Del Mar, within the SDAB and adjacent to the Pacific Ocean. The SDAB is surrounded by mountains to the north, east, and south. These mountains tend to restrict airflow and concentrate pollutants in the valleys and low-lying areas. The SDAB is bounded by the Pacific Ocean to the west. The city of Del Mar encompasses approximately 1.8 square miles and is bounded by the Pacific Ocean to the west, the city of Solana Beach to the north, Los Peñasquitos Lagoon to the south, and the city of San Diego to the east.

4.2 Climate

The program area, like the rest of San Diego County, has a Mediterranean climate characterized by warm, dry summers and mild winters. The mean annual temperature for the program area is 60 degrees Fahrenheit (°F). The average annual precipitation is 10 inches, falling primarily from November to April. Winter low temperatures in the program area average about 45°F, and summer high temperatures average about 80°F. The average relative humidity is 71 percent and is based on the yearly average humidity at Lindbergh Field (Western Regional Climate Center 2019).

The dominant meteorological feature affecting the region is the Pacific High Pressure Zone, which produces the prevailing westerly to northwesterly winds. These winds tend to blow

pollutants away from the coast toward the inland areas. Consequently, air quality near the coast is generally better than that which occurs at the base of the coastal mountain range.

Fluctuations in the strength and pattern of winds from the Pacific High Pressure Zone creates a temperature inversion layer (a layer in the atmosphere in which temperature increases with height) that acts as a lid to the vertical dispersion of air pollutants in the SDAB. Beneath the inversion layer pollutants become “trapped” as their ability to disperse diminishes. Sunlight reacts with air pollutants (reactive organic gas [ROG] and oxides of nitrogen [NO_x]) to create ozone. Thus, poorly dispersed pollutants along with strong sunlight results in the creation of ozone at this surface layer.

The prevailing wind pattern in the western portion of the SDAB includes a daytime onshore flow (i.e., sea breeze) and nighttime offshore flow (i.e., land breeze), which leads to pollutants being blown out to sea at night and returning to land the following day. The prevailing westerly wind pattern is sometimes interrupted by regional “Santa Ana” conditions. A Santa Ana wind occurs when a strong high pressure develops over the Nevada-Utah area and overcomes the prevailing westerly coastal winds, sending strong, steady, hot, dry northeasterly winds over the mountains and out to sea.

Strong Santa Ana winds tend to blow pollutants out over the ocean, producing clear days. However, at the onset or during breakdown of these conditions, or if the Santa Ana is weak, local air quality may be adversely affected. In these cases, emissions from the South Coast Air Basin to the north are blown out over the ocean, and low pressure over Baja California, Mexico, draws this pollutant-laden air mass southward. As the high pressure weakens, prevailing northwesterly winds reassert themselves and send this cloud of contamination ashore in the SDAB. When this event does occur, the combination of transported and locally produced contaminants results in air quality conditions worse than normal.

4.3 Existing Air Quality

Air quality is commonly expressed as the number of days per year in which air pollution levels exceed federal standards set by the U.S. EPA or state standards set by CARB. The SDAPCD maintains 10 air-quality monitoring stations located throughout the greater San Diego metropolitan region. Air pollutant concentrations and meteorological information are continuously recorded at these stations. Measurements are then used by scientists to help forecast daily air pollution levels.

The Del Mar–Mira Costa College monitoring station, located at 225 9th Street approximately 0.4 mile south of the program sites, was the closest monitoring station to the program sites. This monitoring station was shut down in March 2017 because the grounds on which the station was located were to undergo renovations and could no longer accommodate the station. There are currently no plans to relocate the station. Before it was shut down, the Del Mar–Mira Costa College monitoring station measured ozone. The next closest station to the program sites is the San Diego–Kearny Villa Road monitoring station, located at 6125A Kearny Villa Road approximately 11 miles southeast of the program site. The San Diego–Kearny Villa Road monitoring station measures ozone, NO₂, PM₁₀, and PM_{2.5}. Table 2

provides a summary of measurements collected at the Del Mar–Mira Costa College and San Diego–Kearny Villa Road monitoring stations for the years 2013 through 2017.

Table 2 Summary of Air Quality Measurements					
Pollutant/Standard	2013	2014	2015	2016	2017
Del Mar – Mira Costa College					
Ozone					
Days State 1-hour Standard Exceeded (0.09 ppm)	0	1	1	0	0
Days State 8-hour Standard Exceeded (0.07 ppm)	0	4	2	1	0
Days 2015 Federal 8-hour Standard Exceeded (0.07 ppm)	0	4	3	1	0
Days 2008 Federal 8-hour Standard Exceeded (0.075 ppm)	0	2	1	0	0
Max. 1-hr (ppm)	0.076	0.100	0.098	0.079	0.075
State Max 8-hr (ppm)	0.070	0.088	0.078	0.071	0.061
Federal Max 8-hr (ppm)	0.069	0.087	0.078	0.071	0.061
San Diego – Kearny Villa Road					
Ozone					
Days State 1-hour Standard Exceeded (0.09 ppm)	0	1	0	0	2
Days State 8-hour Standard Exceeded (0.07 ppm)	1	4	0	3	6
Days 2015 Federal 8-hour Standard Exceeded (0.07 ppm)	0	4	0	3	6
Days 2008 Federal 8-hour Standard Exceeded (0.075 ppm)	0	1	0	0	4
Max. 1-hr (ppm)	0.081	0.099	0.077	0.087	0.097
State Max 8-hr (ppm)	0.071	0.082	0.070	0.075	0.084
Federal Max 8-hr (ppm)	0.070	0.081	0.070	0.075	0.083
Nitrogen Dioxide					
Days State 1-hour Standard Exceeded (0.18 ppm)	0	0	0	0	0
Days Federal 1-hour Standard Exceeded (0.100 ppm)	0	0	0	0	0
Max 1-hr (ppm)	0.067	0.051	0.051	0.053	0.054
Annual Average (ppm)	0.011	0.010	0.009	0.009	0.009
PM ₁₀ *					
Measured Days State 24-hour Standard Exceeded (50 µg/m ³)	0	0	0	0	0
Calculated Days State 24-hour Standard Exceeded (50 µg/m ³)	0.0	0.0	0.0	--	0.0
Measured Days Federal 24-hour Standard Exceeded (150 µg/m ³)	0	0	0	0	0
Calculated Days Federal 24-hour Standard Exceeded (150 µg/m ³)	0.0	0.0	0.0	0.0	0.0
State Max. Daily (µg/m ³)	38.0	39.0	37.0	35.0	47.0
Federal Max. Daily (µg/m ³)	39.0	39.0	39.0	36.0	46.0
State Annual Average (µg/m ³)	20.0	19.5	16.7	--	17.6
Federal Annual Average (µg/m ³)	19.9	19.4	17.0	17.1	17.6
PM _{2.5} *					
Measured Days Federal 24-hour Standard Exceeded (35 µg/m ³)	0	0	0	0	0
Calculated Days Federal 24-hour Standard Exceeded (35 µg/m ³)	0.0	0.0	0.0	0.0	0.0
Max. Daily (µg/m ³)	22.0	20.2	25.7	20.3	27.5
State Annual Average (µg/m ³)	8.3	8.2	--	7.8	8.0
Federal Annual Average (µg/m ³)	8.3	8.1	7.2	7.5	7.9
SOURCE: CARB 2019. ppm = parts per million µg/m ³ = micrograms per cubic meter -- = Not available. * Calculated days value. Calculated days are the estimated number of days that a measurement would have been greater than the level of the standard had measurements been collected every day. The number of days above the standard is not necessarily the number of violations of the standard for the year.					

4.3.1 Ozone

Nitrogen oxides and hydrocarbons (ROG) are known as the chief “precursors” of ozone. These compounds react in the presence of sunlight to produce ozone, which is the primary air pollution problem in the SDAB. Because sunlight plays such an important role in its formation, ozone pollution—or smog—is mainly a concern during the daytime in summer months. The SDAB is currently designated a federal and state non-attainment area for ozone. During the past 25 years, San Diego had experienced a decline in the number of days with unhealthy levels of ozone despite the region’s growth in population and vehicle miles traveled (SDAPCD 2013).

About half of smog-forming emissions come from automobiles. Population growth in San Diego has resulted in a large increase in the number of automobiles expelling ozone-forming pollutants while operating on area roadways. In addition, the occasional transport of smog-filled air from the South Coast Air Basin only adds to the SDAB’s ozone problem. Stricter automobile emission controls, including more efficient automobile engines, have played a large role in why ozone levels have steadily decreased.

In order to address adverse health effects due to prolonged exposure, the U.S. EPA phased out the national 1-hour ozone standard and replaced it with the more protective 8-hour ozone standard. The SDAB is currently a non-attainment area for the previous (1997) national 8-hour standard, and is recommended as a non-attainment area for the revised (2008) national 8-hour standard of 0.075 parts per million (ppm).

Not all of the ozone within the SDAB is derived from local sources. Under certain meteorological conditions, such as during Santa Ana wind events, ozone and other pollutants are transported from the Los Angeles Basin and combine with ozone formed from local emission sources to produce elevated ozone levels in the SDAB.

Local agencies can control neither the source nor the transportation of pollutants from outside the air basin. The SDAPCD’s policy, therefore, has been to control local sources effectively enough to reduce locally produced contamination to clean air standards. Through the use of air pollution control measures outlined in the RAQS, the SDAPCD has effectively reduced ozone levels in the SDAB.

Actions that have been taken in the SDAB to reduce ozone concentrations include:

- **TCMs if vehicle travel and emissions exceed attainment demonstration levels.** TCMs are strategies that will reduce transportation-related emissions by reducing vehicle use or improving traffic flow.
- **Enhanced motor vehicle inspection and maintenance program.** The smog check program is overseen by the Bureau of Automotive Repair. The program requires most vehicles to pass a smog test once every two years before registering in the state of California. The smog check program monitors the amount of pollutants automobiles produce. One focus of the program is identifying “gross polluters,” or vehicles that exceed two times the allowable emissions for a particular model.

Regular maintenance and tune-ups, changing the oil, and checking tire inflation can improve gas mileage and lower air pollutant emissions. It can also reduce traffic congestion due to preventable breakdowns, further lowering emissions.

- **Air Quality Improvement Program.** This program, established by AB 118, is a voluntary incentive program administered by the CARB to fund clean vehicle and equipment projects, research on biofuels production and the air quality impacts of alternative fuels, and workforce training.

4.3.2 Carbon Monoxide

The SDAB is classified as a state attainment area and as a federal maintenance area for CO. Until 2003, no violations of the state standard for CO had been recorded in the SDAB since 1991, and no violations of the national standard had been recorded in the SDAB since 1989. The violations that took place in 2003 were likely the result of massive wildfires that occurred throughout the county. No violations of the state or federal CO standards have occurred since 2003.

Small-scale, localized concentrations of CO above the state and national standards have the potential to occur at intersections with stagnation points such as those that occur on major highways and heavily traveled and congested roadways. Localized high concentrations of CO are referred to as “CO hot spots” and are a concern at congested intersections, where automobile engines burn fuel less efficiently and their exhaust contains more CO.

4.3.3 Particulate Matter

Particulate matter is a complex mixture of microscopic solid or liquid particles including chemicals, soot, and dust. Anthropogenic sources of direct particulate emissions include crushing or grinding operations, dust stirred up by vehicle traffic, and combustion sources such as motor vehicles, power plants, wood burning, forest fires, agricultural burning and industrial processes. Additionally, indirect emissions may be formed when aerosols react with compounds found in the atmosphere.

Health studies have shown a significant association between exposure to particulate matter and premature death in people with heart or lung diseases. Other important effects include aggravation of respiratory and cardiovascular disease, lung disease, decreased lung function, asthma attacks, and certain cardiovascular problems such as heart attacks and irregular heartbeat (U.S. EPA 2016).

As its properties vary based on the size of suspended particles, particulate matter is generally categorized as PM₁₀ or PM_{2.5}.

4.3.3.1 PM₁₀

PM₁₀, occasionally referred to as “inhalable coarse particles” has an aerodynamic diameter of about one-seventh of the diameter of a human hair. High concentrations of PM₁₀ are often found near roadways, construction, mining, or agricultural operations.

4.3.3.2 PM_{2.5}

PM_{2.5}, occasionally referred to as “inhalable fine particles” has an aerodynamic diameter of about one-thirtieth of the diameter of a human hair. PM_{2.5} is the main cause of haze in many parts of the United States. Federal standards applicable to PM_{2.5} were first adopted in 1997.

4.3.4 Other Criteria Pollutants

The national and state standards for NO₂, oxides of sulfur (SO_x), and the previous standard for lead are being met in the SDAB, and the latest pollutant trends suggest that these standards will not be exceeded in the foreseeable future. The SDAB is also in attainment of the state standards for vinyl chloride, hydrogen sulfides, sulfates, and visibility-reducing particulates.

5.0 Thresholds of Significance

Thresholds used to evaluate potential impacts to air quality are based on applicable criteria in the CEQA Guidelines Appendix G. The project would have a significant air quality impact if it would:

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

The City has not adopted air quality significance thresholds. The SDAPCD also does not provide specific numeric thresholds for determining the significance of air quality impacts under the CEQA Guidelines. However, the SDAPCD does specify Air Quality Impact Analysis “trigger” levels for criteria pollutant emissions associated with new or modified stationary sources (SDAPCD Rules 20.1, 20.2, and 20.3). The SDAPCD does not consider these trigger levels to represent adverse air quality impacts; rather, if these trigger levels are exceeded by stationary sources associated with a project, the SDAPCD requires an air quality analysis to determine if a significant air quality impact would occur. This analysis uses SDAPCD trigger levels shown in Table 3 as air quality impact screening levels.

Table 3 Air Quality Impact Analysis Trigger Levels			
Pollutant	Emission Rate (pounds/hour)	Emission Rate (pounds/day)	Emission Rate (tons/year)
NO _x	25	250	40
SO _x	25	250	40
CO	100	550	100
PM ₁₀	--	100	15
Lead	--	3.2	0.6
ROG	--	250	--
PM _{2.5}	--	67	10
SOURCE: SDAPCD, Rules 20.1, 20.2, 20.3 (SDAPCD 2016).			
¹ ROG threshold based on federal General Conformity <i>de minimis</i> levels for ozone precursors.			

6.0 Air Quality Assessment

To determine the effect the program would have on regional air quality, criteria pollutant emissions were calculated for the existing on-the-ground development, the existing zoning, and the proposed zoning for comparative purposes. Table 4 summarizes the land uses for each analyzed scenario.

Table 4 Modeled Land Uses		
Land Use	Amount (square feet or dwelling units for residential)	Daily Trips
Existing On-the-Ground Development		
Specialty Commercial	8,687	348
Commercial Office	107,625	2,153
Restaurant	4,378	700
Auto Repair	3,310	66
Storage	1,000	2
Medical Office	7,085	354
Government (Civic Center)	11,894	357
Library*	4,795	240
Post Office*	7,000	630
Other City Properties (including water tanks)	N/A	N/A
Total Trips		4,850
Existing Zoning		
Commercial Retail (Strip Mall)	147,554	5,902
Commercial Office	33,814	676
Public Facilities (Civic Center)	23,689	711
Total Trips		7,289
Proposed Zoning – All Residential		
Residential (6–20 du/acre)	345	2,760
Total Trips		2,760
Source: Linscott, Law & Greenspan, Engineers 2019.		
*The library and post office were modeled as general commercial office uses in CalEEMod.		

Emissions would result from construction and operational activities associated with future development under the proposed amendments. Construction impacts are short term and result from fugitive dust, equipment exhaust, and indirect effects associated with construction workers and deliveries. Operational impacts can occur on two levels: regional or local. In the case of this program, operational impacts are primarily due to emissions from mobile sources associated with vehicular travel along the roadways within the program area.

Construction and operation air emissions were calculated using California Emissions Estimator Model (CalEEMod) 2016.3.2 (California Air Pollution Control Officers Association [CAPCOA] 2017). The CalEEMod program is a tool used to estimate air emissions resulting from land development projects based on California-specific emission factors. The model estimates mass emissions from two basic sources: construction sources and operational sources (i.e., area and mobile sources).

Inputs to CalEEMod include such items as the air basin containing the project, land uses, trip generation rates, trip lengths, vehicle fleet mix (percentage of autos, medium truck, etc.), trip destination (i.e., percent of trips from home to work, etc.), duration of construction phases, construction equipment usage, grading areas, season, and ambient temperature, as well as other parameters. The CalEEMod output files contained in Attachments 1 through 4 indicate the specific outputs for each model run. The CalEEMod output files for year 2019 emissions associated with the existing on-the-ground development are provided in Attachment 1. The CalEEMod output files for year 2035 emissions associated with the existing on-the-ground development, buildout of the existing zoning, and buildout of proposed zoning are contained in Attachments 2 through 4, respectively. Emissions of NO_x, CO, SO_x, PM₁₀, PM_{2.5}, and ROG are calculated. Emission factors are not available for lead, and consequently, lead emissions are not calculated. The SDAB is currently in attainment of the federal and state lead standards. Furthermore, fuel used in construction equipment and most other vehicles is not leaded.

6.1 Construction Emissions

Construction-related activities are temporary, short-term sources of air emissions. Sources of construction-related air emissions include:

- Fugitive dust from grading activities;
- Construction equipment exhaust;
- Construction-related trips by workers, delivery trucks, and material-hauling trucks; and
- Construction-related power consumption.

Construction-related pollutants result from dust raised during demolition and grading, emissions from construction vehicles, and chemicals used during construction. Fugitive dust emissions vary greatly during construction and are dependent on the amount and type of activity, silt content of the soil, and the weather. Vehicles moving over paved and unpaved surfaces, demolition, excavation, earth movement, grading, and wind erosion from exposed

surfaces are all sources of fugitive dust. Construction operations are subject to the requirements established in Regulation 4, Rules 52, 54, and 55, of the SDAPCD's rules and regulations.

Heavy-duty construction equipment is usually diesel powered. In general, emissions from diesel-powered equipment contain more NO_x, SO_x, and particulate matter than gasoline-powered engines. However, diesel-powered engines generally produce less CO and less ROG than do gasoline-powered engines. Standard construction equipment includes tractors/loaders/backhoes, rubber-tired dozers, excavators, graders, cranes, forklifts, rollers, paving equipment, generator sets, welders, cement and mortar mixers, and air compressors.

No specific construction activity is proposed as a part of the program. Rather, the program would allow for individual lots to redevelop with a residential component. Individual construction activities would occur on a project-by-project basis, and would be relatively small scale. However, to determine worst-case cumulative air quality impacts, construction emissions were modeled assuming all existing development and existing water tanks on the affected lots would be demolished, and construction of all the land uses summarized in Table 4 would be constructed all at one time. Construction emissions were modeled with demolition activities beginning in January 2020. This is conservative, as continued implementation of regulations for off-road equipment, the primary construction emission source, would reduce emissions from these sources over time.

Primary inputs are the numbers of each piece of equipment and the length of each construction stage. Specific construction phasing and equipment parameters were based on model defaults, which were based on surveys performed by the South Coast Air Quality Management District and the Sacramento Metropolitan Air Quality Management District. Air emission estimates in CalEEMod are based on the duration of construction phases; construction equipment type, quantity, and usage; grading area; season; and ambient temperature, among other parameters.

Table 5 shows the total projected construction maximum daily emission levels for each criteria pollutant. The CalEEMod output files for construction emissions are contained in Attachment 4. The construction emissions summarized in Table 5 are those that would occur when redeveloping the lots with all residential uses. Construction emissions associated with commercial and retail uses would be less than those associated with residential uses.

Table 5 Summary of Worst-case Construction Emissions (pounds per day)						
Construction	Emissions					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Demolition	4	45	25	<1	12	3
Site Preparation	4	42	22	<1	20	12
Grading	5	50	32	<1	11	6
Building Construction	3	24	25	<1	3	2
Paving	1	13	15	<1	1	1
Architectural Coatings	14	2	3	<1	1	<1
Maximum Daily Emissions	14	50	32	<1	20	12
<i>Significance Threshold</i>	<i>250</i>	<i>250</i>	<i>550</i>	<i>250</i>	<i>100</i>	<i>67</i>

Standard dust control measures would be implemented as a part of future project construction in accordance with SDAPCD rules and regulations (Rules 50, 51, 52, 54, and 55) for controlling emissions from fugitive dust and fumes:

- Water the grading areas a minimum of twice daily to minimize fugitive dust.
- Provide sufficient erosion control to prevent washout of silty material onto public roads.
- Cover haul trucks or maintain at least 12 inches of freeboard to reduce blow-off during hauling.
- Periodically sweep up dirt and debris spilled onto paved surfaces to reduce re-suspension of particulate matter caused by vehicle movement. Clean approach routes to construction sites of construction-related dirt.

Fugitive dust emissions were calculated using CalEEMod default values, and did not take into account the required dust control measures. Thus, the emissions shown in Table 5 are conservative. As shown in Table 5, maximum daily construction emissions associated with future projects are projected to be less than the applicable thresholds for all criteria pollutants.

6.2 Operation Emissions

Mobile source emissions would originate from traffic generated by the program. Area source emissions would result from the use of natural gas, consumer products, as well as applying architectural coatings and landscaping activities.

Mobile source operational emissions are based on the trip rate, trip length for each land use type and size. The total trip generation associated with the existing on-the-ground land uses, the existing zoning, and the proposed zoning are summarized in Table 4. Based on regional data compiled by CARB as part of the emission factor model, the average regional trip length for all trips in San Diego County in 2019 is 5.64 miles (CARB 2014). This distance is multiplied by the total trip generation of the program to determine total program annual vehicle miles traveled. Default vehicle emission factors were used.

Area source emissions associated with the program include consumer products, natural gas used in space and water heating, architectural coatings, and landscaping equipment. Hearths (fireplaces) and woodstoves are also a source of area emissions; however, the proposed multi-family units were modeled without hearths or woodstoves. Consumer products are chemically formulated products used by household and institutional consumers, including, but not limited to, detergents, cleaning compounds, polishes, floor finishes, disinfectants, sanitizers, and aerosol paints but not including other paint products, furniture coatings, or architectural coatings. Emissions due to consumer products are calculated using total building area and product emission factors. Emissions are generated from the combustion of natural gas used in space and water heating. Emissions are based on the Residential Appliance Saturation Survey, which is a comprehensive energy use assessment that includes the end use for various climate zones in California.

For architectural coatings, emissions result from evaporation of solvents contained in surface coatings such as in paints and primers. Emissions are based on the building surface area, architectural coating emission factors, and a reapplication rate of 10 percent of area per year. Landscaping maintenance includes fuel combustion emission from equipment such as lawn mowers, rototillers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers as well as air compressors, generators, and pumps. Emission calculations take into account building area, equipment emission factors, and the number of operational days (summer days).

For comparative purposes, existing criteria pollutant emissions were calculated for the existing on-the-ground development in 2019, and future year 2035 emissions were calculated for the existing on-the-ground development and buildout of the existing zoning and the proposed zoning. Table 6 provides a summary of the existing 2019 operational emissions generated by the existing on-the-ground development. Table 7 summarizes the year 2035 emissions generated by the zoning buildout scenarios. The CalEEMod output files for year 2019 emissions associated with the existing on-the-ground development are provided in Attachment 1. The CalEEMod output files for year 2035 emissions associated with the existing on-the-ground development, buildout of the existing zoning, and buildout of proposed zoning are contained in Attachments 2 through 4, respectively.

Table 6 Summary of Existing On-The-Ground Development Year 2019 Operational Emissions (pounds per day)						
Source	Emissions					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Sources	4	<1	<1	<1	<1	<1
Energy Sources	<1	1	1	<1	<1	<1
Mobile Sources	8	29	74	<1	15	4
Total	12	30	75	<1	15	4
<i>Significance Threshold</i>	<i>250</i>	<i>250</i>	<i>550</i>	<i>250</i>	<i>100</i>	<i>67</i>

Table 7 Summary of Year 2035 Operational Emissions (pounds per day)						
Source	Emissions					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Existing On-the-Ground Development						
Area Sources	4	<1	<1	<1	<1	<1
Energy Sources	<1	1	1	<1	<1	<1
Mobile Sources	3	17	34	<1	15	4
Total	7	18	35	<1	15	4
<i>Significance Threshold</i>	<i>250</i>	<i>250</i>	<i>550</i>	<i>250</i>	<i>100</i>	<i>67</i>
Existing Zoning						
Area Sources	5	<1	<1	<1	<1	<1
Energy Sources	<1	<1	<1	<1	<1	<1
Mobile Sources	5	24	46	<1	19	5
Total	10	24	46	<1	19	5
<i>Significance Threshold</i>	<i>250</i>	<i>250</i>	<i>550</i>	<i>250</i>	<i>100</i>	<i>67</i>

Table 7 Summary of Year 2035 Operational Emissions (pounds per day)						
Source	Emissions					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Proposed Zoning – All Residential						
Area Sources	10	<1	28	<1	<1	<1
Energy Sources	<1	1	<1	<1	<1	<1
Mobile Sources	2	10	23	<1	11	3
Total	12	11	51	<1	11	3
<i>Significance Threshold</i>	<i>250</i>	<i>250</i>	<i>550</i>	<i>250</i>	<i>100</i>	<i>67</i>

6.3 Impact Analysis

1. Would the project obstruct or conflict with the implementation of the San Diego RAQS?

The RAQS is the applicable regional air quality plan that sets forth the SDAPCD's strategies for achieving the NAAQS and CAAQS. The SDAB is designated non-attainment for the federal and state ozone standard. Accordingly, the RAQS was developed to identify feasible emission control measures and provide expeditious progress toward attaining the standards for ozone. The two pollutants addressed in the RAQS are ROG and NO_x, which are precursors to the formation of ozone. Projected increases in motor vehicle usage, population, and growth create challenges in controlling emissions and by extension to maintaining and improving air quality. The RAQS, in conjunction with the TCM, were most recently adopted in 2016 as the air quality plan for the region.

The growth projections used by the SDAPCD to develop the RAQS emissions budgets are based on the population, vehicle trends, and land use plans developed in general plans and used by SANDAG in the development of the regional transportation plans and sustainable communities strategy. As such, projects that propose development that is consistent with the growth anticipated by SANDAG's growth projections and/or the general plan would not conflict with the RAQS. In the event that a project would propose development that is less dense than anticipated by the growth projections, the project would likewise be consistent with the RAQS. In the event a project proposes development that is greater than anticipated in the growth projections, further analysis would be warranted to determine if the project would exceed the growth projections used in the RAQS for the specific subregional area.

As discussed, the program would revise the zoning designations to allow for residential development. However, in general, residential uses generate fewer trips than commercial and retail development. As a result, the scenario evaluated herein that residential uses would replace existing land uses- build out under the proposed Zoning Ordinance amendment would result in fewer trips than those generated in the existing condition and under buildout of the existing zoning. As shown in Table 7, when compared to the existing zoning, the construction of future projects would result in slightly fewer emissions of NO_x, PM₁₀, and PM_{2.5}, and slightly greater emissions of ROG and CO. Additionally, total operational emissions would be less than the project-level screening thresholds for all

criteria pollutants. Although emissions of ROG and CO would be slightly greater, the increase is minimal and would be well less than the applicable screening-level thresholds. Additionally, emissions of ROG would be the same as the existing 2019 condition, and emissions of CO would be less than the existing 2019 condition. Thus, while the program would increase housing within the region, because residential uses would replace commercial and retail uses, the program would not result in an increase in emissions over those that are accounted for in the RAQS. Thus, the program would not obstruct or conflict with implementation of the RAQS.

2. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

The region is classified as an attainment area for all criterion pollutants except ozone, PM₁₀, and PM_{2.5}. The SDAB is a non-attainment area for the 8-hour federal and state ozone standards. Ozone is not emitted directly, but is a result of atmospheric activity on precursors. NO_x and ROG are known as the chief “precursors” of ozone. These compounds react in the presence of sunlight to produce ozone. PM_{2.5} includes fine particles that are found in smoke and haze, and are emitted from all types of combustion activities (motor vehicles, power plants, wood burning, etc.) and certain industrial processes. PM₁₀ includes both fine and coarse dust particles, and sources include crushing or grinding operations and dust from paved or unpaved roads.

As shown in Table 5, total future project construction would not exceed the applicable regional emissions thresholds. These thresholds are designed to provide limits below which project emissions would not significantly change regional air quality. Therefore, as future project construction emissions would be well below these limits, the program would not result in a cumulatively considerable net increase in emissions of ozone, PM₁₀, or PM_{2.5}, and impacts would be less than significant.

Long-term emissions of regional air pollutants occur from operational sources. As shown in Table 7, buildout of the existing on-the-ground development, the existing zoning, and the proposed zoning would all result in operational emissions that are less than the applicable regional emissions thresholds. Further, buildout of the program would result in emissions that would be less than those associated with buildout of the existing zoning. Therefore, the program would not result in a cumulatively considerable net increase in emissions of ozone, PM₁₀, or PM_{2.5}, and impacts would be less than significant.

3. Would the project expose sensitive receptors to substantial pollutant concentration including air toxics such as diesel particulates?

Sensitive land uses include schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential communities. Sensitive receptors in the program area generally consist of residential uses and schools.

Diesel Particulate Matter – Construction

Construction of individual projects implemented under the proposed zoning amendment would result in short-term diesel exhaust emissions from on-site heavy-duty equipment. Construction activities result in the generation of diesel-exhaust DPM emissions from the use of off-road diesel equipment required for site grading and excavation, paving, and other construction activities and on-road diesel equipment used to bring materials to and from the program sites.

Generation of DPM from construction projects typically occurs in a single area for a short period. No specific construction activity is proposed as a part of the program. Rather, the program would allow for individual lots to redevelop with a residential component. Individual construction activities would occur on a project-by-project basis, and would be relatively small scale and short in duration. The dose to which the receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has with the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the Maximally Exposed Individual. The risks estimated for a Maximally Exposed Individual are higher if a fixed exposure occurs over a longer period of time. According to the Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 30-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the future projects constructed pursuant to the proposed program (OEHHA 2015). Thus, if the duration of construction activities near any specific sensitive receptor were one year, the exposure would be 3 percent of the total exposure period used for health risk calculation.

Therefore, DPM generated by program construction is not expected to create conditions where the probability is greater than 10 in 1 million of contracting cancer for the Maximally Exposed Individual or to generate ground-level concentrations of noncarcinogenic TACs that exceed a Hazard Index greater than 1 for the Maximally Exposed Individual. Additionally, with ongoing implementation of U.S. EPA and CARB requirements for cleaner fuels; off-road diesel engine retrofits; and new, low-emission diesel engine types, the DPM emissions of individual equipment would be substantially reduced over the years as the program construction continues. Therefore, program construction would not expose sensitive receptors to substantial pollutant concentration.

Diesel Particulate Matter – Freeways and Heavily Traveled Roadways

In April 2005, CARB published the Air Quality and Land Use Handbook: A Community Health Perspective (CARB 2005). The handbook includes recommendations directed at protecting sensitive land uses from air pollutant emissions while balancing a myriad of other land use issues (e.g., housing, transportation needs, economics, etc.). The handbook is not regulatory or binding on local agencies and application of the recommendations should use a qualitative approach. As reflected in the CARB Handbook, there is currently no adopted standard for the significance of health effects from mobile sources. Therefore, the CARB has provided guidelines for the siting of land uses near heavily traveled roadways. Of pertinence to this study, the CARB guidelines indicate that siting new sensitive land

uses within 500 feet of a freeway or urban roads with 100,000 or more vehicles per day should be avoided when possible.

There are no freeways or roadways that carry more than 100,000 or more vehicles per day within 500 feet of the program areas. Additionally, the program would result in a decrease in total traffic in the program area. Therefore, the program would not expose sensitive to substantial DPM concentrations from roadways.

Carbon Monoxide Hot Spots

A CO hot spot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near intersections. CO hot spots have the potential to violate state and federal CO standards at intersections, even if the broader basin is in attainment for federal and state levels. The California Department of Transportation Project-Level Carbon Monoxide Protocol indicates that CO hot spots occur nearly exclusively at signalized intersections operating at level of service (LOS) E or F.

However, due to increased requirements for cleaner vehicles, equipment, and fuels, CO levels in the state have dropped substantially. All air basins are attainment or maintenance areas for CO. Therefore, more recent screening procedures based on more current methodologies have been developed. The Sacramento Metropolitan Air Quality Management District developed a screening threshold in 2011, which states that any project involving an intersection experiencing 31,600 vehicles per hour or more will require detailed analysis. In addition, the Bay Area Air Quality Management District developed a screening threshold in 2010, which states that any project involving an intersection experiencing 44,000 vehicles per hour would require detailed analysis. This analysis conservatively assesses potential CO hot spots using the Sacramento Metropolitan Air Quality Management District screening threshold of 31,600 vehicles per hour.

Based on the Traffic Impact Analysis for the program, no signalized intersections in the study area currently operate at LOS E or F, or experience more than 31,600 vehicles per hour (Linscott, Law & Greenspan, Engineers 2019). Additionally, the program would result in a decrease in traffic compared to the existing condition. Therefore, the program is not anticipated to result in a CO hot spot.

4. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

The program does not include heavy industrial or agricultural uses that are typically associated with odor complaints. During construction, diesel equipment may generate some nuisance odors. Sensitive receptors in the program area include residential and school uses; however, exposure to odors associated with future project construction would be short term and temporary in nature. The program would allow for the construction of additional residential uses. Residential uses do not typically include operational sources of objectionable odors. Therefore, operation of future projects constructed pursuant to the proposed program is not expected to generate significant objectionable odors affecting a substantial number of people, and impacts would be less than significant.

7.0 Conclusions

The primary goal of the RAQS is to reduce ozone precursor emissions. The program would revise the zoning designations to allow for residential development. Under the scenario analyzed, the program would result in fewer trips than those generated in the existing condition and under buildout of the existing zoning. As shown in Table 7, when compared to the existing zoning, the program would result in slightly fewer emissions of NO_x, PM₁₀, and PM_{2.5}, and slightly greater emissions of ROG and CO. Additionally, total operational emissions would be less than the project-level screening thresholds for all criteria pollutants. Although emissions of ROG and CO would be slightly greater, the increase is minimal and would be well less than the applicable screening-level thresholds. Additionally, emissions of ROG would be the same as the existing 2019 condition, and emissions of CO would be less than the existing 2019 condition. Thus, while the program would increase housing within the region, because residential uses would replace commercial and retail uses, the program would not result in an increase in emissions over those that are accounted for in the RAQS. Thus, the program would not obstruct or conflict with implementation of the RAQS.

As shown in Table 5, total future project construction emissions would not exceed the applicable regional emissions thresholds. These thresholds are designed to provide limits below which project emissions would not significantly change regional air quality. Therefore, as future project emissions would be well below these limits, the program would not result in a cumulatively considerable net increase in emissions of ozone, PM₁₀, or PM_{2.5}, and impacts would be less than significant.

Long-term emissions of regional air pollutants occur from operational sources. As shown in Table 7, the existing on-the-ground development, the existing zoning, and the proposed zoning would all result in operational emissions that are less than the applicable regional emissions thresholds. Further, buildout of the program would result in emissions that would be less than those associated with buildout of the existing zoning. Therefore, the program would not result in a cumulatively considerable net increase in emissions of ozone, PM₁₀, or PM_{2.5}, and impacts would be less than significant.

The program would not result in the exposure of sensitive receptors to substantial concentrations of DPM during future project construction or operation. Additionally, based on the traffic impact analysis, no signalized intersections in the study area currently operate at LOS E or F, or experience more than 31,600 vehicles per hour (Linscott, Law & Greenspan, Engineers 2019). Additionally, the program would result in a decrease in traffic compared to the existing condition. Therefore, the program is not anticipated to result in a CO hot spot.

The program does not include heavy industrial or agricultural uses that are typically associated with objectionable odors. The construction of future projects would involve the use of diesel-powered construction equipment. Diesel exhaust may be noticeable temporarily at adjacent properties; however, construction activities would be temporary. Therefore, odor impacts would be less than significant.

8.0 References Cited

California Air Pollution Control Officers Association (CAPCOA)

- 2005 Air Quality and Land Use Handbook: A Community Health Perspective. April 2005.
- 2017 California Emissions Estimator model (CalEEMod). User's Guide Version 2016.3.2. October, 2017.

California Air Resources Board (CARB)

- 2000 Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles. California Air Resources Board. Stationary Source Division, Mobile Source Control Division. October.
- 2005 Air Quality and Land Use Handbook: A Community Health Perspective. California Air Resources Board. April.
- 2014 2014 Emission Factors Web Database model. Available at <https://www.arb.ca.gov/emfac/2014/>.
- 2016 Ambient Air Quality Standards. California Air Resources Board. May 4
- 2019 California Air Quality Data Statistics. Available at <http://www.arb.ca.gov/adam/welcome.html>. Top 4 Summary and Hourly Listing. Accessed on May 1, 2019.

Linscott, Law, and Greenspan (LLG)

- 2019 Transportation Impact Analysis for the Del Mar Zoning Amendment. LLG Ref: 3-19-3057. April 17, 2019.

Office of Environmental Health Hazard Assessment (OEHHA)

- 2015 Air Toxics Hot Spots Program Guidance Manual for the Preparation of Risk Assessments (Guidance Manual), February.

San Diego Air Pollution Control District (SDAPCD)

- 1992 1991/1992 Regional Air Quality Strategies. Air Pollution Control District. June.
- 2013 Air Quality in San Diego County. 2013 Annual Report.
- 2016 *Resolution Adopting Amended Rule 20.1 – New Source Review – General Provisions; Rule 20.2 – New Source Review – Non-Major Stationary Sources; Rule 20.3 – New Source Review – Major Stationary Sources And Prevention of Significant Deterioration (PSD) Stationary Sources; Rule 20.4 – New Source Review – Portable Emission Units; and Rule 20.6 – Standards for Permit to Operate Air Quality Analysis, of Regulation II of the Rules and Regulations of the San Diego Air Pollution Control District.* Resolution Number 16-041. April 27.

U.S. Environmental Protection Agency (U.S. EPA)

2016 Criteria Air Pollutants, Particulate Matter. Available at <https://www3.epa.gov/airquality/particlepollution/index.html>. Last updated February 23.

Western Regional Climate Center

2019 Western U.S. Climate Historical Summaries. Available at <https://wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca6377> and <http://www.wrcc.dri.edu/cgi-bin/clilcd.pl?ca23188>. Accessed on May 1, 2019.

ATTACHMENTS

ATTACHMENT 1

CalEEMod Output – Year 2019 Emissions – Existing On-the-Ground Development

9348 Del Mar Zoning Amendment - Existing On The Ground - San Diego County APCD Air District, Winter

9348 Del Mar Zoning Amendment - Existing On The Ground

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
Strip Mall	8.69	1000sqft	0.84	8,687.00	0
General Office Building	107.63	1000sqft	6.84	107,630.00	0
High Turnover (Sit Down Restaurant)	4.38	1000sqft	0.27	4,378.00	0
Automobile Care Center	3.31	1000sqft	0.20	3,310.00	0
Unrefrigerated Warehouse-No Rail	1.00	1000sqft	0.06	1,000.00	0
Medical Office Building	7.08	1000sqft	0.30	7,085.00	0
Government (Civic Center)	11.89	1000sqft	1.57	11,894.00	0
General Office Building	11.80	1000sqft	1.07	11,795.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	40
Climate Zone	13			Operational Year	2019
Utility Company	San Diego Gas & Electric				
CO2 Intensity (lb/MW hr)	455.72	CH4 Intensity (lb/MW hr)	0.018	N2O Intensity (lb/MW hr)	0.004

1.3 User Entered Comments & Non-Default Data

9348 Del Mar Zoning Amendment - Existing On The Ground - San Diego County APCD Air District, Winter

Project Characteristics - Energy intensity factors updated based on SDG&E renewable procurement
(455.72, 0.018, 0.004)

Land Use - 11.15 developed acres

Library and Post Office modeled as General Office Building

Construction Phase - Existing development - no construction

Vehicle Trips - 5.64 mile trip length based on EMFAC2014 data for San Diego 2019

Area Coating - SDAPCD Rule 67.0.1

Energy Use - Historical data used for existing on the ground development

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	150
tblAreaCoating	Area_EF_Nonresidential_Interior	250	100
tblLandUse	LandUseSquareFeet	8,690.00	8,687.00
tblLandUse	LandUseSquareFeet	4,380.00	4,378.00
tblLandUse	LandUseSquareFeet	7,080.00	7,085.00
tblLandUse	LandUseSquareFeet	11,890.00	11,894.00
tblLandUse	LandUseSquareFeet	11,800.00	11,795.00
tblLandUse	LotAcreage	0.20	0.84
tblLandUse	LotAcreage	2.47	6.84
tblLandUse	LotAcreage	0.10	0.27
tblLandUse	LotAcreage	0.08	0.20
tblLandUse	LotAcreage	0.02	0.06
tblLandUse	LotAcreage	0.16	0.30
tblLandUse	LotAcreage	0.27	1.57
tblLandUse	LotAcreage	0.27	1.07
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.018
tblProjectCharacteristics	CO2IntensityFactor	720.49	455.72

9348 Del Mar Zoning Amendment - Existing On The Ground - San Diego County APCD Air District, Winter

tblProjectCharacteristics	N2OIntensityFactor	0.006	0.004
tblVehicleTrips	CC_TL	7.30	5.64
tblVehicleTrips	CC_TL	7.30	5.64
tblVehicleTrips	CC_TL	7.30	5.64
tblVehicleTrips	CC_TL	7.30	5.64
tblVehicleTrips	CC_TL	7.30	5.64
tblVehicleTrips	CC_TL	7.30	5.64
tblVehicleTrips	CC_TL	7.30	5.64
tblVehicleTrips	CNW_TL	7.30	5.64
tblVehicleTrips	CNW_TL	7.30	5.64
tblVehicleTrips	CNW_TL	7.30	5.64
tblVehicleTrips	CNW_TL	7.30	5.64
tblVehicleTrips	CNW_TL	7.30	5.64
tblVehicleTrips	CNW_TL	7.30	5.64
tblVehicleTrips	CNW_TL	7.30	5.64
tblVehicleTrips	CW_TL	9.50	5.64
tblVehicleTrips	CW_TL	9.50	5.64
tblVehicleTrips	CW_TL	9.50	5.64
tblVehicleTrips	CW_TL	9.50	5.64
tblVehicleTrips	CW_TL	9.50	5.64
tblVehicleTrips	CW_TL	9.50	5.64
tblVehicleTrips	CW_TL	9.50	5.64
tblVehicleTrips	ST_TR	23.72	20.00
tblVehicleTrips	ST_TR	2.46	25.31
tblVehicleTrips	ST_TR	158.37	160.00
tblVehicleTrips	ST_TR	8.96	50.00
tblVehicleTrips	ST_TR	42.04	40.00

9348 Del Mar Zoning Amendment - Existing On The Ground - San Diego County APCD Air District, Winter

tblVehicleTrips	ST_TR	1.68	2.00
tblVehicleTrips	SU_TR	11.88	20.00
tblVehicleTrips	SU_TR	1.05	25.31
tblVehicleTrips	SU_TR	131.84	160.00
tblVehicleTrips	SU_TR	1.55	50.00
tblVehicleTrips	SU_TR	20.43	40.00
tblVehicleTrips	SU_TR	1.68	2.00
tblVehicleTrips	WD_TR	23.72	20.00
tblVehicleTrips	WD_TR	11.03	25.31
tblVehicleTrips	WD_TR	27.92	30.00
tblVehicleTrips	WD_TR	127.15	160.00
tblVehicleTrips	WD_TR	36.13	50.00
tblVehicleTrips	WD_TR	44.32	40.00
tblVehicleTrips	WD_TR	1.68	2.00

2.0 Emissions Summary

9348 Del Mar Zoning Amendment - Existing On The Ground - San Diego County APCD Air District, Winter

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					
2019	4.8277	54.5817	33.9616	0.0636	18.2141	2.3914	20.6055	9.9699	2.2001	12.1700	0.0000	6,303.4022	6,303.4022	1.9479	0.0000	6,352.1000
2020	180.7932	22.2542	19.0136	0.0378	0.5868	1.1346	1.7213	0.1596	1.0670	1.2266	0.0000	3,693.4308	3,693.4308	0.7176	0.0000	3,710.7983
Maximum	180.7932	54.5817	33.9616	0.0636	18.2141	2.3914	20.6055	9.9699	2.2001	12.1700	0.0000	6,303.4022	6,303.4022	1.9479	0.0000	6,352.1000

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					
2019	4.8277	54.5817	33.9616	0.0636	18.2141	2.3914	20.6055	9.9699	2.2001	12.1700	0.0000	6,303.4022	6,303.4022	1.9479	0.0000	6,352.1000
2020	180.7932	22.2542	19.0136	0.0378	0.5868	1.1346	1.7213	0.1596	1.0670	1.2266	0.0000	3,693.4308	3,693.4308	0.7176	0.0000	3,710.7982
Maximum	180.7932	54.5817	33.9616	0.0636	18.2141	2.3914	20.6055	9.9699	2.2001	12.1700	0.0000	6,303.4022	6,303.4022	1.9479	0.0000	6,352.1000

[illegible]

9348 Del Mar Zoning Amendment - Existing On The Ground - San Diego County APCD Air District, Winter

2.2 Overall Operational**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.7803	1.5000e-004	0.0161	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0341	0.0341	9.0000e-005		0.0364
Energy	0.1211	1.1008	0.9246	6.6000e-003		0.0837	0.0837		0.0837	0.0837		1,320.9070	1,320.9070	0.0253	0.0242	1,328.7565
Mobile	7.8059	29.1643	73.6594	0.1882	14.9729	0.2255	15.1984	4.0025	0.2121	4.2146		19,083.3235	19,083.3235	1.2583		19,114.7803
Total	11.7072	30.2652	74.6001	0.1948	14.9729	0.3093	15.2821	4.0025	0.2958	4.2983		20,404.2645	20,404.2645	1.2837	0.0242	20,443.5732

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.7803	1.5000e-004	0.0161	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0341	0.0341	9.0000e-005		0.0364
Energy	0.1211	1.1008	0.9246	6.6000e-003		0.0837	0.0837		0.0837	0.0837		1,320.9070	1,320.9070	0.0253	0.0242	1,328.7565
Mobile	7.8059	29.1643	73.6594	0.1882	14.9729	0.2255	15.1984	4.0025	0.2121	4.2146		19,083.3235	19,083.3235	1.2583		19,114.7803
Total	11.7072	30.2652	74.6001	0.1948	14.9729	0.3093	15.2821	4.0025	0.2958	4.2983		20,404.2645	20,404.2645	1.2837	0.0242	20,443.5732

9348 Del Mar Zoning Amendment - Existing On The Ground - 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
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	4/30/2019	5/27/2019	5	20	
2	Site Preparation	Site Preparation	5/28/2019	6/10/2019	5	10	
3	Grading	Grading	6/11/2019	7/22/2019	5	30	
4	Building Construction	Building Construction	7/23/2019	9/14/2020	5	300	
5	Paving	Paving	9/15/2020	10/12/2020	5	20	
6	Architectural Coating	Architectural Coating	10/13/2020	11/9/2020	5	20	

Acres of Grading (Site Preparation Phase): 0**Acres of Grading (Grading Phase): 75****Acres of Paving: 0****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 233,669; Non-Residential Outdoor: 77,890; Striped Parking Area: 0 (Architectural Coating – sqft)****OffRoad Equipment**

9348 Del Mar Zoning Amendment - Existing On The Ground - San Diego County APCD Air District, Winter

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

Trips and VMT

9348 Del Mar Zoning Amendment - Existing On The Ground - San Diego County APCD Air District, Winter

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	15.00	0.00	0.00	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	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	50.00	26.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction**3.2 Demolition - 2019****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.5134	35.7830	22.0600	0.0388		1.7949	1.7949		1.6697	1.6697		3,816.8994	3,816.8994	1.0618		3,843.4451
Total	3.5134	35.7830	22.0600	0.0388		1.7949	1.7949		1.6697	1.6697		3,816.8994	3,816.8994	1.0618		3,843.4451

9348 Del Mar Zoning Amendment - Existing On The Ground - San Diego County APCD Air District, Winter

3.2 Demolition - 2019**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	0.0666	0.0462	0.4386	1.2300e-003	0.1232	8.8000e-004	0.1241	0.0327	8.1000e-004	0.0335		122.5371	122.5371	3.9500e-003		122.6359
Total	0.0666	0.0462	0.4386	1.2300e-003	0.1232	8.8000e-004	0.1241	0.0327	8.1000e-004	0.0335		122.5371	122.5371	3.9500e-003		122.6359

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	3.5134	35.7830	22.0600	0.0388		1.7949	1.7949		1.6697	1.6697	0.0000	3,816.8994	3,816.8994	1.0618		3,843.4451
Total	3.5134	35.7830	22.0600	0.0388		1.7949	1.7949		1.6697	1.6697	0.0000	3,816.8994	3,816.8994	1.0618		3,843.4451

9348 Del Mar Zoning Amendment - Existing On The Ground - San Diego County APCD Air District, Winter

3.2 Demolition - 2019**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	0.0666	0.0462	0.4386	1.2300e-003	0.1232	8.8000e-004	0.1241	0.0327	8.1000e-004	0.0335		122.5371	122.5371	3.9500e-003		122.6359
Total	0.0666	0.0462	0.4386	1.2300e-003	0.1232	8.8000e-004	0.1241	0.0327	8.1000e-004	0.0335		122.5371	122.5371	3.9500e-003		122.6359

3.3 Site Preparation - 2019**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	4.3350	45.5727	22.0630	0.0380		2.3904	2.3904		2.1991	2.1991		3,766.4529	3,766.4529	1.1917		3,796.2445
Total	4.3350	45.5727	22.0630	0.0380	18.0663	2.3904	20.4566	9.9307	2.1991	12.1298		3,766.4529	3,766.4529	1.1917		3,796.2445

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3.3 Site Preparation - 2019**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	0.0799	0.0554	0.5263	1.4800e-003	0.1479	1.0500e-003	0.1489	0.0392	9.7000e-004	0.0402		147.0445	147.0445	4.7400e-003		147.1631
Total	0.0799	0.0554	0.5263	1.4800e-003	0.1479	1.0500e-003	0.1489	0.0392	9.7000e-004	0.0402		147.0445	147.0445	4.7400e-003		147.1631

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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.3350	45.5727	22.0630	0.0380		2.3904	2.3904		2.1991	2.1991	0.0000	3,766.4529	3,766.4529	1.1917		3,796.2445
Total	4.3350	45.5727	22.0630	0.0380	18.0663	2.3904	20.4566	9.9307	2.1991	12.1298	0.0000	3,766.4529	3,766.4529	1.1917		3,796.2445

9348 Del Mar Zoning Amendment - Existing On The Ground - San Diego County APCD Air District, Winter

3.3 Site Preparation - 2019**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	0.0799	0.0554	0.5263	1.4800e-003	0.1479	1.0500e-003	0.1489	0.0392	9.7000e-004	0.0402		147.0445	147.0445	4.7400e-003		147.1631
Total	0.0799	0.0554	0.5263	1.4800e-003	0.1479	1.0500e-003	0.1489	0.0392	9.7000e-004	0.0402		147.0445	147.0445	4.7400e-003		147.1631

3.4 Grading - 2019**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					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.7389	54.5202	33.3768	0.0620		2.3827	2.3827		2.1920	2.1920		6,140.0195	6,140.0195	1.9426		6,188.5854
Total	4.7389	54.5202	33.3768	0.0620	8.6733	2.3827	11.0560	3.5965	2.1920	5.7885		6,140.0195	6,140.0195	1.9426		6,188.5854

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3.4 Grading - 2019**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	0.0888	0.0616	0.5848	1.6400e-003	0.1643	1.1700e-003	0.1655	0.0436	1.0800e-003	0.0447		163.3828	163.3828	5.2700e-003		163.5146
Total	0.0888	0.0616	0.5848	1.6400e-003	0.1643	1.1700e-003	0.1655	0.0436	1.0800e-003	0.0447		163.3828	163.3828	5.2700e-003		163.5146

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					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.7389	54.5202	33.3768	0.0620		2.3827	2.3827		2.1920	2.1920	0.0000	6,140.0195	6,140.0195	1.9426		6,188.5854
Total	4.7389	54.5202	33.3768	0.0620	8.6733	2.3827	11.0560	3.5965	2.1920	5.7885	0.0000	6,140.0195	6,140.0195	1.9426		6,188.5854

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3.4 Grading - 2019**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	0.0888	0.0616	0.5848	1.6400e-003	0.1643	1.1700e-003	0.1655	0.0436	1.0800e-003	0.0447		163.3828	163.3828	5.2700e-003		163.5146
Total	0.0888	0.0616	0.5848	1.6400e-003	0.1643	1.1700e-003	0.1655	0.0436	1.0800e-003	0.0447		163.3828	163.3828	5.2700e-003		163.5146

3.5 Building Construction - 2019**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.3612	21.0788	17.1638	0.0269		1.2899	1.2899		1.2127	1.2127		2,591.5802	2,591.5802	0.6313		2,607.3635
Total	2.3612	21.0788	17.1638	0.0269		1.2899	1.2899		1.2127	1.2127		2,591.5802	2,591.5802	0.6313		2,607.3635

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3.5 Building Construction - 2019**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	0.1248	3.2263	0.9227	7.0000e-003	0.1760	0.0228	0.1988	0.0507	0.0218	0.0725		750.1007	750.1007	0.0632		751.6810
Worker	0.2220	0.1539	1.4620	4.1000e-003	0.4107	2.9300e-003	0.4137	0.1090	2.7000e-003	0.1116		408.4569	408.4569	0.0132		408.7864
Total	0.3469	3.3802	2.3847	0.0111	0.5868	0.0258	0.6125	0.1596	0.0245	0.1841		1,158.5575	1,158.5575	0.0764		1,160.4673

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	2.3612	21.0788	17.1638	0.0269		1.2899	1.2899		1.2127	1.2127	0.0000	2,591.5802	2,591.5802	0.6313		2,607.3635
Total	2.3612	21.0788	17.1638	0.0269		1.2899	1.2899		1.2127	1.2127	0.0000	2,591.5802	2,591.5802	0.6313		2,607.3635

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3.5 Building Construction - 2019**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	0.1248	3.2263	0.9227	7.0000e-003	0.1760	0.0228	0.1988	0.0507	0.0218	0.0725		750.1007	750.1007	0.0632		751.6810
Worker	0.2220	0.1539	1.4620	4.1000e-003	0.4107	2.9300e-003	0.4137	0.1090	2.7000e-003	0.1116		408.4569	408.4569	0.0132		408.7864
Total	0.3469	3.3802	2.3847	0.0111	0.5868	0.0258	0.6125	0.1596	0.0245	0.1841		1,158.5575	1,158.5575	0.0764		1,160.4673

3.5 Building Construction - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503		2,553.0631	2,553.0631	0.6229		2,568.6345
Total	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503		2,553.0631	2,553.0631	0.6229		2,568.6345

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3.5 Building Construction - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	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	0.1018	2.9294	0.8289	6.9400e-003	0.1760	0.0146	0.1906	0.0507	0.0140	0.0647		744.8018	744.8018	0.0599		746.3001
Worker	0.2078	0.1388	1.3362	3.9700e-003	0.4107	2.8800e-003	0.4136	0.1090	2.6600e-003	0.1116		395.5660	395.5660	0.0119		395.8637
Total	0.3096	3.0682	2.1651	0.0109	0.5868	0.0175	0.6043	0.1596	0.0166	0.1763		1,140.3677	1,140.3677	0.0718		1,142.1638

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	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503	0.0000	2,553.0631	2,553.0631	0.6229		2,568.6345
Total	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503	0.0000	2,553.0631	2,553.0631	0.6229		2,568.6345

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3.5 Building Construction - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	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	0.1018	2.9294	0.8289	6.9400e-003	0.1760	0.0146	0.1906	0.0507	0.0140	0.0647		744.8018	744.8018	0.0599		746.3001
Worker	0.2078	0.1388	1.3362	3.9700e-003	0.4107	2.8800e-003	0.4136	0.1090	2.6600e-003	0.1116		395.5660	395.5660	0.0119		395.8637
Total	0.3096	3.0682	2.1651	0.0109	0.5868	0.0175	0.6043	0.1596	0.0166	0.1763		1,140.3677	1,140.3677	0.0718		1,142.1638

3.6 Paving - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3566	14.0656	14.6521	0.0228		0.7528	0.7528		0.6926	0.6926		2,207.7334	2,207.7334	0.7140		2,225.5841
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.3566	14.0656	14.6521	0.0228		0.7528	0.7528		0.6926	0.6926		2,207.7334	2,207.7334	0.7140		2,225.5841

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3.6 Paving - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	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	0.0416	0.4009	1.1900e-003	0.1232	8.6000e-004	0.1241	0.0327	8.0000e-004	0.0335		118.6698	118.6698	3.5700e-003		118.7591
Total	0.0623	0.0416	0.4009	1.1900e-003	0.1232	8.6000e-004	0.1241	0.0327	8.0000e-004	0.0335		118.6698	118.6698	3.5700e-003		118.7591

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	1.3566	14.0656	14.6521	0.0228		0.7528	0.7528		0.6926	0.6926	0.0000	2,207.7334	2,207.7334	0.7140		2,225.5841
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.3566	14.0656	14.6521	0.0228		0.7528	0.7528		0.6926	0.6926	0.0000	2,207.7334	2,207.7334	0.7140		2,225.5841

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3.6 Paving - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	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	0.0416	0.4009	1.1900e-003	0.1232	8.6000e-004	0.1241	0.0327	8.0000e-004	0.0335		118.6698	118.6698	3.5700e-003		118.7591
Total	0.0623	0.0416	0.4009	1.1900e-003	0.1232	8.6000e-004	0.1241	0.0327	8.0000e-004	0.0335		118.6698	118.6698	3.5700e-003		118.7591

3.7 Architectural Coating - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	180.5095					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
Total	180.7517	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928

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3.7 Architectural Coating - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	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	0.0416	0.0278	0.2673	7.9000e-004	0.0822	5.8000e-004	0.0827	0.0218	5.3000e-004	0.0223		79.1132	79.1132	2.3800e-003		79.1727
Total	0.0416	0.0278	0.2673	7.9000e-004	0.0822	5.8000e-004	0.0827	0.0218	5.3000e-004	0.0223		79.1132	79.1132	2.3800e-003		79.1727

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	180.5095					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928
Total	180.7517	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928

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3.7 Architectural Coating - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	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	0.0416	0.0278	0.2673	7.9000e-004	0.0822	5.8000e-004	0.0827	0.0218	5.3000e-004	0.0223		79.1132	79.1132	2.3800e-003		79.1727
Total	0.0416	0.0278	0.2673	7.9000e-004	0.0822	5.8000e-004	0.0827	0.0218	5.3000e-004	0.0223		79.1132	79.1132	2.3800e-003		79.1727

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	7.8059	29.1643	73.6594	0.1882	14.9729	0.2255	15.1984	4.0025	0.2121	4.2146		19,083.32 35	19,083.32 35	1.2583		19,114.780 3
Unmitigated	7.8059	29.1643	73.6594	0.1882	14.9729	0.2255	15.1984	4.0025	0.2121	4.2146		19,083.32 35	19,083.32 35	1.2583		19,114.780 3

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	66.20	66.20	66.20	46,543	46,543
General Office Building	2,724.12	2,724.12	2,724.12	4,575,835	4,575,835
General Office Building	298.66	298.66	298.66	501,671	501,671
Government (Civic Center)	356.70	0.00	0.00	307,477	307,477
High Turnover (Sit Down Restaurant)	700.80	700.80	700.80	615,229	615,229
Medical Office Building	354.00	354.00	354.00	491,843	491,843
Strip Mall	347.60	347.60	347.60	394,383	394,383
Unrefrigerated Warehouse-No Rail	2.00	2.00	2.00	3,831	3,831
Total	4,850.07	4,493.37	4,493.37	6,936,812	6,936,812

4.3 Trip Type Information

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Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	5.64	5.64	5.64	33.00	48.00	19.00	21	51	28
General Office Building	5.64	5.64	5.64	33.00	48.00	19.00	77	19	4
General Office Building	5.64	5.64	5.64	33.00	48.00	19.00	77	19	4
Government (Civic Center)	5.64	5.64	5.64	75.00	20.00	5.00	50	34	16
High Turnover (Sit Down	5.64	5.64	5.64	8.50	72.50	19.00	37	20	43
Medical Office Building	5.64	5.64	5.64	29.60	51.40	19.00	60	30	10
Strip Mall	5.64	5.64	5.64	16.60	64.40	19.00	45	40	15
Unrefrigerated Warehouse-No	5.64	5.64	5.64	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.581689	0.044135	0.186694	0.113515	0.018244	0.005600	0.015197	0.022573	0.001888	0.002088	0.006279	0.000742	0.001357
General Office Building	0.581689	0.044135	0.186694	0.113515	0.018244	0.005600	0.015197	0.022573	0.001888	0.002088	0.006279	0.000742	0.001357
Government (Civic Center)	0.581689	0.044135	0.186694	0.113515	0.018244	0.005600	0.015197	0.022573	0.001888	0.002088	0.006279	0.000742	0.001357
High Turnover (Sit Down Restaurant)	0.581689	0.044135	0.186694	0.113515	0.018244	0.005600	0.015197	0.022573	0.001888	0.002088	0.006279	0.000742	0.001357
Medical Office Building	0.581689	0.044135	0.186694	0.113515	0.018244	0.005600	0.015197	0.022573	0.001888	0.002088	0.006279	0.000742	0.001357
Strip Mall	0.581689	0.044135	0.186694	0.113515	0.018244	0.005600	0.015197	0.022573	0.001888	0.002088	0.006279	0.000742	0.001357
Unrefrigerated Warehouse-No Rail	0.581689	0.044135	0.186694	0.113515	0.018244	0.005600	0.015197	0.022573	0.001888	0.002088	0.006279	0.000742	0.001357

5.0 Energy Detail

Historical Energy Use: Y

5.1 Mitigation Measures Energy

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.1211	1.1008	0.9246	6.6000e-003		0.0837	0.0837		0.0837	0.0837		1,320.9070	1,320.9070	0.0253	0.0242	1,328.7565
NaturalGas Unmitigated	0.1211	1.1008	0.9246	6.6000e-003		0.0837	0.0837		0.0837	0.0837		1,320.9070	1,320.9070	0.0253	0.0242	1,328.7565

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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					
Automobile Care Center	111.452	1.2000e-003	0.0109	9.1800e-003	7.0000e-005		8.3000e-004	8.3000e-004		8.3000e-004	8.3000e-004		13.1120	13.1120	2.5000e-004	2.4000e-004	13.1899
General Office Building	6947.3	0.0749	0.6811	0.5721	4.0900e-003		0.0518	0.0518		0.0518	0.0518		817.3289	817.3289	0.0157	0.0150	822.1858
General Office Building	761.343	8.2100e-003	0.0746	0.0627	4.5000e-004		5.6700e-003	5.6700e-003		5.6700e-003	5.6700e-003		89.5698	89.5698	1.7200e-003	1.6400e-003	90.1020
Government (Civic Center)	767.733	8.2800e-003	0.0753	0.0632	4.5000e-004		5.7200e-003	5.7200e-003		5.7200e-003	5.7200e-003		90.3216	90.3216	1.7300e-003	1.6600e-003	90.8583
High Turnover (Sit Down Restaurant)	2119.67	0.0229	0.2078	0.1746	1.2500e-003		0.0158	0.0158		0.0158	0.0158		249.3731	249.3731	4.7800e-003	4.5700e-003	250.8550
Medical Office Building	457.322	4.9300e-003	0.0448	0.0377	2.7000e-004		3.4100e-003	3.4100e-003		3.4100e-003	3.4100e-003		53.8026	53.8026	1.0300e-003	9.9000e-004	54.1223
Strip Mall	57.358	6.2000e-004	5.6200e-003	4.7200e-003	3.0000e-005		4.3000e-004	4.3000e-004		4.3000e-004	4.3000e-004		6.7480	6.7480	1.3000e-004	1.2000e-004	6.7881
Unrefrigerated Warehouse-No Rail	5.53425	6.0000e-005	5.4000e-004	4.6000e-004	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.6511	0.6511	1.0000e-005	1.0000e-005	0.6550
Total		0.1211	1.1008	0.9246	6.6100e-003		0.0837	0.0837		0.0837	0.0837		1,320.9070	1,320.9070	0.0253	0.0242	1,328.7565

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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					
Automobile Care Center	0.111452	1.2000e-003	0.0109	9.1800e-003	7.0000e-005		8.3000e-004	8.3000e-004		8.3000e-004	8.3000e-004		13.1120	13.1120	2.5000e-004	2.4000e-004	13.1899
General Office Building	0.761343	8.2100e-003	0.0746	0.0627	4.5000e-004		5.6700e-003	5.6700e-003		5.6700e-003	5.6700e-003		89.5698	89.5698	1.7200e-003	1.6400e-003	90.1020
General Office Building	6.9473	0.0749	0.6811	0.5721	4.0900e-003		0.0518	0.0518		0.0518	0.0518		817.3289	817.3289	0.0157	0.0150	822.1858
Government (Civic Center)	0.767733	8.2800e-003	0.0753	0.0632	4.5000e-004		5.7200e-003	5.7200e-003		5.7200e-003	5.7200e-003		90.3216	90.3216	1.7300e-003	1.6600e-003	90.8583
High Turnover (Sit Down Restaurant)	2.11967	0.0229	0.2078	0.1746	1.2500e-003		0.0158	0.0158		0.0158	0.0158		249.3731	249.3731	4.7800e-003	4.5700e-003	250.8550
Medical Office Building	0.457322	4.9300e-003	0.0448	0.0377	2.7000e-004		3.4100e-003	3.4100e-003		3.4100e-003	3.4100e-003		53.8026	53.8026	1.0300e-003	9.9000e-004	54.1223
Strip Mall	0.057358	6.2000e-004	5.6200e-003	4.7200e-003	3.0000e-005		4.3000e-004	4.3000e-004		4.3000e-004	4.3000e-004		6.7480	6.7480	1.3000e-004	1.2000e-004	6.7881
Unrefrigerated Warehouse-No Rail	0.00553425	6.0000e-005	5.4000e-004	4.6000e-004	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.6511	0.6511	1.0000e-005	1.0000e-005	0.6550
Total		0.1211	1.1008	0.9246	6.6100e-003		0.0837	0.0837		0.0837	0.0837		1,320.9070	1,320.9070	0.0253	0.0242	1,328.7565

6.0 Area Detail**6.1 Mitigation Measures Area**

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.7803	1.5000e-004	0.0161	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0341	0.0341	9.0000e-005		0.0364
Unmitigated	3.7803	1.5000e-004	0.0161	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0341	0.0341	9.0000e-005		0.0364

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	0.4451					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.3337					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.5200e-003	1.5000e-004	0.0161	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0341	0.0341	9.0000e-005		0.0364
Total	3.7803	1.5000e-004	0.0161	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0341	0.0341	9.0000e-005		0.0364

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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	0.4451					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.3337					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.5200e-003	1.5000e-004	0.0161	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0341	0.0341	9.0000e-005		0.0364
Total	3.7803	1.5000e-004	0.0161	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0341	0.0341	9.0000e-005		0.0364

7.0 Water Detail**7.1 Mitigation Measures Water****8.0 Waste Detail****8.1 Mitigation Measures Waste**

Institute Recycling and Composting Services

9.0 Operational Offroad

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

10.0 Stationary Equipment

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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

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1.0 Project Characteristics**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Strip Mall	8.69	1000sqft	0.84	8,687.00	0
General Office Building	107.63	1000sqft	6.84	107,630.00	0
High Turnover (Sit Down Restaurant)	4.38	1000sqft	0.27	4,378.00	0
Automobile Care Center	3.31	1000sqft	0.20	3,310.00	0
Unrefrigerated Warehouse-No Rail	1.00	1000sqft	0.06	1,000.00	0
Medical Office Building	7.08	1000sqft	0.30	7,085.00	0
Government (Civic Center)	11.89	1000sqft	1.57	11,894.00	0
General Office Building	11.80	1000sqft	1.07	11,795.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	40
Climate Zone	13			Operational Year	2019
Utility Company	San Diego Gas & Electric				
CO2 Intensity (lb/MW hr)	455.72	CH4 Intensity (lb/MW hr)	0.018	N2O Intensity (lb/MW hr)	0.004

1.3 User Entered Comments & Non-Default Data

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Project Characteristics - Energy intensity factors updated based on SDG&E renewable procurement
(455.72, 0.018, 0.004)

Land Use - 11.15 developed acres

Library and Post Office modeled as General Office Building

Construction Phase - Existing development - no construction

Vehicle Trips - 5.64 mile trip length based on EMFAC2014 data for San Diego 2019

Area Coating - SDAPCD Rule 67.0.1

Energy Use - Historical data used for existing on the ground development

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	150
tblAreaCoating	Area_EF_Nonresidential_Interior	250	100
tblLandUse	LandUseSquareFeet	8,690.00	8,687.00
tblLandUse	LandUseSquareFeet	4,380.00	4,378.00
tblLandUse	LandUseSquareFeet	7,080.00	7,085.00
tblLandUse	LandUseSquareFeet	11,890.00	11,894.00
tblLandUse	LandUseSquareFeet	11,800.00	11,795.00
tblLandUse	LotAcreage	0.20	0.84
tblLandUse	LotAcreage	2.47	6.84
tblLandUse	LotAcreage	0.10	0.27
tblLandUse	LotAcreage	0.08	0.20
tblLandUse	LotAcreage	0.02	0.06
tblLandUse	LotAcreage	0.16	0.30
tblLandUse	LotAcreage	0.27	1.57
tblLandUse	LotAcreage	0.27	1.07
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.018
tblProjectCharacteristics	CO2IntensityFactor	720.49	455.72

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tblProjectCharacteristics	N2OIntensityFactor	0.006	0.004
tblVehicleTrips	CC_TL	7.30	5.64
tblVehicleTrips	CC_TL	7.30	5.64
tblVehicleTrips	CC_TL	7.30	5.64
tblVehicleTrips	CC_TL	7.30	5.64
tblVehicleTrips	CC_TL	7.30	5.64
tblVehicleTrips	CC_TL	7.30	5.64
tblVehicleTrips	CC_TL	7.30	5.64
tblVehicleTrips	CNW_TL	7.30	5.64
tblVehicleTrips	CNW_TL	7.30	5.64
tblVehicleTrips	CNW_TL	7.30	5.64
tblVehicleTrips	CNW_TL	7.30	5.64
tblVehicleTrips	CNW_TL	7.30	5.64
tblVehicleTrips	CNW_TL	7.30	5.64
tblVehicleTrips	CNW_TL	7.30	5.64
tblVehicleTrips	CW_TL	9.50	5.64
tblVehicleTrips	CW_TL	9.50	5.64
tblVehicleTrips	CW_TL	9.50	5.64
tblVehicleTrips	CW_TL	9.50	5.64
tblVehicleTrips	CW_TL	9.50	5.64
tblVehicleTrips	CW_TL	9.50	5.64
tblVehicleTrips	ST_TR	23.72	20.00
tblVehicleTrips	ST_TR	2.46	25.31
tblVehicleTrips	ST_TR	158.37	160.00
tblVehicleTrips	ST_TR	8.96	50.00
tblVehicleTrips	ST_TR	42.04	40.00

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tblVehicleTrips	ST_TR	1.68	2.00
tblVehicleTrips	SU_TR	11.88	20.00
tblVehicleTrips	SU_TR	1.05	25.31
tblVehicleTrips	SU_TR	131.84	160.00
tblVehicleTrips	SU_TR	1.55	50.00
tblVehicleTrips	SU_TR	20.43	40.00
tblVehicleTrips	SU_TR	1.68	2.00
tblVehicleTrips	WD_TR	23.72	20.00
tblVehicleTrips	WD_TR	11.03	25.31
tblVehicleTrips	WD_TR	27.92	30.00
tblVehicleTrips	WD_TR	127.15	160.00
tblVehicleTrips	WD_TR	36.13	50.00
tblVehicleTrips	WD_TR	44.32	40.00
tblVehicleTrips	WD_TR	1.68	2.00

2.0 Emissions Summary

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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					
2019	4.8174	54.5750	33.9956	0.0638	18.2141	2.3914	20.6055	9.9699	2.2001	12.1700	0.0000	6,314.0594	6,314.0594	1.9482	0.0000	6,362.7643
2020	180.7884	22.2414	19.0127	0.0383	0.5868	1.1343	1.7210	0.1596	1.0667	1.2263	0.0000	3,738.9408	3,738.9408	0.7178	0.0000	3,756.2367
Maximum	180.7884	54.5750	33.9956	0.0638	18.2141	2.3914	20.6055	9.9699	2.2001	12.1700	0.0000	6,314.0594	6,314.0594	1.9482	0.0000	6,362.7643

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					
2019	4.8174	54.5750	33.9956	0.0638	18.2141	2.3914	20.6055	9.9699	2.2001	12.1700	0.0000	6,314.0594	6,314.0594	1.9482	0.0000	6,362.7643
2020	180.7884	22.2414	19.0127	0.0383	0.5868	1.1343	1.7210	0.1596	1.0667	1.2263	0.0000	3,738.9408	3,738.9408	0.7178	0.0000	3,756.2367
Maximum	180.7884	54.5750	33.9956	0.0638	18.2141	2.3914	20.6055	9.9699	2.2001	12.1700	0.0000	6,314.0594	6,314.0594	1.9482	0.0000	6,362.7643

[illegible]

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2.2 Overall Operational**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.7803	1.5000e-004	0.0161	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0341	0.0341	9.0000e-005		0.0364
Energy	0.1211	1.1008	0.9246	6.6000e-003		0.0837	0.0837		0.0837	0.0837		1,320.9070	1,320.9070	0.0253	0.0242	1,328.7565
Mobile	8.0143	28.5870	71.3924	0.1988	14.9729	0.2223	15.1952	4.0025	0.2090	4.2115		20,158.2185	20,158.2185	1.2277		20,188.9114
Total	11.9157	29.6879	72.3331	0.2054	14.9729	0.3060	15.2789	4.0025	0.2927	4.2952		21,479.1596	21,479.1596	1.2531	0.0242	21,517.7042

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.7803	1.5000e-004	0.0161	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0341	0.0341	9.0000e-005		0.0364
Energy	0.1211	1.1008	0.9246	6.6000e-003		0.0837	0.0837		0.0837	0.0837		1,320.9070	1,320.9070	0.0253	0.0242	1,328.7565
Mobile	8.0143	28.5870	71.3924	0.1988	14.9729	0.2223	15.1952	4.0025	0.2090	4.2115		20,158.2185	20,158.2185	1.2277		20,188.9114
Total	11.9157	29.6879	72.3331	0.2054	14.9729	0.3060	15.2789	4.0025	0.2927	4.2952		21,479.1596	21,479.1596	1.2531	0.0242	21,517.7042

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	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	4/30/2019	5/27/2019	5	20	
2	Site Preparation	Site Preparation	5/28/2019	6/10/2019	5	10	
3	Grading	Grading	6/11/2019	7/22/2019	5	30	
4	Building Construction	Building Construction	7/23/2019	9/14/2020	5	300	
5	Paving	Paving	9/15/2020	10/12/2020	5	20	
6	Architectural Coating	Architectural Coating	10/13/2020	11/9/2020	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 75

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 233,669; Non-Residential Outdoor: 77,890; Striped Parking Area: 0
(Architectural Coating – sqft)

OffRoad Equipment

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

Trips and VMT

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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	15.00	0.00	0.00	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	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	50.00	26.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction**3.2 Demolition - 2019****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.5134	35.7830	22.0600	0.0388		1.7949	1.7949		1.6697	1.6697		3,816.8994	3,816.8994	1.0618		3,843.4451
Total	3.5134	35.7830	22.0600	0.0388		1.7949	1.7949		1.6697	1.6697		3,816.8994	3,816.8994	1.0618		3,843.4451

9348 Del Mar Zoning Amendment - Existing On The Ground - San Diego County APCD Air District, Summer

3.2 Demolition - 2019**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	0.0589	0.0411	0.4641	1.3100e-003	0.1232	8.8000e-004	0.1241	0.0327	8.1000e-004	0.0335		130.5300	130.5300	4.1700e-003		130.6342
Total	0.0589	0.0411	0.4641	1.3100e-003	0.1232	8.8000e-004	0.1241	0.0327	8.1000e-004	0.0335		130.5300	130.5300	4.1700e-003		130.6342

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	3.5134	35.7830	22.0600	0.0388		1.7949	1.7949		1.6697	1.6697	0.0000	3,816.8994	3,816.8994	1.0618		3,843.4451
Total	3.5134	35.7830	22.0600	0.0388		1.7949	1.7949		1.6697	1.6697	0.0000	3,816.8994	3,816.8994	1.0618		3,843.4451

9348 Del Mar Zoning Amendment - Existing On The Ground - San Diego County APCD Air District, Summer

3.2 Demolition - 2019**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	0.0589	0.0411	0.4641	1.3100e-003	0.1232	8.8000e-004	0.1241	0.0327	8.1000e-004	0.0335		130.5300	130.5300	4.1700e-003		130.6342
Total	0.0589	0.0411	0.4641	1.3100e-003	0.1232	8.8000e-004	0.1241	0.0327	8.1000e-004	0.0335		130.5300	130.5300	4.1700e-003		130.6342

3.3 Site Preparation - 2019**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	4.3350	45.5727	22.0630	0.0380		2.3904	2.3904		2.1991	2.1991		3,766.4529	3,766.4529	1.1917		3,796.2445
Total	4.3350	45.5727	22.0630	0.0380	18.0663	2.3904	20.4566	9.9307	2.1991	12.1298		3,766.4529	3,766.4529	1.1917		3,796.2445

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3.3 Site Preparation - 2019**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	0.0707	0.0493	0.5569	1.5700e-003	0.1479	1.0500e-003	0.1489	0.0392	9.7000e-004	0.0402		156.6359	156.6359	5.0000e-003		156.7610
Total	0.0707	0.0493	0.5569	1.5700e-003	0.1479	1.0500e-003	0.1489	0.0392	9.7000e-004	0.0402		156.6359	156.6359	5.0000e-003		156.7610

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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.3350	45.5727	22.0630	0.0380		2.3904	2.3904		2.1991	2.1991	0.0000	3,766.4529	3,766.4529	1.1917		3,796.2445
Total	4.3350	45.5727	22.0630	0.0380	18.0663	2.3904	20.4566	9.9307	2.1991	12.1298	0.0000	3,766.4529	3,766.4529	1.1917		3,796.2445

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3.3 Site Preparation - 2019**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	0.0707	0.0493	0.5569	1.5700e-003	0.1479	1.0500e-003	0.1489	0.0392	9.7000e-004	0.0402		156.6359	156.6359	5.0000e-003		156.7610
Total	0.0707	0.0493	0.5569	1.5700e-003	0.1479	1.0500e-003	0.1489	0.0392	9.7000e-004	0.0402		156.6359	156.6359	5.0000e-003		156.7610

3.4 Grading - 2019**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					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.7389	54.5202	33.3768	0.0620		2.3827	2.3827		2.1920	2.1920		6,140.0195	6,140.0195	1.9426		6,188.5854
Total	4.7389	54.5202	33.3768	0.0620	8.6733	2.3827	11.0560	3.5965	2.1920	5.7885		6,140.0195	6,140.0195	1.9426		6,188.5854

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3.4 Grading - 2019**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	0.0785	0.0548	0.6188	1.7500e-003	0.1643	1.1700e-003	0.1655	0.0436	1.0800e-003	0.0447		174.0399	174.0399	5.5600e-003		174.1789
Total	0.0785	0.0548	0.6188	1.7500e-003	0.1643	1.1700e-003	0.1655	0.0436	1.0800e-003	0.0447		174.0399	174.0399	5.5600e-003		174.1789

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					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.7389	54.5202	33.3768	0.0620		2.3827	2.3827		2.1920	2.1920	0.0000	6,140.0195	6,140.0195	1.9426		6,188.5854
Total	4.7389	54.5202	33.3768	0.0620	8.6733	2.3827	11.0560	3.5965	2.1920	5.7885	0.0000	6,140.0195	6,140.0195	1.9426		6,188.5854

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3.4 Grading - 2019**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	0.0785	0.0548	0.6188	1.7500e-003	0.1643	1.1700e-003	0.1655	0.0436	1.0800e-003	0.0447		174.0399	174.0399	5.5600e-003		174.1789
Total	0.0785	0.0548	0.6188	1.7500e-003	0.1643	1.1700e-003	0.1655	0.0436	1.0800e-003	0.0447		174.0399	174.0399	5.5600e-003		174.1789

3.5 Building Construction - 2019**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.3612	21.0788	17.1638	0.0269		1.2899	1.2899		1.2127	1.2127		2,591.5802	2,591.5802	0.6313		2,607.3635
Total	2.3612	21.0788	17.1638	0.0269		1.2899	1.2899		1.2127	1.2127		2,591.5802	2,591.5802	0.6313		2,607.3635

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3.5 Building Construction - 2019**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	0.1197	3.2237	0.8323	7.1800e-003	0.1760	0.0224	0.1984	0.0507	0.0215	0.0721		769.6433	769.6433	0.0594		771.1288
Worker	0.1963	0.1370	1.5471	4.3700e-003	0.4107	2.9300e-003	0.4137	0.1090	2.7000e-003	0.1116		435.0998	435.0998	0.0139		435.4472
Total	0.3160	3.3607	2.3793	0.0116	0.5868	0.0254	0.6121	0.1596	0.0242	0.1838		1,204.743 1	1,204.743 1	0.0733		1,206.575 9

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	2.3612	21.0788	17.1638	0.0269		1.2899	1.2899		1.2127	1.2127	0.0000	2,591.580 2	2,591.580 2	0.6313		2,607.363 5
Total	2.3612	21.0788	17.1638	0.0269		1.2899	1.2899		1.2127	1.2127	0.0000	2,591.580 2	2,591.580 2	0.6313		2,607.363 5

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3.5 Building Construction - 2019**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	0.1197	3.2237	0.8323	7.1800e-003	0.1760	0.0224	0.1984	0.0507	0.0215	0.0721		769.6433	769.6433	0.0594		771.1288
Worker	0.1963	0.1370	1.5471	4.3700e-003	0.4107	2.9300e-003	0.4137	0.1090	2.7000e-003	0.1116		435.0998	435.0998	0.0139		435.4472
Total	0.3160	3.3607	2.3793	0.0116	0.5868	0.0254	0.6121	0.1596	0.0242	0.1838		1,204.7431	1,204.7431	0.0733		1,206.5759

3.5 Building Construction - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503		2,553.0631	2,553.0631	0.6229		2,568.6345
Total	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503		2,553.0631	2,553.0631	0.6229		2,568.6345

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3.5 Building Construction - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	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	0.0972	2.9317	0.7469	7.1200e-003	0.1760	0.0143	0.1904	0.0507	0.0137	0.0644		764.5042	764.5042	0.0564		765.9142
Worker	0.1835	0.1236	1.4173	4.2300e-003	0.4107	2.8800e-003	0.4136	0.1090	2.6600e-003	0.1116		421.3735	421.3735	0.0126		421.6881
Total	0.2806	3.0553	2.1642	0.0114	0.5868	0.0172	0.6040	0.1596	0.0164	0.1760		1,185.8777	1,185.8777	0.0690		1,187.6022

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	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503	0.0000	2,553.0631	2,553.0631	0.6229		2,568.6345
Total	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503	0.0000	2,553.0631	2,553.0631	0.6229		2,568.6345

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3.5 Building Construction - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	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	0.0972	2.9317	0.7469	7.1200e-003	0.1760	0.0143	0.1904	0.0507	0.0137	0.0644		764.5042	764.5042	0.0564		765.9142
Worker	0.1835	0.1236	1.4173	4.2300e-003	0.4107	2.8800e-003	0.4136	0.1090	2.6600e-003	0.1116		421.3735	421.3735	0.0126		421.6881
Total	0.2806	3.0553	2.1642	0.0114	0.5868	0.0172	0.6040	0.1596	0.0164	0.1760		1,185.8777	1,185.8777	0.0690		1,187.6022

3.6 Paving - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3566	14.0656	14.6521	0.0228		0.7528	0.7528		0.6926	0.6926		2,207.7334	2,207.7334	0.7140		2,225.5841
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.3566	14.0656	14.6521	0.0228		0.7528	0.7528		0.6926	0.6926		2,207.7334	2,207.7334	0.7140		2,225.5841

9348 Del Mar Zoning Amendment - Existing On The Ground - San Diego County APCD Air District, Summer

3.6 Paving - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	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	0.0550	0.0371	0.4252	1.2700e-003	0.1232	8.6000e-004	0.1241	0.0327	8.0000e-004	0.0335		126.4121	126.4121	3.7700e-003		126.5064
Total	0.0550	0.0371	0.4252	1.2700e-003	0.1232	8.6000e-004	0.1241	0.0327	8.0000e-004	0.0335		126.4121	126.4121	3.7700e-003		126.5064

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	1.3566	14.0656	14.6521	0.0228		0.7528	0.7528		0.6926	0.6926	0.0000	2,207.7334	2,207.7334	0.7140		2,225.5841
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.3566	14.0656	14.6521	0.0228		0.7528	0.7528		0.6926	0.6926	0.0000	2,207.7334	2,207.7334	0.7140		2,225.5841

9348 Del Mar Zoning Amendment - Existing On The Ground - San Diego County APCD Air District, Summer

3.6 Paving - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	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	0.0550	0.0371	0.4252	1.2700e-003	0.1232	8.6000e-004	0.1241	0.0327	8.0000e-004	0.0335		126.4121	126.4121	3.7700e-003		126.5064
Total	0.0550	0.0371	0.4252	1.2700e-003	0.1232	8.6000e-004	0.1241	0.0327	8.0000e-004	0.0335		126.4121	126.4121	3.7700e-003		126.5064

3.7 Architectural Coating - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	180.5095					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
Total	180.7517	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928

9348 Del Mar Zoning Amendment - Existing On The Ground - San Diego County APCD Air District, Summer

3.7 Architectural Coating - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	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	0.0367	0.0247	0.2835	8.5000e-004	0.0822	5.8000e-004	0.0827	0.0218	5.3000e-004	0.0223		84.2747	84.2747	2.5200e-003		84.3376
Total	0.0367	0.0247	0.2835	8.5000e-004	0.0822	5.8000e-004	0.0827	0.0218	5.3000e-004	0.0223		84.2747	84.2747	2.5200e-003		84.3376

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	180.5095					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928
Total	180.7517	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928

9348 Del Mar Zoning Amendment - Existing On The Ground - San Diego County APCD Air District, Summer

3.7 Architectural Coating - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	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	0.0367	0.0247	0.2835	8.5000e-004	0.0822	5.8000e-004	0.0827	0.0218	5.3000e-004	0.0223		84.2747	84.2747	2.5200e-003		84.3376
Total	0.0367	0.0247	0.2835	8.5000e-004	0.0822	5.8000e-004	0.0827	0.0218	5.3000e-004	0.0223		84.2747	84.2747	2.5200e-003		84.3376

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

9348 Del Mar Zoning Amendment - Existing On The Ground - 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					
Mitigated	8.0143	28.5870	71.3924	0.1988	14.9729	0.2223	15.1952	4.0025	0.2090	4.2115		20,158.21 85	20,158.21 85	1.2277		20,188.911 4
Unmitigated	8.0143	28.5870	71.3924	0.1988	14.9729	0.2223	15.1952	4.0025	0.2090	4.2115		20,158.21 85	20,158.21 85	1.2277		20,188.91 14

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	66.20	66.20	66.20	46,543	46,543
General Office Building	2,724.12	2,724.12	2,724.12	4,575,835	4,575,835
General Office Building	298.66	298.66	298.66	501,671	501,671
Government (Civic Center)	356.70	0.00	0.00	307,477	307,477
High Turnover (Sit Down Restaurant)	700.80	700.80	700.80	615,229	615,229
Medical Office Building	354.00	354.00	354.00	491,843	491,843
Strip Mall	347.60	347.60	347.60	394,383	394,383
Unrefrigerated Warehouse-No Rail	2.00	2.00	2.00	3,831	3,831
Total	4,850.07	4,493.37	4,493.37	6,936,812	6,936,812

4.3 Trip Type Information

9348 Del Mar Zoning Amendment - Existing On The Ground - San Diego County APCD Air District, Summer

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	5.64	5.64	5.64	33.00	48.00	19.00	21	51	28
General Office Building	5.64	5.64	5.64	33.00	48.00	19.00	77	19	4
General Office Building	5.64	5.64	5.64	33.00	48.00	19.00	77	19	4
Government (Civic Center)	5.64	5.64	5.64	75.00	20.00	5.00	50	34	16
High Turnover (Sit Down	5.64	5.64	5.64	8.50	72.50	19.00	37	20	43
Medical Office Building	5.64	5.64	5.64	29.60	51.40	19.00	60	30	10
Strip Mall	5.64	5.64	5.64	16.60	64.40	19.00	45	40	15
Unrefrigerated Warehouse-No	5.64	5.64	5.64	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.581689	0.044135	0.186694	0.113515	0.018244	0.005600	0.015197	0.022573	0.001888	0.002088	0.006279	0.000742	0.001357
General Office Building	0.581689	0.044135	0.186694	0.113515	0.018244	0.005600	0.015197	0.022573	0.001888	0.002088	0.006279	0.000742	0.001357
Government (Civic Center)	0.581689	0.044135	0.186694	0.113515	0.018244	0.005600	0.015197	0.022573	0.001888	0.002088	0.006279	0.000742	0.001357
High Turnover (Sit Down Restaurant)	0.581689	0.044135	0.186694	0.113515	0.018244	0.005600	0.015197	0.022573	0.001888	0.002088	0.006279	0.000742	0.001357
Medical Office Building	0.581689	0.044135	0.186694	0.113515	0.018244	0.005600	0.015197	0.022573	0.001888	0.002088	0.006279	0.000742	0.001357
Strip Mall	0.581689	0.044135	0.186694	0.113515	0.018244	0.005600	0.015197	0.022573	0.001888	0.002088	0.006279	0.000742	0.001357
Unrefrigerated Warehouse-No Rail	0.581689	0.044135	0.186694	0.113515	0.018244	0.005600	0.015197	0.022573	0.001888	0.002088	0.006279	0.000742	0.001357

5.0 Energy Detail

Historical Energy Use: Y

5.1 Mitigation Measures Energy

9348 Del Mar Zoning Amendment - Existing On The Ground - 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	0.1211	1.1008	0.9246	6.6000e-003		0.0837	0.0837		0.0837	0.0837		1,320.9070	1,320.9070	0.0253	0.0242	1,328.7565
NaturalGas Unmitigated	0.1211	1.1008	0.9246	6.6000e-003		0.0837	0.0837		0.0837	0.0837		1,320.9070	1,320.9070	0.0253	0.0242	1,328.7565

9348 Del Mar Zoning Amendment - Existing On The Ground - San Diego County APCD Air District, Summer

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					
Automobile Care Center	111.452	1.2000e-003	0.0109	9.1800e-003	7.0000e-005		8.3000e-004	8.3000e-004		8.3000e-004	8.3000e-004		13.1120	13.1120	2.5000e-004	2.4000e-004	13.1899
General Office Building	6947.3	0.0749	0.6811	0.5721	4.0900e-003		0.0518	0.0518		0.0518	0.0518		817.3289	817.3289	0.0157	0.0150	822.1858
General Office Building	761.343	8.2100e-003	0.0746	0.0627	4.5000e-004		5.6700e-003	5.6700e-003		5.6700e-003	5.6700e-003		89.5698	89.5698	1.7200e-003	1.6400e-003	90.1020
Government (Civic Center)	767.733	8.2800e-003	0.0753	0.0632	4.5000e-004		5.7200e-003	5.7200e-003		5.7200e-003	5.7200e-003		90.3216	90.3216	1.7300e-003	1.6600e-003	90.8583
High Turnover (Sit Down Restaurant)	2119.67	0.0229	0.2078	0.1746	1.2500e-003		0.0158	0.0158		0.0158	0.0158		249.3731	249.3731	4.7800e-003	4.5700e-003	250.8550
Medical Office Building	457.322	4.9300e-003	0.0448	0.0377	2.7000e-004		3.4100e-003	3.4100e-003		3.4100e-003	3.4100e-003		53.8026	53.8026	1.0300e-003	9.9000e-004	54.1223
Strip Mall	57.358	6.2000e-004	5.6200e-003	4.7200e-003	3.0000e-005		4.3000e-004	4.3000e-004		4.3000e-004	4.3000e-004		6.7480	6.7480	1.3000e-004	1.2000e-004	6.7881
Unrefrigerated Warehouse-No Rail	5.53425	6.0000e-005	5.4000e-004	4.6000e-004	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.6511	0.6511	1.0000e-005	1.0000e-005	0.6550
Total		0.1211	1.1008	0.9246	6.6100e-003		0.0837	0.0837		0.0837	0.0837		1,320.9070	1,320.9070	0.0253	0.0242	1,328.7565

9348 Del Mar Zoning Amendment - Existing On The Ground - San Diego County APCD Air District, Summer

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					
Automobile Care Center	0.111452	1.2000e-003	0.0109	9.1800e-003	7.0000e-005		8.3000e-004	8.3000e-004		8.3000e-004	8.3000e-004		13.1120	13.1120	2.5000e-004	2.4000e-004	13.1899
General Office Building	0.761343	8.2100e-003	0.0746	0.0627	4.5000e-004		5.6700e-003	5.6700e-003		5.6700e-003	5.6700e-003		89.5698	89.5698	1.7200e-003	1.6400e-003	90.1020
General Office Building	6.9473	0.0749	0.6811	0.5721	4.0900e-003		0.0518	0.0518		0.0518	0.0518		817.3289	817.3289	0.0157	0.0150	822.1858
Government (Civic Center)	0.767733	8.2800e-003	0.0753	0.0632	4.5000e-004		5.7200e-003	5.7200e-003		5.7200e-003	5.7200e-003		90.3216	90.3216	1.7300e-003	1.6600e-003	90.8583
High Turnover (Sit Down Restaurant)	2.11967	0.0229	0.2078	0.1746	1.2500e-003		0.0158	0.0158		0.0158	0.0158		249.3731	249.3731	4.7800e-003	4.5700e-003	250.8550
Medical Office Building	0.457322	4.9300e-003	0.0448	0.0377	2.7000e-004		3.4100e-003	3.4100e-003		3.4100e-003	3.4100e-003		53.8026	53.8026	1.0300e-003	9.9000e-004	54.1223
Strip Mall	0.057358	6.2000e-004	5.6200e-003	4.7200e-003	3.0000e-005		4.3000e-004	4.3000e-004		4.3000e-004	4.3000e-004		6.7480	6.7480	1.3000e-004	1.2000e-004	6.7881
Unrefrigerated Warehouse-No Rail	0.00553425	6.0000e-005	5.4000e-004	4.6000e-004	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.6511	0.6511	1.0000e-005	1.0000e-005	0.6550
Total		0.1211	1.1008	0.9246	6.6100e-003		0.0837	0.0837		0.0837	0.0837		1,320.9070	1,320.9070	0.0253	0.0242	1,328.7565

6.0 Area Detail**6.1 Mitigation Measures Area**

9348 Del Mar Zoning Amendment - Existing On The Ground - 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					
Mitigated	3.7803	1.5000e-004	0.0161	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0341	0.0341	9.0000e-005		0.0364
Unmitigated	3.7803	1.5000e-004	0.0161	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0341	0.0341	9.0000e-005		0.0364

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	0.4451					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.3337					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.5200e-003	1.5000e-004	0.0161	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0341	0.0341	9.0000e-005		0.0364
Total	3.7803	1.5000e-004	0.0161	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0341	0.0341	9.0000e-005		0.0364

9348 Del Mar Zoning Amendment - Existing On The Ground - San Diego County APCD Air District, Summer

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	0.4451					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.3337					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.5200e-003	1.5000e-004	0.0161	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0341	0.0341	9.0000e-005		0.0364
Total	3.7803	1.5000e-004	0.0161	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0341	0.0341	9.0000e-005		0.0364

7.0 Water Detail**7.1 Mitigation Measures Water****8.0 Waste Detail****8.1 Mitigation Measures Waste**

Institute Recycling and Composting Services

9.0 Operational Offroad

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

10.0 Stationary Equipment

9348 Del Mar Zoning Amendment - Existing On The Ground - San Diego County APCD Air District, Summer

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

ATTACHMENT 2

CalEEMod Output – Year 2035 Emissions – Existing On-the-Ground Development

9348 Del Mar Zoning Amendment - Existing On The Ground - San Diego County APCD Air District, Annual

9348 Del Mar Zoning Amendment - Existing On The Ground
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
Strip Mall	8.69	1000sqft	0.84	8,687.00	0
General Office Building	107.63	1000sqft	6.84	107,630.00	0
High Turnover (Sit Down Restaurant)	4.38	1000sqft	0.27	4,378.00	0
Automobile Care Center	3.31	1000sqft	0.20	3,310.00	0
Unrefrigerated Warehouse-No Rail	1.00	1000sqft	0.06	1,000.00	0
Medical Office Building	7.08	1000sqft	0.30	7,085.00	0
Government (Civic Center)	11.89	1000sqft	1.57	11,894.00	0
General Office Building	11.80	1000sqft	1.07	11,795.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	40
Climate Zone	13			Operational Year	2035
Utility Company	San Diego Gas & Electric				
CO2 Intensity (lb/MW hr)	401.16	CH4 Intensity (lb/MW hr)	0.016	N2O Intensity (lb/MW hr)	0.003

1.3 User Entered Comments & Non-Default Data

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Project Characteristics - Energy intensity factors updated based on SDG&E renewable procurement - 50% by 2030
(401.16, 0.016, 0.003)

Land Use - 11.15 developed acres

Library and Post Office modeled as General Office Building

Construction Phase - Existing development - no construction

Vehicle Trips - 5.64 mile trip length based on EMFAC2014 data for San Diego 2019

Area Coating - SDAPCD Rule 67.0.1

Energy Use - Historical data used for existing on the ground development

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	150
tblAreaCoating	Area_EF_Nonresidential_Interior	250	100
tblLandUse	LandUseSquareFeet	8,690.00	8,687.00
tblLandUse	LandUseSquareFeet	4,380.00	4,378.00
tblLandUse	LandUseSquareFeet	7,080.00	7,085.00
tblLandUse	LandUseSquareFeet	11,890.00	11,894.00
tblLandUse	LandUseSquareFeet	11,800.00	11,795.00
tblLandUse	LotAcreage	0.20	0.84
tblLandUse	LotAcreage	2.47	6.84
tblLandUse	LotAcreage	0.10	0.27
tblLandUse	LotAcreage	0.08	0.20
tblLandUse	LotAcreage	0.02	0.06
tblLandUse	LotAcreage	0.16	0.30
tblLandUse	LotAcreage	0.27	1.57
tblLandUse	LotAcreage	0.27	1.07
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.016
tblProjectCharacteristics	CO2IntensityFactor	720.49	401.16

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tblProjectCharacteristics	N2OIntensityFactor	0.006	0.003
tblVehicleTrips	CC_TL	7.30	5.64
tblVehicleTrips	CC_TL	7.30	5.64
tblVehicleTrips	CC_TL	7.30	5.64
tblVehicleTrips	CC_TL	7.30	5.64
tblVehicleTrips	CC_TL	7.30	5.64
tblVehicleTrips	CC_TL	7.30	5.64
tblVehicleTrips	CC_TL	7.30	5.64
tblVehicleTrips	CNW_TL	7.30	5.64
tblVehicleTrips	CNW_TL	7.30	5.64
tblVehicleTrips	CNW_TL	7.30	5.64
tblVehicleTrips	CNW_TL	7.30	5.64
tblVehicleTrips	CNW_TL	7.30	5.64
tblVehicleTrips	CNW_TL	7.30	5.64
tblVehicleTrips	CNW_TL	7.30	5.64
tblVehicleTrips	CW_TL	9.50	5.64
tblVehicleTrips	CW_TL	9.50	5.64
tblVehicleTrips	CW_TL	9.50	5.64
tblVehicleTrips	CW_TL	9.50	5.64
tblVehicleTrips	CW_TL	9.50	5.64
tblVehicleTrips	CW_TL	9.50	5.64
tblVehicleTrips	CW_TL	9.50	5.64
tblVehicleTrips	ST_TR	23.72	20.00
tblVehicleTrips	ST_TR	2.46	25.31
tblVehicleTrips	ST_TR	158.37	160.00
tblVehicleTrips	ST_TR	8.96	50.00
tblVehicleTrips	ST_TR	42.04	40.00

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tblVehicleTrips	ST_TR	1.68	2.00
tblVehicleTrips	SU_TR	11.88	20.00
tblVehicleTrips	SU_TR	1.05	25.31
tblVehicleTrips	SU_TR	131.84	160.00
tblVehicleTrips	SU_TR	1.55	50.00
tblVehicleTrips	SU_TR	20.43	40.00
tblVehicleTrips	SU_TR	1.68	2.00
tblVehicleTrips	WD_TR	23.72	20.00
tblVehicleTrips	WD_TR	11.03	25.31
tblVehicleTrips	WD_TR	27.92	30.00
tblVehicleTrips	WD_TR	127.15	160.00
tblVehicleTrips	WD_TR	36.13	50.00
tblVehicleTrips	WD_TR	44.32	40.00
tblVehicleTrips	WD_TR	1.68	2.00

2.0 Emissions Summary

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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					
2019	0.2855	2.8258	1.9786	3.7700e-003	0.2580	0.1420	0.4000	0.1138	0.1324	0.2462	0.0000	337.4356	337.4356	0.0787	0.0000	339.4040
2020	2.0431	2.2085	1.9171	3.7700e-003	0.0548	0.1130	0.1678	0.0149	0.1062	0.1211	0.0000	333.9348	333.9348	0.0646	0.0000	335.5486
Maximum	2.0431	2.8258	1.9786	3.7700e-003	0.2580	0.1420	0.4000	0.1138	0.1324	0.2462	0.0000	337.4356	337.4356	0.0787	0.0000	339.4040

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					
2019	0.2855	2.8258	1.9786	3.7700e-003	0.2580	0.1420	0.4000	0.1138	0.1324	0.2462	0.0000	337.4353	337.4353	0.0787	0.0000	339.4037
2020	2.0431	2.2085	1.9171	3.7700e-003	0.0548	0.1130	0.1678	0.0149	0.1062	0.1211	0.0000	333.9345	333.9345	0.0646	0.0000	335.5483
Maximum	2.0431	2.8258	1.9786	3.7700e-003	0.2580	0.1420	0.4000	0.1138	0.1324	0.2462	0.0000	337.4353	337.4353	0.0787	0.0000	339.4037

[illegible]

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Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	4-30-2019	7-29-2019	1.6028	1.6028
2	7-30-2019	10-29-2019	0.8915	0.8915
3	10-30-2019	1-29-2020	0.8669	0.8669
4	1-30-2020	4-29-2020	0.8018	0.8018
5	4-30-2020	7-29-2020	0.8009	0.8009
6	7-30-2020	9-30-2020	0.5023	0.5023
		Highest	1.6028	1.6028

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	0.6898	1.0000e-005	1.4200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.7800e-003	2.7800e-003	1.0000e-005	0.0000	2.9600e-003
Energy	0.0221	0.2009	0.1688	1.2100e-003		0.0153	0.0153		0.0153	0.0153	0.0000	678.8068	678.8068	0.0225	7.4500e-003	681.5905
Mobile	0.6010	2.9697	6.0027	0.0234	2.6132	0.0126	2.6257	0.6995	0.0117	0.7112	0.0000	2,184.8375	2,184.8375	0.1142	0.0000	2,187.6920
Waste						0.0000	0.0000		0.0000	0.0000	67.0114	0.0000	67.0114	3.9603	0.0000	166.0179
Water						0.0000	0.0000		0.0000	0.0000	8.5636	94.8805	103.4442	0.8834	0.0215	131.9285
Total	1.3128	3.1706	6.1729	0.0246	2.6132	0.0278	2.6410	0.6995	0.0269	0.7265	75.5750	2,958.5276	3,034.1027	4.9803	0.0289	3,167.2318

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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	0.6898	1.0000e-005	1.4200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.7800e-003	2.7800e-003	1.0000e-005	0.0000	2.9600e-003
Energy	0.0221	0.2009	0.1688	1.2100e-003		0.0153	0.0153		0.0153	0.0153	0.0000	678.8068	678.8068	0.0225	7.4500e-003	681.5905
Mobile	0.6010	2.9697	6.0027	0.0234	2.6132	0.0126	2.6257	0.6995	0.0117	0.7112	0.0000	2,184.8375	2,184.8375	0.1142	0.0000	2,187.6920
Waste						0.0000	0.0000		0.0000	0.0000	50.2585	0.0000	50.2585	2.9702	0.0000	124.5134
Water						0.0000	0.0000		0.0000	0.0000	8.5636	94.8805	103.4442	0.8834	0.0215	131.9285
Total	1.3128	3.1706	6.1729	0.0246	2.6132	0.0278	2.6410	0.6995	0.0269	0.7265	58.8222	2,958.5276	3,017.3498	3.9903	0.0289	3,125.7274

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	22.17	0.00	0.55	19.88	0.00	1.31

3.0 Construction Detail**Construction Phase**

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Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/30/2019	5/27/2019	5	20	
2	Site Preparation	Site Preparation	5/28/2019	6/10/2019	5	10	
3	Grading	Grading	6/11/2019	7/22/2019	5	30	
4	Building Construction	Building Construction	7/23/2019	9/14/2020	5	300	
5	Paving	Paving	9/15/2020	10/12/2020	5	20	
6	Architectural Coating	Architectural Coating	10/13/2020	11/9/2020	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 75

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 233,669; Non-Residential Outdoor: 77,890; Striped Parking Area: 0
(Architectural Coating – sqft)

OffRoad Equipment

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

Trips and VMT

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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	15.00	0.00	0.00	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	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	50.00	26.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction**3.2 Demolition - 2019****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	0.0351	0.3578	0.2206	3.9000e-004		0.0180	0.0180		0.0167	0.0167	0.0000	34.6263	34.6263	9.6300e-003	0.0000	34.8672
Total	0.0351	0.3578	0.2206	3.9000e-004		0.0180	0.0180		0.0167	0.0167	0.0000	34.6263	34.6263	9.6300e-003	0.0000	34.8672

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3.2 Demolition - 2019**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	5.9000e-004	4.5000e-004	4.3900e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.1227	1.1227	4.0000e-005	0.0000	1.1237
Total	5.9000e-004	4.5000e-004	4.3900e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.1227	1.1227	4.0000e-005	0.0000	1.1237

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	0.0351	0.3578	0.2206	3.9000e-004		0.0180	0.0180		0.0167	0.0167	0.0000	34.6263	34.6263	9.6300e-003	0.0000	34.8671
Total	0.0351	0.3578	0.2206	3.9000e-004		0.0180	0.0180		0.0167	0.0167	0.0000	34.6263	34.6263	9.6300e-003	0.0000	34.8671

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3.2 Demolition - 2019**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	5.9000e-004	4.5000e-004	4.3900e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.1227	1.1227	4.0000e-005	0.0000	1.1237
Total	5.9000e-004	4.5000e-004	4.3900e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.1227	1.1227	4.0000e-005	0.0000	1.1237

3.3 Site Preparation - 2019**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					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0217	0.2279	0.1103	1.9000e-004		0.0120	0.0120		0.0110	0.0110	0.0000	17.0843	17.0843	5.4100e-003	0.0000	17.2195
Total	0.0217	0.2279	0.1103	1.9000e-004	0.0903	0.0120	0.1023	0.0497	0.0110	0.0607	0.0000	17.0843	17.0843	5.4100e-003	0.0000	17.2195

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3.3 Site Preparation - 2019**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	3.5000e-004	2.7000e-004	2.6300e-003	1.0000e-005	7.2000e-004	1.0000e-005	7.3000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.6737	0.6737	2.0000e-005	0.0000	0.6742
Total	3.5000e-004	2.7000e-004	2.6300e-003	1.0000e-005	7.2000e-004	1.0000e-005	7.3000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.6737	0.6737	2.0000e-005	0.0000	0.6742

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					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0217	0.2279	0.1103	1.9000e-004		0.0120	0.0120		0.0110	0.0110	0.0000	17.0843	17.0843	5.4100e-003	0.0000	17.2195
Total	0.0217	0.2279	0.1103	1.9000e-004	0.0903	0.0120	0.1023	0.0497	0.0110	0.0607	0.0000	17.0843	17.0843	5.4100e-003	0.0000	17.2195

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3.3 Site Preparation - 2019**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	3.5000e-004	2.7000e-004	2.6300e-003	1.0000e-005	7.2000e-004	1.0000e-005	7.3000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.6737	0.6737	2.0000e-005	0.0000	0.6742
Total	3.5000e-004	2.7000e-004	2.6300e-003	1.0000e-005	7.2000e-004	1.0000e-005	7.3000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.6737	0.6737	2.0000e-005	0.0000	0.6742

3.4 Grading - 2019**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					0.1301	0.0000	0.1301	0.0540	0.0000	0.0540	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0711	0.8178	0.5007	9.3000e-004		0.0357	0.0357		0.0329	0.0329	0.0000	83.5520	83.5520	0.0264	0.0000	84.2129
Total	0.0711	0.8178	0.5007	9.3000e-004	0.1301	0.0357	0.1658	0.0540	0.0329	0.0868	0.0000	83.5520	83.5520	0.0264	0.0000	84.2129

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3.4 Grading - 2019**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	1.1800e-003	9.1000e-004	8.7800e-003	2.0000e-005	2.4100e-003	2.0000e-005	2.4200e-003	6.4000e-004	2.0000e-005	6.6000e-004	0.0000	2.2455	2.2455	7.0000e-005	0.0000	2.2473
Total	1.1800e-003	9.1000e-004	8.7800e-003	2.0000e-005	2.4100e-003	2.0000e-005	2.4200e-003	6.4000e-004	2.0000e-005	6.6000e-004	0.0000	2.2455	2.2455	7.0000e-005	0.0000	2.2473

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					0.1301	0.0000	0.1301	0.0540	0.0000	0.0540	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0711	0.8178	0.5007	9.3000e-004		0.0357	0.0357		0.0329	0.0329	0.0000	83.5519	83.5519	0.0264	0.0000	84.2128
Total	0.0711	0.8178	0.5007	9.3000e-004	0.1301	0.0357	0.1658	0.0540	0.0329	0.0868	0.0000	83.5519	83.5519	0.0264	0.0000	84.2128

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3.4 Grading - 2019**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	1.1800e-003	9.1000e-004	8.7800e-003	2.0000e-005	2.4100e-003	2.0000e-005	2.4200e-003	6.4000e-004	2.0000e-005	6.6000e-004	0.0000	2.2455	2.2455	7.0000e-005	0.0000	2.2473
Total	1.1800e-003	9.1000e-004	8.7800e-003	2.0000e-005	2.4100e-003	2.0000e-005	2.4200e-003	6.4000e-004	2.0000e-005	6.6000e-004	0.0000	2.2455	2.2455	7.0000e-005	0.0000	2.2473

3.5 Building Construction - 2019**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	0.1370	1.2226	0.9955	1.5600e-003		0.0748	0.0748		0.0703	0.0703	0.0000	136.3604	136.3604	0.0332	0.0000	137.1909
Total	0.1370	1.2226	0.9955	1.5600e-003		0.0748	0.0748		0.0703	0.0703	0.0000	136.3604	136.3604	0.0332	0.0000	137.1909

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3.5 Building Construction - 2019**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	7.0600e-003	0.1893	0.0509	4.1000e-004	0.0100	1.3100e-003	0.0113	2.8900e-003	1.2500e-003	4.1400e-003	0.0000	40.0642	40.0642	3.2200e-003	0.0000	40.1446
Worker	0.0114	8.7700e-003	0.0849	2.4000e-004	0.0233	1.7000e-004	0.0234	6.1800e-003	1.6000e-004	6.3400e-003	0.0000	21.7064	21.7064	7.0000e-004	0.0000	21.7239
Total	0.0185	0.1981	0.1357	6.5000e-004	0.0333	1.4800e-003	0.0348	9.0700e-003	1.4100e-003	0.0105	0.0000	61.7706	61.7706	3.9200e-003	0.0000	61.8685

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	0.1370	1.2226	0.9955	1.5600e-003		0.0748	0.0748		0.0703	0.0703	0.0000	136.3603	136.3603	0.0332	0.0000	137.1907
Total	0.1370	1.2226	0.9955	1.5600e-003		0.0748	0.0748		0.0703	0.0703	0.0000	136.3603	136.3603	0.0332	0.0000	137.1907

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3.5 Building Construction - 2019**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	7.0600e-003	0.1893	0.0509	4.1000e-004	0.0100	1.3100e-003	0.0113	2.8900e-003	1.2500e-003	4.1400e-003	0.0000	40.0642	40.0642	3.2200e-003	0.0000	40.1446
Worker	0.0114	8.7700e-003	0.0849	2.4000e-004	0.0233	1.7000e-004	0.0234	6.1800e-003	1.6000e-004	6.3400e-003	0.0000	21.7064	21.7064	7.0000e-004	0.0000	21.7239
Total	0.0185	0.1981	0.1357	6.5000e-004	0.0333	1.4800e-003	0.0348	9.0700e-003	1.4100e-003	0.0105	0.0000	61.7706	61.7706	3.9200e-003	0.0000	61.8685

3.5 Building Construction - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1950	1.7651	1.5501	2.4800e-003		0.1028	0.1028		0.0966	0.0966	0.0000	213.0812	213.0812	0.0520	0.0000	214.3808
Total	0.1950	1.7651	1.5501	2.4800e-003		0.1028	0.1028		0.0966	0.0966	0.0000	213.0812	213.0812	0.0520	0.0000	214.3808

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3.5 Building Construction - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	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	9.1100e-003	0.2727	0.0724	6.5000e-004	0.0159	1.3300e-003	0.0172	4.5800e-003	1.2700e-003	5.8600e-003	0.0000	63.1157	63.1157	4.8400e-003	0.0000	63.2366
Worker	0.0170	0.0126	0.1231	3.7000e-004	0.0369	2.7000e-004	0.0372	9.8000e-003	2.4000e-004	0.0101	0.0000	33.3443	33.3443	1.0000e-003	0.0000	33.3693
Total	0.0261	0.2852	0.1955	1.0200e-003	0.0528	1.6000e-003	0.0544	0.0144	1.5100e-003	0.0159	0.0000	96.4599	96.4599	5.8400e-003	0.0000	96.6059

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	0.1950	1.7651	1.5501	2.4800e-003		0.1028	0.1028		0.0966	0.0966	0.0000	213.0809	213.0809	0.0520	0.0000	214.3805
Total	0.1950	1.7651	1.5501	2.4800e-003		0.1028	0.1028		0.0966	0.0966	0.0000	213.0809	213.0809	0.0520	0.0000	214.3805

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3.5 Building Construction - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	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	9.1100e-003	0.2727	0.0724	6.5000e-004	0.0159	1.3300e-003	0.0172	4.5800e-003	1.2700e-003	5.8600e-003	0.0000	63.1157	63.1157	4.8400e-003	0.0000	63.2366
Worker	0.0170	0.0126	0.1231	3.7000e-004	0.0369	2.7000e-004	0.0372	9.8000e-003	2.4000e-004	0.0101	0.0000	33.3443	33.3443	1.0000e-003	0.0000	33.3693
Total	0.0261	0.2852	0.1955	1.0200e-003	0.0528	1.6000e-003	0.0544	0.0144	1.5100e-003	0.0159	0.0000	96.4599	96.4599	5.8400e-003	0.0000	96.6059

3.6 Paving - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0136	0.1407	0.1465	2.3000e-004		7.5300e-003	7.5300e-003		6.9300e-003	6.9300e-003	0.0000	20.0282	20.0282	6.4800e-003	0.0000	20.1902
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0136	0.1407	0.1465	2.3000e-004		7.5300e-003	7.5300e-003		6.9300e-003	6.9300e-003	0.0000	20.0282	20.0282	6.4800e-003	0.0000	20.1902

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3.6 Paving - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	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	5.5000e-004	4.1000e-004	4.0100e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.0873	1.0873	3.0000e-005	0.0000	1.0881
Total	5.5000e-004	4.1000e-004	4.0100e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.0873	1.0873	3.0000e-005	0.0000	1.0881

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	0.0136	0.1407	0.1465	2.3000e-004		7.5300e-003	7.5300e-003		6.9300e-003	6.9300e-003	0.0000	20.0282	20.0282	6.4800e-003	0.0000	20.1901
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0136	0.1407	0.1465	2.3000e-004		7.5300e-003	7.5300e-003		6.9300e-003	6.9300e-003	0.0000	20.0282	20.0282	6.4800e-003	0.0000	20.1901

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3.6 Paving - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	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	5.5000e-004	4.1000e-004	4.0100e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.0873	1.0873	3.0000e-005	0.0000	1.0881
Total	5.5000e-004	4.1000e-004	4.0100e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.0873	1.0873	3.0000e-005	0.0000	1.0881

3.7 Architectural Coating - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.8051					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.4200e-003	0.0168	0.0183	3.0000e-005		1.1100e-003	1.1100e-003		1.1100e-003	1.1100e-003	0.0000	2.5533	2.5533	2.0000e-004	0.0000	2.5582
Total	1.8075	0.0168	0.0183	3.0000e-005		1.1100e-003	1.1100e-003		1.1100e-003	1.1100e-003	0.0000	2.5533	2.5533	2.0000e-004	0.0000	2.5582

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3.7 Architectural Coating - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	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	3.7000e-004	2.7000e-004	2.6800e-003	1.0000e-005	8.0000e-004	1.0000e-005	8.1000e-004	2.1000e-004	1.0000e-005	2.2000e-004	0.0000	0.7249	0.7249	2.0000e-005	0.0000	0.7254
Total	3.7000e-004	2.7000e-004	2.6800e-003	1.0000e-005	8.0000e-004	1.0000e-005	8.1000e-004	2.1000e-004	1.0000e-005	2.2000e-004	0.0000	0.7249	0.7249	2.0000e-005	0.0000	0.7254

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	1.8051					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.4200e-003	0.0168	0.0183	3.0000e-005		1.1100e-003	1.1100e-003		1.1100e-003	1.1100e-003	0.0000	2.5533	2.5533	2.0000e-004	0.0000	2.5582
Total	1.8075	0.0168	0.0183	3.0000e-005		1.1100e-003	1.1100e-003		1.1100e-003	1.1100e-003	0.0000	2.5533	2.5533	2.0000e-004	0.0000	2.5582

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3.7 Architectural Coating - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	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	3.7000e-004	2.7000e-004	2.6800e-003	1.0000e-005	8.0000e-004	1.0000e-005	8.1000e-004	2.1000e-004	1.0000e-005	2.2000e-004	0.0000	0.7249	0.7249	2.0000e-005	0.0000	0.7254
Total	3.7000e-004	2.7000e-004	2.6800e-003	1.0000e-005	8.0000e-004	1.0000e-005	8.1000e-004	2.1000e-004	1.0000e-005	2.2000e-004	0.0000	0.7249	0.7249	2.0000e-005	0.0000	0.7254

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.6010	2.9697	6.0027	0.0234	2.6132	0.0126	2.6257	0.6995	0.0117	0.7112	0.0000	2,184.8375	2,184.8375	0.1142	0.0000	2,187.6920
Unmitigated	0.6010	2.9697	6.0027	0.0234	2.6132	0.0126	2.6257	0.6995	0.0117	0.7112	0.0000	2,184.8375	2,184.8375	0.1142	0.0000	2,187.6920

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	66.20	66.20	66.20	46,543	46,543
General Office Building	2,724.12	2,724.12	2,724.12	4,575,835	4,575,835
General Office Building	298.66	298.66	298.66	501,671	501,671
Government (Civic Center)	356.70	0.00	0.00	307,477	307,477
High Turnover (Sit Down Restaurant)	700.80	700.80	700.80	615,229	615,229
Medical Office Building	354.00	354.00	354.00	491,843	491,843
Strip Mall	347.60	347.60	347.60	394,383	394,383
Unrefrigerated Warehouse-No Rail	2.00	2.00	2.00	3,831	3,831
Total	4,850.07	4,493.37	4,493.37	6,936,812	6,936,812

4.3 Trip Type Information

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Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	5.64	5.64	5.64	33.00	48.00	19.00	21	51	28
General Office Building	5.64	5.64	5.64	33.00	48.00	19.00	77	19	4
General Office Building	5.64	5.64	5.64	33.00	48.00	19.00	77	19	4
Government (Civic Center)	5.64	5.64	5.64	75.00	20.00	5.00	50	34	16
High Turnover (Sit Down	5.64	5.64	5.64	8.50	72.50	19.00	37	20	43
Medical Office Building	5.64	5.64	5.64	29.60	51.40	19.00	60	30	10
Strip Mall	5.64	5.64	5.64	16.60	64.40	19.00	45	40	15
Unrefrigerated Warehouse-No	5.64	5.64	5.64	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.617626	0.036451	0.176904	0.096837	0.011340	0.005282	0.018425	0.026503	0.001944	0.001632	0.005548	0.000800	0.000709
General Office Building	0.617626	0.036451	0.176904	0.096837	0.011340	0.005282	0.018425	0.026503	0.001944	0.001632	0.005548	0.000800	0.000709
Government (Civic Center)	0.617626	0.036451	0.176904	0.096837	0.011340	0.005282	0.018425	0.026503	0.001944	0.001632	0.005548	0.000800	0.000709
High Turnover (Sit Down Restaurant)	0.617626	0.036451	0.176904	0.096837	0.011340	0.005282	0.018425	0.026503	0.001944	0.001632	0.005548	0.000800	0.000709
Medical Office Building	0.617626	0.036451	0.176904	0.096837	0.011340	0.005282	0.018425	0.026503	0.001944	0.001632	0.005548	0.000800	0.000709
Strip Mall	0.617626	0.036451	0.176904	0.096837	0.011340	0.005282	0.018425	0.026503	0.001944	0.001632	0.005548	0.000800	0.000709
Unrefrigerated Warehouse-No Rail	0.617626	0.036451	0.176904	0.096837	0.011340	0.005282	0.018425	0.026503	0.001944	0.001632	0.005548	0.000800	0.000709

5.0 Energy Detail

Historical Energy Use: Y

5.1 Mitigation Measures Energy

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	460.1158	460.1158	0.0184	3.4400e-003	461.6000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	460.1158	460.1158	0.0184	3.4400e-003	461.6000
NaturalGas Mitigated	0.0221	0.2009	0.1688	1.2100e-003		0.0153	0.0153		0.0153	0.0153	0.0000	218.6910	218.6910	4.1900e-003	4.0100e-003	219.9905
NaturalGas Unmitigated	0.0221	0.2009	0.1688	1.2100e-003		0.0153	0.0153		0.0153	0.0153	0.0000	218.6910	218.6910	4.1900e-003	4.0100e-003	219.9905

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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					
Automobile Care Center	40679.9	2.2000e-004	1.9900e-003	1.6800e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	2.1708	2.1708	4.0000e-005	4.0000e-005	2.1837
General Office Building	2.53576e+006	0.0137	0.1243	0.1044	7.5000e-004		9.4500e-003	9.4500e-003		9.4500e-003	9.4500e-003	0.0000	135.3180	135.3180	2.5900e-003	2.4800e-003	136.1221
General Office Building	277890	1.5000e-003	0.0136	0.0114	8.0000e-005		1.0400e-003	1.0400e-003		1.0400e-003	1.0400e-003	0.0000	14.8293	14.8293	2.8000e-004	2.7000e-004	14.9174
Government (Civic Center)	280223	1.5100e-003	0.0137	0.0115	8.0000e-005		1.0400e-003	1.0400e-003		1.0400e-003	1.0400e-003	0.0000	14.9538	14.9538	2.9000e-004	2.7000e-004	15.0426
High Turnover (Sit Down Restaurant)	773680	4.1700e-003	0.0379	0.0319	2.3000e-004		2.8800e-003	2.8800e-003		2.8800e-003	2.8800e-003	0.0000	41.2865	41.2865	7.9000e-004	7.6000e-004	41.5319
Medical Office Building	166923	9.0000e-004	8.1800e-003	6.8700e-003	5.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004	0.0000	8.9076	8.9076	1.7000e-004	1.6000e-004	8.9606
Strip Mall	20935.7	1.1000e-004	1.0300e-003	8.6000e-004	1.0000e-005		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	1.1172	1.1172	2.0000e-005	2.0000e-005	1.1239
Unrefrigerated Warehouse-No Rail	2020	1.0000e-005	1.0000e-004	8.0000e-005	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	0.1078	0.1078	0.0000	0.0000	0.1084
Total		0.0221	0.2009	0.1687	1.2100e-003		0.0153	0.0153		0.0153	0.0153	0.0000	218.6910	218.6910	4.1800e-003	4.0000e-003	219.9905

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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					
Automobile Care Center	40679.9	2.2000e-004	1.9900e-003	1.6800e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	2.1708	2.1708	4.0000e-005	4.0000e-005	2.1837
General Office Building	2.53576e+006	0.0137	0.1243	0.1044	7.5000e-004		9.4500e-003	9.4500e-003		9.4500e-003	9.4500e-003	0.0000	135.3180	135.3180	2.5900e-003	2.4800e-003	136.1221
General Office Building	277890	1.5000e-003	0.0136	0.0114	8.0000e-005		1.0400e-003	1.0400e-003		1.0400e-003	1.0400e-003	0.0000	14.8293	14.8293	2.8000e-004	2.7000e-004	14.9174
Government (Civic Center)	280223	1.5100e-003	0.0137	0.0115	8.0000e-005		1.0400e-003	1.0400e-003		1.0400e-003	1.0400e-003	0.0000	14.9538	14.9538	2.9000e-004	2.7000e-004	15.0426
High Turnover (Sit Down Restaurant)	773680	4.1700e-003	0.0379	0.0319	2.3000e-004		2.8800e-003	2.8800e-003		2.8800e-003	2.8800e-003	0.0000	41.2865	41.2865	7.9000e-004	7.6000e-004	41.5319
Medical Office Building	166923	9.0000e-004	8.1800e-003	6.8700e-003	5.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004	0.0000	8.9076	8.9076	1.7000e-004	1.6000e-004	8.9606
Strip Mall	20935.7	1.1000e-004	1.0300e-003	8.6000e-004	1.0000e-005		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	1.1172	1.1172	2.0000e-005	2.0000e-005	1.1239
Unrefrigerated Warehouse-No Rail	2020	1.0000e-005	1.0000e-004	8.0000e-005	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	0.1078	0.1078	0.0000	0.0000	0.1084
Total		0.0221	0.2009	0.1687	1.2100e-003		0.0153	0.0153		0.0153	0.0153	0.0000	218.6910	218.6910	4.1800e-003	4.0000e-003	219.9905

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5.3 Energy by Land Use - Electricity**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	31047.8	5.6496	2.3000e-004	4.0000e-005	5.6678
General Office Building	1.6941e+006	308.2630	0.0123	2.3100e-003	309.2574
General Office Building	185653	33.7821	1.3500e-003	2.5000e-004	33.8910
Government (Civic Center)	187212	34.0656	1.3600e-003	2.5000e-004	34.1755
High Turnover (Sit Down Restaurant)	186284	33.8968	1.3500e-003	2.5000e-004	34.0061
Medical Office Building	111518	20.2921	8.1000e-004	1.5000e-004	20.3576
Strip Mall	128481	23.3788	9.3000e-004	1.7000e-004	23.4542
Unrefrigerated Warehouse-No Rail	4330	0.7879	3.0000e-005	1.0000e-005	0.7904
Total		460.1158	0.0184	3.4300e-003	461.6000

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5.3 Energy by Land Use - Electricity**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	31047.8	5.6496	2.3000e-004	4.0000e-005	5.6678
General Office Building	1.6941e+006	308.2630	0.0123	2.3100e-003	309.2574
General Office Building	185653	33.7821	1.3500e-003	2.5000e-004	33.8910
Government (Civic Center)	187212	34.0656	1.3600e-003	2.5000e-004	34.1755
High Turnover (Sit Down Restaurant)	186284	33.8968	1.3500e-003	2.5000e-004	34.0061
Medical Office Building	111518	20.2921	8.1000e-004	1.5000e-004	20.3576
Strip Mall	128481	23.3788	9.3000e-004	1.7000e-004	23.4542
Unrefrigerated Warehouse-No Rail	4330	0.7879	3.0000e-005	1.0000e-005	0.7904
Total		460.1158	0.0184	3.4300e-003	461.6000

6.0 Area Detail**6.1 Mitigation Measures Area**

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.6898	1.0000e-005	1.4200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.7800e-003	2.7800e-003	1.0000e-005	0.0000	2.9600e-003
Unmitigated	0.6898	1.0000e-005	1.4200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.7800e-003	2.7800e-003	1.0000e-005	0.0000	2.9600e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0812					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6084					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.3000e-004	1.0000e-005	1.4200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.7800e-003	2.7800e-003	1.0000e-005	0.0000	2.9600e-003
Total	0.6898	1.0000e-005	1.4200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.7800e-003	2.7800e-003	1.0000e-005	0.0000	2.9600e-003

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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	0.0812					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6084					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.3000e-004	1.0000e-005	1.4200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.7800e-003	2.7800e-003	1.0000e-005	0.0000	2.9600e-003
Total	0.6898	1.0000e-005	1.4200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.7800e-003	2.7800e-003	1.0000e-005	0.0000	2.9600e-003

7.0 Water Detail**7.1 Mitigation Measures Water**

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	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	103.4442	0.8834	0.0215	131.9285
Unmitigated	103.4442	0.8834	0.0215	131.9285

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7.2 Water by Land Use**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	0.311408 / 0.190863	1.2225	0.0102	2.5000e-004	1.5512
General Office Building	21.2267 / 13.0099	83.3287	0.6947	0.0169	105.7345
Government (Civic Center)	2.36206 / 1.44772	9.2726	0.0773	1.8800e-003	11.7659
High Turnover (Sit Down Restaurant)	1.32948 / 0.0848603	3.7433	0.0435	1.0500e-003	5.1419
Medical Office Building	0.888402 / 0.169219	2.7289	0.0291	7.0000e-004	3.6642
Strip Mall	0.64369 / 0.39452	2.5269	0.0211	5.1000e-004	3.2064
Unrefrigerated Warehouse-No Rail	0.23125 / 0	0.6213	7.5600e-003	1.8000e-004	0.8645
Total		103.4442	0.8834	0.0215	131.9285

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7.2 Water by Land Use**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	0.311408 / 0.190863	1.2225	0.0102	2.5000e-004	1.5512
General Office Building	21.2267 / 13.0099	83.3287	0.6947	0.0169	105.7345
Government (Civic Center)	2.36206 / 1.44772	9.2726	0.0773	1.8800e-003	11.7659
High Turnover (Sit Down Restaurant)	1.32948 / 0.0848603	3.7433	0.0435	1.0500e-003	5.1419
Medical Office Building	0.888402 / 0.169219	2.7289	0.0291	7.0000e-004	3.6642
Strip Mall	0.64369 / 0.39452	2.5269	0.0211	5.1000e-004	3.2064
Unrefrigerated Warehouse-No Rail	0.23125 / 0	0.6213	7.5600e-003	1.8000e-004	0.8645
Total		103.4442	0.8834	0.0215	131.9285

8.0 Waste Detail**8.1 Mitigation Measures Waste**

Institute Recycling and Composting Services

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Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	50.2585	2.9702	0.0000	124.5134
Unmitigated	67.0114	3.9603	0.0000	166.0179

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8.2 Waste by Land Use**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	12.64	2.5658	0.1516	0.0000	6.3567
General Office Building	111.07	22.5462	1.3324	0.0000	55.8573
Government (Civic Center)	67.77	13.7567	0.8130	0.0000	34.0816
High Turnover (Sit Down Restaurant)	52.12	10.5799	0.6253	0.0000	26.2112
Medical Office Building	76.46	15.5207	0.9173	0.0000	38.4519
Strip Mall	9.12	1.8513	0.1094	0.0000	4.5865
Unrefrigerated Warehouse-No Rail	0.94	0.1908	0.0113	0.0000	0.4727
Total		67.0114	3.9603	0.0000	166.0179

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8.2 Waste by Land Use**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	9.48	1.9244	0.1137	0.0000	4.7675
General Office Building	83.3025	16.9097	0.9993	0.0000	41.8930
Government (Civic Center)	50.8275	10.3175	0.6098	0.0000	25.5612
High Turnover (Sit Down Restaurant)	39.09	7.9349	0.4689	0.0000	19.6584
Medical Office Building	57.345	11.6405	0.6879	0.0000	28.8389
Strip Mall	6.84	1.3885	0.0821	0.0000	3.4399
Unrefrigerated Warehouse-No Rail	0.705	0.1431	8.4600e-003	0.0000	0.3546
Total		50.2585	2.9702	0.0000	124.5134

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

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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

ATTACHMENT 3

CalEEMod Output – Year 2035 Emissions – Existing Zoning

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	33.81	1000sqft	1.29	33,814.00	0
Government (Civic Center)	23.69	1000sqft	4.64	23,689.00	0
Strip Mall	147.55	1000sqft	15.73	147,554.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	40
Climate Zone	13			Operational Year	2035
Utility Company	San Diego Gas & Electric				
CO2 Intensity (lb/MW hr)	401.16	CH4 Intensity (lb/MW hr)	0.016	N2O Intensity (lb/MW hr)	0.003

1.3 User Entered Comments & Non-Default Data

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Project Characteristics - Energy intensity factors updated based on SDG&E renewable procurement - 50% by 2030
(401.16, 0.016, 0.003)

Land Use - NC - 15.73 acres

PC - 1.29 acres

PF - 4.63 acres

Construction Phase - Architectural coatings simultaneous with building construction

Demolition - 155,774 square feet existing

~30,000 square feet water tanks

Architectural Coating - SDAPCD Rule 67.0.1

Vehicle Trips - 5.64 mile trip length based on EMFAC2014 data for San Diego 2019

Area Coating - SDAPCD Rule 67.0.1

Energy Use -

Water And Wastewater - CalGreen requires a 20% decrease in indoor water use that is not accounted for in CalEEMod
(4,807,342.42 gallons, 3,764,998.37 gallons, 8,743,520.43 gallons)

Woodstoves -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	150.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	100.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	150
tblAreaCoating	Area_EF_Nonresidential_Interior	250	100
tblConstructionPhase	NumDays	20.00	370.00
tblConstructionPhase	PhaseEndDate	10/26/2021	8/31/2021
tblConstructionPhase	PhaseStartDate	9/29/2021	4/1/2020
tblLandUse	LandUseSquareFeet	33,810.00	33,814.00
tblLandUse	LandUseSquareFeet	23,690.00	23,689.00
tblLandUse	LandUseSquareFeet	147,550.00	147,554.00
tblLandUse	LotAcreage	0.78	1.29
tblLandUse	LotAcreage	0.54	4.64
tblLandUse	LotAcreage	3.39	15.73

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tblProjectCharacteristics	CH4IntensityFactor	0.029	0.016
tblProjectCharacteristics	CO2IntensityFactor	720.49	401.16
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.003
tblVehicleTrips	CC_TL	7.30	5.64
tblVehicleTrips	CC_TL	7.30	5.64
tblVehicleTrips	CC_TL	7.30	5.64
tblVehicleTrips	CNW_TL	7.30	5.64
tblVehicleTrips	CNW_TL	7.30	5.64
tblVehicleTrips	CNW_TL	7.30	5.64
tblVehicleTrips	CW_TL	9.50	5.64
tblVehicleTrips	CW_TL	9.50	5.64
tblVehicleTrips	CW_TL	9.50	5.64
tblVehicleTrips	ST_TR	2.46	20.00
tblVehicleTrips	ST_TR	42.04	40.00
tblVehicleTrips	SU_TR	1.05	20.00
tblVehicleTrips	SU_TR	20.43	40.00
tblVehicleTrips	WD_TR	11.03	20.00
tblVehicleTrips	WD_TR	27.92	30.00
tblVehicleTrips	WD_TR	44.32	40.00
tblWater	IndoorWaterUseRate	6,009,178.02	4,807,342.42
tblWater	IndoorWaterUseRate	4,706,247.96	3,764,998.37
tblWater	IndoorWaterUseRate	10,929,400.54	8,743,520.43

2.0 Emissions Summary

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2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.9803	4.0030	3.0773	6.5100e-003	0.4313	0.1893	0.6206	0.1529	0.1775	0.3304	0.0000	580.9823	580.9823	0.1150	0.0000	583.8566
2021	0.7292	2.0887	1.9926	4.1400e-003	0.0755	0.0989	0.1744	0.0205	0.0933	0.1138	0.0000	368.2859	368.2859	0.0634	0.0000	369.8719
Maximum	0.9803	4.0030	3.0773	6.5100e-003	0.4313	0.1893	0.6206	0.1529	0.1775	0.3304	0.0000	580.9823	580.9823	0.1150	0.0000	583.8566

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.9803	4.0030	3.0773	6.5100e-003	0.4313	0.1893	0.6206	0.1529	0.1775	0.3304	0.0000	580.9818	580.9818	0.1150	0.0000	583.8562
2021	0.7292	2.0887	1.9926	4.1400e-003	0.0755	0.0989	0.1744	0.0205	0.0933	0.1138	0.0000	368.2856	368.2856	0.0634	0.0000	369.8716
Maximum	0.9803	4.0030	3.0773	6.5100e-003	0.4313	0.1893	0.6206	0.1529	0.1775	0.3304	0.0000	580.9818	580.9818	0.1150	0.0000	583.8562

[illegible]

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Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-1-2020	3-31-2020	1.6805	1.6805
2	4-1-2020	6-30-2020	1.0874	1.0874
3	7-1-2020	9-30-2020	1.0993	1.0993
4	10-1-2020	12-31-2020	1.1015	1.1015
5	1-1-2021	3-31-2021	0.9941	0.9941
6	4-1-2021	6-30-2021	1.0034	1.0034
7	7-1-2021	9-30-2021	0.8262	0.8262
		Highest	1.6805	1.6805

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	0.9080	2.0000e-005	1.8700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.6600e-003	3.6600e-003	1.0000e-005	0.0000	3.9000e-003
Energy	8.0300e-003	0.0730	0.0614	4.4000e-004		5.5500e-003	5.5500e-003		5.5500e-003	5.5500e-003	0.0000	557.3704	557.3704	0.0206	5.0300e-003	559.3844
Mobile	0.8417	4.2017	7.8687	0.0292	3.1813	0.0160	3.1973	0.8516	0.0149	0.8665	0.0000	2,734.2954	2,734.2954	0.1477	0.0000	2,737.9885
Waste						0.0000	0.0000		0.0000	0.0000	65.2413	0.0000	65.2413	3.8557	0.0000	161.6326
Water						0.0000	0.0000		0.0000	0.0000	5.4935	67.8463	73.3398	0.5669	0.0138	91.6348
Total	1.7577	4.2748	7.9319	0.0297	3.1813	0.0216	3.2029	0.8516	0.0204	0.8720	70.7348	3,359.5158	3,430.2506	4.5909	0.0189	3,550.6440

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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	0.9080	2.0000e-005	1.8700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.6600e-003	3.6600e-003	1.0000e-005	0.0000	3.9000e-003
Energy	8.0300e-003	0.0730	0.0614	4.4000e-004		5.5500e-003	5.5500e-003		5.5500e-003	5.5500e-003	0.0000	557.3704	557.3704	0.0206	5.0300e-003	559.3844
Mobile	0.8417	4.2017	7.8687	0.0292	3.1813	0.0160	3.1973	0.8516	0.0149	0.8665	0.0000	2,734.2954	2,734.2954	0.1477	0.0000	2,737.9885
Waste						0.0000	0.0000		0.0000	0.0000	65.2413	0.0000	65.2413	3.8557	0.0000	161.6326
Water						0.0000	0.0000		0.0000	0.0000	5.4935	67.8463	73.3398	0.5669	0.0138	91.6348
Total	1.7577	4.2748	7.9319	0.0297	3.1813	0.0216	3.2029	0.8516	0.0204	0.8720	70.7348	3,359.5158	3,430.2506	4.5909	0.0189	3,550.6440

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail**Construction Phase**

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Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2020	1/28/2020	5	20	
2	Site Preparation	Site Preparation	1/29/2020	2/11/2020	5	10	
3	Grading	Grading	2/12/2020	3/31/2020	5	35	
4	Building Construction	Building Construction	4/1/2020	8/31/2021	5	370	
5	Paving	Paving	9/1/2021	9/28/2021	5	20	
6	Architectural Coating	Architectural Coating	4/1/2020	8/31/2021	5	370	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 87.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 307,586; Non-Residential Outdoor: 102,529; Striped Parking Area: 0
(Architectural Coating – sqft)

OffRoad Equipment

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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

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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	15.00	0.00	845.00	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	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	66.00	34.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction**3.2 Demolition - 2020****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0926	0.0000	0.0926	0.0140	0.0000	0.0140	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0331	0.3320	0.2175	3.9000e-004		0.0166	0.0166		0.0154	0.0154	0.0000	33.9986	33.9986	9.6000e-003	0.0000	34.2386
Total	0.0331	0.3320	0.2175	3.9000e-004	0.0926	0.0166	0.1092	0.0140	0.0154	0.0294	0.0000	33.9986	33.9986	9.6000e-003	0.0000	34.2386

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3.2 Demolition - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.3800e-003	0.1202	0.0275	3.3000e-004	7.2300e-003	3.8000e-004	7.6100e-003	1.9900e-003	3.6000e-004	2.3500e-003	0.0000	32.5853	32.5853	2.9300e-003	0.0000	32.6586
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	5.5000e-004	4.1000e-004	4.0100e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.0873	1.0873	3.0000e-005	0.0000	1.0881
Total	3.9300e-003	0.1206	0.0315	3.4000e-004	8.4300e-003	3.9000e-004	8.8200e-003	2.3100e-003	3.7000e-004	2.6800e-003	0.0000	33.6726	33.6726	2.9600e-003	0.0000	33.7468

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					0.0926	0.0000	0.0926	0.0140	0.0000	0.0140	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0331	0.3320	0.2175	3.9000e-004		0.0166	0.0166		0.0154	0.0154	0.0000	33.9986	33.9986	9.6000e-003	0.0000	34.2385
Total	0.0331	0.3320	0.2175	3.9000e-004	0.0926	0.0166	0.1092	0.0140	0.0154	0.0294	0.0000	33.9986	33.9986	9.6000e-003	0.0000	34.2385

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3.2 Demolition - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.3800e-003	0.1202	0.0275	3.3000e-004	7.2300e-003	3.8000e-004	7.6100e-003	1.9900e-003	3.6000e-004	2.3500e-003	0.0000	32.5853	32.5853	2.9300e-003	0.0000	32.6586
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	5.5000e-004	4.1000e-004	4.0100e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.0873	1.0873	3.0000e-005	0.0000	1.0881
Total	3.9300e-003	0.1206	0.0315	3.4000e-004	8.4300e-003	3.9000e-004	8.8200e-003	2.3100e-003	3.7000e-004	2.6800e-003	0.0000	33.6726	33.6726	2.9600e-003	0.0000	33.7468

3.3 Site Preparation - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0204	0.2121	0.1076	1.9000e-004		0.0110	0.0110		0.0101	0.0101	0.0000	16.7153	16.7153	5.4100e-003	0.0000	16.8505
Total	0.0204	0.2121	0.1076	1.9000e-004	0.0903	0.0110	0.1013	0.0497	0.0101	0.0598	0.0000	16.7153	16.7153	5.4100e-003	0.0000	16.8505

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3.3 Site Preparation - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	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	3.3000e-004	2.5000e-004	2.4100e-003	1.0000e-005	7.2000e-004	1.0000e-005	7.3000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.6524	0.6524	2.0000e-005	0.0000	0.6529
Total	3.3000e-004	2.5000e-004	2.4100e-003	1.0000e-005	7.2000e-004	1.0000e-005	7.3000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.6524	0.6524	2.0000e-005	0.0000	0.6529

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					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0204	0.2121	0.1076	1.9000e-004		0.0110	0.0110		0.0101	0.0101	0.0000	16.7153	16.7153	5.4100e-003	0.0000	16.8505
Total	0.0204	0.2121	0.1076	1.9000e-004	0.0903	0.0110	0.1013	0.0497	0.0101	0.0598	0.0000	16.7153	16.7153	5.4100e-003	0.0000	16.8505

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3.3 Site Preparation - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	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	3.3000e-004	2.5000e-004	2.4100e-003	1.0000e-005	7.2000e-004	1.0000e-005	7.3000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.6524	0.6524	2.0000e-005	0.0000	0.6529
Total	3.3000e-004	2.5000e-004	2.4100e-003	1.0000e-005	7.2000e-004	1.0000e-005	7.3000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.6524	0.6524	2.0000e-005	0.0000	0.6529

3.4 Grading - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1518	0.0000	0.1518	0.0629	0.0000	0.0629	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0779	0.8785	0.5593	1.0900e-003		0.0380	0.0380		0.0350	0.0350	0.0000	95.3475	95.3475	0.0308	0.0000	96.1185
Total	0.0779	0.8785	0.5593	1.0900e-003	0.1518	0.0380	0.1898	0.0629	0.0350	0.0979	0.0000	95.3475	95.3475	0.0308	0.0000	96.1185

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3.4 Grading - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	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	1.2900e-003	9.6000e-004	9.3700e-003	3.0000e-005	2.8100e-003	2.0000e-005	2.8300e-003	7.5000e-004	2.0000e-005	7.6000e-004	0.0000	2.5371	2.5371	8.0000e-005	0.0000	2.5390
Total	1.2900e-003	9.6000e-004	9.3700e-003	3.0000e-005	2.8100e-003	2.0000e-005	2.8300e-003	7.5000e-004	2.0000e-005	7.6000e-004	0.0000	2.5371	2.5371	8.0000e-005	0.0000	2.5390

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					0.1518	0.0000	0.1518	0.0629	0.0000	0.0629	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0779	0.8785	0.5593	1.0900e-003		0.0380	0.0380		0.0350	0.0350	0.0000	95.3474	95.3474	0.0308	0.0000	96.1183
Total	0.0779	0.8785	0.5593	1.0900e-003	0.1518	0.0380	0.1898	0.0629	0.0350	0.0979	0.0000	95.3474	95.3474	0.0308	0.0000	96.1183

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3.4 Grading - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	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	1.2900e-003	9.6000e-004	9.3700e-003	3.0000e-005	2.8100e-003	2.0000e-005	2.8300e-003	7.5000e-004	2.0000e-005	7.6000e-004	0.0000	2.5371	2.5371	8.0000e-005	0.0000	2.5390
Total	1.2900e-003	9.6000e-004	9.3700e-003	3.0000e-005	2.8100e-003	2.0000e-005	2.8300e-003	7.5000e-004	2.0000e-005	7.6000e-004	0.0000	2.5371	2.5371	8.0000e-005	0.0000	2.5390

3.5 Building Construction - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2088	1.8898	1.6596	2.6500e-003		0.1100	0.1100		0.1035	0.1035	0.0000	228.1358	228.1358	0.0557	0.0000	229.5273
Total	0.2088	1.8898	1.6596	2.6500e-003		0.1100	0.1100		0.1035	0.1035	0.0000	228.1358	228.1358	0.0557	0.0000	229.5273

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3.5 Building Construction - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	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	0.0128	0.3817	0.1014	9.1000e-004	0.0222	1.8600e-003	0.0241	6.4200e-003	1.7800e-003	8.2000e-003	0.0000	88.3672	88.3672	6.7700e-003	0.0000	88.5365
Worker	0.0240	0.0177	0.1740	5.2000e-004	0.0521	3.7000e-004	0.0525	0.0139	3.5000e-004	0.0142	0.0000	47.1242	47.1242	1.4100e-003	0.0000	47.1595
Total	0.0367	0.3995	0.2754	1.4300e-003	0.0744	2.2300e-003	0.0766	0.0203	2.1300e-003	0.0224	0.0000	135.4914	135.4914	8.1800e-003	0.0000	135.6961

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	0.2088	1.8898	1.6596	2.6500e-003		0.1100	0.1100		0.1035	0.1035	0.0000	228.1356	228.1356	0.0557	0.0000	229.5270
Total	0.2088	1.8898	1.6596	2.6500e-003		0.1100	0.1100		0.1035	0.1035	0.0000	228.1356	228.1356	0.0557	0.0000	229.5270

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3.5 Building Construction - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	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	0.0128	0.3817	0.1014	9.1000e-004	0.0222	1.8600e-003	0.0241	6.4200e-003	1.7800e-003	8.2000e-003	0.0000	88.3672	88.3672	6.7700e-003	0.0000	88.5365
Worker	0.0240	0.0177	0.1740	5.2000e-004	0.0521	3.7000e-004	0.0525	0.0139	3.5000e-004	0.0142	0.0000	47.1242	47.1242	1.4100e-003	0.0000	47.1595
Total	0.0367	0.3995	0.2754	1.4300e-003	0.0744	2.2300e-003	0.0766	0.0203	2.1300e-003	0.0224	0.0000	135.4914	135.4914	8.1800e-003	0.0000	135.6961

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	0.1644	1.5079	1.4338	2.3300e-003		0.0829	0.0829		0.0780	0.0780	0.0000	200.3662	200.3662	0.0483	0.0000	201.5747
Total	0.1644	1.5079	1.4338	2.3300e-003		0.0829	0.0829		0.0780	0.0780	0.0000	200.3662	200.3662	0.0483	0.0000	201.5747

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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	9.0900e-003	0.3022	0.0806	7.9000e-004	0.0195	6.4000e-004	0.0202	5.6400e-003	6.1000e-004	6.2500e-003	0.0000	76.8895	76.8895	5.7100e-003	0.0000	77.0322
Worker	0.0199	0.0142	0.1426	4.4000e-004	0.0458	3.2000e-004	0.0461	0.0122	3.0000e-004	0.0125	0.0000	39.9928	39.9928	1.1500e-003	0.0000	40.0215
Total	0.0289	0.3164	0.2232	1.2300e-003	0.0653	9.6000e-004	0.0663	0.0178	9.1000e-004	0.0187	0.0000	116.8824	116.8824	6.8600e-003	0.0000	117.0537

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	0.1644	1.5079	1.4338	2.3300e-003		0.0829	0.0829		0.0780	0.0780	0.0000	200.3660	200.3660	0.0483	0.0000	201.5745
Total	0.1644	1.5079	1.4338	2.3300e-003		0.0829	0.0829		0.0780	0.0780	0.0000	200.3660	200.3660	0.0483	0.0000	201.5745

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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	9.0900e-003	0.3022	0.0806	7.9000e-004	0.0195	6.4000e-004	0.0202	5.6400e-003	6.1000e-004	6.2500e-003	0.0000	76.8895	76.8895	5.7100e-003	0.0000	77.0322
Worker	0.0199	0.0142	0.1426	4.4000e-004	0.0458	3.2000e-004	0.0461	0.0122	3.0000e-004	0.0125	0.0000	39.9928	39.9928	1.1500e-003	0.0000	40.0215
Total	0.0289	0.3164	0.2232	1.2300e-003	0.0653	9.6000e-004	0.0663	0.0178	9.1000e-004	0.0187	0.0000	116.8824	116.8824	6.8600e-003	0.0000	117.0537

3.6 Paving - 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	0.0126	0.1292	0.1465	2.3000e-004		6.7800e-003	6.7800e-003		6.2400e-003	6.2400e-003	0.0000	20.0235	20.0235	6.4800e-003	0.0000	20.1854
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0126	0.1292	0.1465	2.3000e-004		6.7800e-003	6.7800e-003		6.2400e-003	6.2400e-003	0.0000	20.0235	20.0235	6.4800e-003	0.0000	20.1854

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3.6 Paving - 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	5.2000e-004	3.7000e-004	3.7500e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.0508	1.0508	3.0000e-005	0.0000	1.0515
Total	5.2000e-004	3.7000e-004	3.7500e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.0508	1.0508	3.0000e-005	0.0000	1.0515

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	0.0126	0.1292	0.1465	2.3000e-004		6.7800e-003	6.7800e-003		6.2400e-003	6.2400e-003	0.0000	20.0235	20.0235	6.4800e-003	0.0000	20.1854
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0126	0.1292	0.1465	2.3000e-004		6.7800e-003	6.7800e-003		6.2400e-003	6.2400e-003	0.0000	20.0235	20.0235	6.4800e-003	0.0000	20.1854

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3.6 Paving - 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	5.2000e-004	3.7000e-004	3.7500e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.0508	1.0508	3.0000e-005	0.0000	1.0515
Total	5.2000e-004	3.7000e-004	3.7500e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.0508	1.0508	3.0000e-005	0.0000	1.0515

3.7 Architectural Coating - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.5693					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0239	0.1659	0.1804	2.9000e-004		0.0109	0.0109		0.0109	0.0109	0.0000	25.1496	25.1496	1.9500e-003	0.0000	25.1982
Total	0.5932	0.1659	0.1804	2.9000e-004		0.0109	0.0109		0.0109	0.0109	0.0000	25.1496	25.1496	1.9500e-003	0.0000	25.1982

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3.7 Architectural Coating - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	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	4.7200e-003	3.4900e-003	0.0343	1.0000e-004	0.0103	7.0000e-005	0.0103	2.7300e-003	7.0000e-005	2.8000e-003	0.0000	9.2820	9.2820	2.8000e-004	0.0000	9.2890
Total	4.7200e-003	3.4900e-003	0.0343	1.0000e-004	0.0103	7.0000e-005	0.0103	2.7300e-003	7.0000e-005	2.8000e-003	0.0000	9.2820	9.2820	2.8000e-004	0.0000	9.2890

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	0.5693					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0239	0.1659	0.1804	2.9000e-004		0.0109	0.0109		0.0109	0.0109	0.0000	25.1495	25.1495	1.9500e-003	0.0000	25.1982
Total	0.5932	0.1659	0.1804	2.9000e-004		0.0109	0.0109		0.0109	0.0109	0.0000	25.1495	25.1495	1.9500e-003	0.0000	25.1982

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3.7 Architectural Coating - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	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	4.7200e-003	3.4900e-003	0.0343	1.0000e-004	0.0103	7.0000e-005	0.0103	2.7300e-003	7.0000e-005	2.8000e-003	0.0000	9.2820	9.2820	2.8000e-004	0.0000	9.2890
Total	4.7200e-003	3.4900e-003	0.0343	1.0000e-004	0.0103	7.0000e-005	0.0103	2.7300e-003	7.0000e-005	2.8000e-003	0.0000	9.2820	9.2820	2.8000e-004	0.0000	9.2890

3.7 Architectural Coating - 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					
Archit. Coating	0.5000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0189	0.1321	0.1572	2.6000e-004		8.1400e-003	8.1400e-003		8.1400e-003	8.1400e-003	0.0000	22.0856	22.0856	1.5200e-003	0.0000	22.1235
Total	0.5189	0.1321	0.1572	2.6000e-004		8.1400e-003	8.1400e-003		8.1400e-003	8.1400e-003	0.0000	22.0856	22.0856	1.5200e-003	0.0000	22.1235

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3.7 Architectural Coating - 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	3.9100e-003	2.7900e-003	0.0281	9.0000e-005	9.0200e-003	6.0000e-005	9.0800e-003	2.4000e-003	6.0000e-005	2.4600e-003	0.0000	7.8774	7.8774	2.3000e-004	0.0000	7.8830
Total	3.9100e-003	2.7900e-003	0.0281	9.0000e-005	9.0200e-003	6.0000e-005	9.0800e-003	2.4000e-003	6.0000e-005	2.4600e-003	0.0000	7.8774	7.8774	2.3000e-004	0.0000	7.8830

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	0.5000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0189	0.1321	0.1572	2.6000e-004		8.1400e-003	8.1400e-003		8.1400e-003	8.1400e-003	0.0000	22.0856	22.0856	1.5200e-003	0.0000	22.1235
Total	0.5189	0.1321	0.1572	2.6000e-004		8.1400e-003	8.1400e-003		8.1400e-003	8.1400e-003	0.0000	22.0856	22.0856	1.5200e-003	0.0000	22.1235

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3.7 Architectural Coating - 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	3.9100e-003	2.7900e-003	0.0281	9.0000e-005	9.0200e-003	6.0000e-005	9.0800e-003	2.4000e-003	6.0000e-005	2.4600e-003	0.0000	7.8774	7.8774	2.3000e-004	0.0000	7.8830
Total	3.9100e-003	2.7900e-003	0.0281	9.0000e-005	9.0200e-003	6.0000e-005	9.0800e-003	2.4000e-003	6.0000e-005	2.4600e-003	0.0000	7.8774	7.8774	2.3000e-004	0.0000	7.8830

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.8417	4.2017	7.8687	0.0292	3.1813	0.0160	3.1973	0.8516	0.0149	0.8665	0.0000	2,734.295 4	2,734.295 4	0.1477	0.0000	2,737.988 5
Unmitigated	0.8417	4.2017	7.8687	0.0292	3.1813	0.0160	3.1973	0.8516	0.0149	0.8665	0.0000	2,734.295 4	2,734.295 4	0.1477	0.0000	2,737.988 5

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	676.20	676.20	676.20	1,135,847	1,135,847
Government (Civic Center)	710.70	0.00	0.00	612,626	612,626
Strip Mall	5,902.00	5,902.00	5,902.00	6,696,338	6,696,338
Total	7,288.90	6,578.20	6,578.20	8,444,812	8,444,812

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	5.64	5.64	5.64	33.00	48.00	19.00	77	19	4
Government (Civic Center)	5.64	5.64	5.64	75.00	20.00	5.00	50	34	16
Strip Mall	5.64	5.64	5.64	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

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Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.617626	0.036451	0.176904	0.096837	0.011340	0.005282	0.018425	0.026503	0.001944	0.001632	0.005548	0.000800	0.000709
Government (Civic Center)	0.617626	0.036451	0.176904	0.096837	0.011340	0.005282	0.018425	0.026503	0.001944	0.001632	0.005548	0.000800	0.000709
Strip Mall	0.617626	0.036451	0.176904	0.096837	0.011340	0.005282	0.018425	0.026503	0.001944	0.001632	0.005548	0.000800	0.000709

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	477.8567	477.8567	0.0191	3.5700e-003	479.3981
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	477.8567	477.8567	0.0191	3.5700e-003	479.3981
NaturalGas Mitigated	8.0300e-003	0.0730	0.0614	4.4000e-004		5.5500e-003	5.5500e-003		5.5500e-003	5.5500e-003	0.0000	79.5137	79.5137	1.5200e-003	1.4600e-003	79.9862
NaturalGas Unmitigated	8.0300e-003	0.0730	0.0614	4.4000e-004		5.5500e-003	5.5500e-003		5.5500e-003	5.5500e-003	0.0000	79.5137	79.5137	1.5200e-003	1.4600e-003	79.9862

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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					
General Office Building	682705	3.6800e-003	0.0335	0.0281	2.0000e-004		2.5400e-003	2.5400e-003		2.5400e-003	2.5400e-003	0.0000	36.4317	36.4317	7.0000e-004	6.7000e-004	36.6482
Government (Civic Center)	478281	2.5800e-003	0.0235	0.0197	1.4000e-004		1.7800e-003	1.7800e-003		1.7800e-003	1.7800e-003	0.0000	25.5229	25.5229	4.9000e-004	4.7000e-004	25.6746
Strip Mall	329045	1.7700e-003	0.0161	0.0136	1.0000e-004		1.2300e-003	1.2300e-003		1.2300e-003	1.2300e-003	0.0000	17.5591	17.5591	3.4000e-004	3.2000e-004	17.6635
Total		8.0300e-003	0.0731	0.0614	4.4000e-004		5.5500e-003	5.5500e-003		5.5500e-003	5.5500e-003	0.0000	79.5137	79.5137	1.5300e-003	1.4600e-003	79.9862

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					
General Office Building	682705	3.6800e-003	0.0335	0.0281	2.0000e-004		2.5400e-003	2.5400e-003		2.5400e-003	2.5400e-003	0.0000	36.4317	36.4317	7.0000e-004	6.7000e-004	36.6482
Government (Civic Center)	478281	2.5800e-003	0.0235	0.0197	1.4000e-004		1.7800e-003	1.7800e-003		1.7800e-003	1.7800e-003	0.0000	25.5229	25.5229	4.9000e-004	4.7000e-004	25.6746
Strip Mall	329045	1.7700e-003	0.0161	0.0136	1.0000e-004		1.2300e-003	1.2300e-003		1.2300e-003	1.2300e-003	0.0000	17.5591	17.5591	3.4000e-004	3.2000e-004	17.6635
Total		8.0300e-003	0.0731	0.0614	4.4000e-004		5.5500e-003	5.5500e-003		5.5500e-003	5.5500e-003	0.0000	79.5137	79.5137	1.5300e-003	1.4600e-003	79.9862

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5.3 Energy by Land Use - Electricity**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	454460	82.6950	3.3000e-003	6.2000e-004	82.9617
Government (Civic Center)	318380	57.9335	2.3100e-003	4.3000e-004	58.1203
Strip Mall	1.85328e+006	337.2283	0.0135	2.5200e-003	338.3161
Total		477.8567	0.0191	3.5700e-003	479.3981

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	454460	82.6950	3.3000e-003	6.2000e-004	82.9617
Government (Civic Center)	318380	57.9335	2.3100e-003	4.3000e-004	58.1203
Strip Mall	1.85328e+006	337.2283	0.0135	2.5200e-003	338.3161
Total		477.8567	0.0191	3.5700e-003	479.3981

6.0 Area Detail

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6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.9080	2.0000e-005	1.8700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.6600e-003	3.6600e-003	1.0000e-005	0.0000	3.9000e-003
Unmitigated	0.9080	2.0000e-005	1.8700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.6600e-003	3.6600e-003	1.0000e-005	0.0000	3.9000e-003

6.2 Area by SubCategory**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1069					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.8009					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.7000e-004	2.0000e-005	1.8700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.6600e-003	3.6600e-003	1.0000e-005	0.0000	3.9000e-003
Total	0.9079	2.0000e-005	1.8700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.6600e-003	3.6600e-003	1.0000e-005	0.0000	3.9000e-003

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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	0.1069					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.8009					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.7000e-004	2.0000e-005	1.8700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.6600e-003	3.6600e-003	1.0000e-005	0.0000	3.9000e-003
Total	0.9079	2.0000e-005	1.8700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.6600e-003	3.6600e-003	1.0000e-005	0.0000	3.9000e-003

7.0 Water Detail**7.1 Mitigation Measures Water**

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	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	73.3398	0.5669	0.0138	91.6348
Unmitigated	73.3398	0.5669	0.0138	91.6348

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	4.80734 / 3.68304	20.3611	0.1574	3.8400e-003	25.4402
Government (Civic Center)	3.765 / 2.88447	15.9463	0.1233	3.0100e-003	19.9242
Strip Mall	8.74352 / 6.69866	37.0324	0.2863	6.9800e-003	46.2703
Total		73.3398	0.5669	0.0138	91.6348

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7.2 Water by Land Use**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	4.80734 / 3.68304	20.3611	0.1574	3.8400e-003	25.4402
Government (Civic Center)	3.765 / 2.88447	15.9463	0.1233	3.0100e-003	19.9242
Strip Mall	8.74352 / 6.69866	37.0324	0.2863	6.9800e-003	46.2703
Total		73.3398	0.5669	0.0138	91.6348

8.0 Waste Detail**8.1 Mitigation Measures Waste**

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Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	65.2413	3.8557	0.0000	161.6326
Unmitigated	65.2413	3.8557	0.0000	161.6326

8.2 Waste by Land Use**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	31.44	6.3820	0.3772	0.0000	15.8112
Government (Civic Center)	135.03	27.4099	1.6199	0.0000	67.9068
Strip Mall	154.93	31.4494	1.8586	0.0000	77.9145
Total		65.2413	3.8557	0.0000	161.6325

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8.2 Waste by Land Use**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	31.44	6.3820	0.3772	0.0000	15.8112
Government (Civic Center)	135.03	27.4099	1.6199	0.0000	67.9068
Strip Mall	154.93	31.4494	1.8586	0.0000	77.9145
Total		65.2413	3.8557	0.0000	161.6325

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

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11.0 Vegetation

ATTACHMENT 4

CalEEMod Output – Year 2035 Emissions – Proposed Zoning

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	345.00	Dwelling Unit	21.66	345,000.00	987

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	40
Climate Zone	13			Operational Year	2035
Utility Company	San Diego Gas & Electric				
CO2 Intensity (lb/MWhr)	401.16	CH4 Intensity (lb/MWhr)	0.016	N2O Intensity (lb/MWhr)	0.003

1.3 User Entered Comments & Non-Default Data

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Project Characteristics - Energy intensity factors updated based on SDG&E renewable procurement - 50% by 2030
(401.16, 0.016, 0.003)

Land Use - NC - 15.73 acres
PC - 1.29 acres
PF - 4.63 acres

Construction Phase - Architectural coatings simultaneous with building construction

Demolition - 155,774 square feet existing
~30,000 square feet water tanks

Architectural Coating - SDAPCD Rule 67.0.1

Vehicle Trips - 5.64 mile trip length based on EMFAC2014 data for San Diego 2019

Woodstoves - No woodstoves or fireplaces

Area Coating - SDAPCD Rule 67.0.1

Energy Use -

Water And Wastewater - CalGreen requires a 20% decrease in indoor water use that is not accounted for in CalEEMod
(17,982,511.07 gallons)

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Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Residential_Exterior	250.00	150.00
tblArchitecturalCoating	EF_Residential_Interior	250.00	100.00
tblAreaCoating	Area_EF_Residential_Exterior	250	150
tblAreaCoating	Area_EF_Residential_Interior	250	100
tblConstructionPhase	NumDays	20.00	370.00
tblFireplaces	FireplaceDayYear	82.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	3,078.40	0.00
tblFireplaces	NumberGas	189.75	0.00
tblFireplaces	NumberNoFireplace	34.50	345.00
tblFireplaces	NumberWood	120.75	0.00
tblLandUse	LotAcreage	9.08	21.66
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.016
tblProjectCharacteristics	CO2IntensityFactor	720.49	401.16
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.003
tblVehicleTrips	HO_TL	7.50	5.64
tblVehicleTrips	HS_TL	7.30	5.64
tblVehicleTrips	HW_TL	10.80	5.64
tblVehicleTrips	ST_TR	6.39	8.00
tblVehicleTrips	SU_TR	5.86	8.00
tblVehicleTrips	WD_TR	6.65	8.00
tblWater	IndoorWaterUseRate	22,478,138.84	17,982,511.07
tblWoodstoves	NumberCatalytic	17.25	0.00
tblWoodstoves	NumberNoncatalytic	17.25	0.00
tblWoodstoves	WoodstoveDayYear	82.00	0.00
tblWoodstoves	WoodstoveWoodMass	3,019.20	0.00

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2.0 Emissions Summary**2.1 Overall Construction****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	1.7847	4.0956	3.6635	8.3200e-003	0.6062	0.1907	0.7969	0.1994	0.1788	0.3782	0.0000	745.1459	745.1459	0.1203	0.0000	748.1526
2021	1.4315	2.1623	2.4730	5.6800e-003	0.2292	0.1000	0.3292	0.0614	0.0944	0.1557	0.0000	507.7738	507.7738	0.0678	0.0000	509.4674
Maximum	1.7847	4.0956	3.6635	8.3200e-003	0.6062	0.1907	0.7969	0.1994	0.1788	0.3782	0.0000	745.1459	745.1459	0.1203	0.0000	748.1526

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	1.7847	4.0956	3.6635	8.3200e-003	0.6062	0.1907	0.7969	0.1994	0.1788	0.3782	0.0000	745.1454	745.1454	0.1203	0.0000	748.1521
2021	1.4315	2.1623	2.4729	5.6800e-003	0.2292	0.1000	0.3292	0.0614	0.0944	0.1557	0.0000	507.7735	507.7735	0.0678	0.0000	509.4671
Maximum	1.7847	4.0956	3.6635	8.3200e-003	0.6062	0.1907	0.7969	0.1994	0.1788	0.3782	0.0000	745.1454	745.1454	0.1203	0.0000	748.1521

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	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)
1	1-1-2020	3-31-2020	1.6805	1.6805
2	4-1-2020	6-30-2020	1.3813	1.3813
3	7-1-2020	9-30-2020	1.3964	1.3964
4	10-1-2020	12-31-2020	1.4043	1.4043
5	1-1-2021	3-31-2021	1.2858	1.2858
6	4-1-2021	6-30-2021	1.2931	1.2931
7	7-1-2021	9-30-2021	1.0236	1.0236
		Highest	1.6805	1.6805

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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	1.6666	0.0295	2.5527	1.4000e-004		0.0142	0.0142		0.0142	0.0142	0.0000	4.1844	4.1844	3.9800e-003	0.0000	4.2840
Energy	0.0138	0.1181	0.0503	7.5000e-004		9.5500e-003	9.5500e-003		9.5500e-003	9.5500e-003	0.0000	388.1855	388.1855	0.0127	4.3900e-003	389.8092
Mobile	0.3782	1.8467	4.0601	0.0166	1.8955	8.7100e-003	1.9042	0.5074	8.0900e-003	0.5155	0.0000	1,545.7706	1,545.7706	0.0783	0.0000	1,547.7270
Waste						0.0000	0.0000		0.0000	0.0000	32.2147	0.0000	32.2147	1.9038	0.0000	79.8105
Water						0.0000	0.0000		0.0000	0.0000	5.7050	71.2550	76.9600	0.5888	0.0144	95.9619
Total	2.0586	1.9943	6.6630	0.0174	1.8955	0.0325	1.9280	0.5074	0.0319	0.5393	37.9197	2,009.3955	2,047.3152	2.5875	0.0188	2,117.5926

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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	1.6666	0.0295	2.5527	1.4000e-004		0.0142	0.0142		0.0142	0.0142	0.0000	4.1844	4.1844	3.9800e-003	0.0000	4.2840
Energy	0.0138	0.1181	0.0503	7.5000e-004		9.5500e-003	9.5500e-003		9.5500e-003	9.5500e-003	0.0000	388.1855	388.1855	0.0127	4.3900e-003	389.8092
Mobile	0.3782	1.8467	4.0601	0.0166	1.8955	8.7100e-003	1.9042	0.5074	8.0900e-003	0.5155	0.0000	1,545.7706	1,545.7706	0.0783	0.0000	1,547.7270
Waste						0.0000	0.0000		0.0000	0.0000	32.2147	0.0000	32.2147	1.9038	0.0000	79.8105
Water						0.0000	0.0000		0.0000	0.0000	5.7050	71.2550	76.9600	0.5888	0.0144	95.9619
Total	2.0586	1.9943	6.6630	0.0174	1.8955	0.0325	1.9280	0.5074	0.0319	0.5393	37.9197	2,009.3955	2,047.3152	2.5875	0.0188	2,117.5926

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail**Construction Phase**

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Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2020	1/28/2020	5	20	
2	Site Preparation	Site Preparation	1/29/2020	2/11/2020	5	10	
3	Grading	Grading	2/12/2020	3/31/2020	5	35	
4	Building Construction	Building Construction	4/1/2020	8/31/2021	5	370	
5	Architectural Coating	Architectural Coating	4/1/2020	8/31/2021	5	370	
6	Paving	Paving	9/1/2021	9/28/2021	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 87.5

Acres of Paving: 0

Residential Indoor: 698,625; Residential Outdoor: 232,875; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0
(Architectural Coating – sqft)

OffRoad Equipment

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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

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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	15.00	0.00	845.00	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	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	248.00	37.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	50.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction**3.2 Demolition - 2020****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0926	0.0000	0.0926	0.0140	0.0000	0.0140	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0331	0.3320	0.2175	3.9000e-004		0.0166	0.0166		0.0154	0.0154	0.0000	33.9986	33.9986	9.6000e-003	0.0000	34.2386
Total	0.0331	0.3320	0.2175	3.9000e-004	0.0926	0.0166	0.1092	0.0140	0.0154	0.0294	0.0000	33.9986	33.9986	9.6000e-003	0.0000	34.2386

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3.2 Demolition - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.3800e-003	0.1202	0.0275	3.3000e-004	7.2300e-003	3.8000e-004	7.6100e-003	1.9900e-003	3.6000e-004	2.3500e-003	0.0000	32.5853	32.5853	2.9300e-003	0.0000	32.6586
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	5.5000e-004	4.1000e-004	4.0100e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.0873	1.0873	3.0000e-005	0.0000	1.0881
Total	3.9300e-003	0.1206	0.0315	3.4000e-004	8.4300e-003	3.9000e-004	8.8200e-003	2.3100e-003	3.7000e-004	2.6800e-003	0.0000	33.6726	33.6726	2.9600e-003	0.0000	33.7468

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					0.0926	0.0000	0.0926	0.0140	0.0000	0.0140	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0331	0.3320	0.2175	3.9000e-004		0.0166	0.0166		0.0154	0.0154	0.0000	33.9986	33.9986	9.6000e-003	0.0000	34.2385
Total	0.0331	0.3320	0.2175	3.9000e-004	0.0926	0.0166	0.1092	0.0140	0.0154	0.0294	0.0000	33.9986	33.9986	9.6000e-003	0.0000	34.2385

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3.2 Demolition - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.3800e-003	0.1202	0.0275	3.3000e-004	7.2300e-003	3.8000e-004	7.6100e-003	1.9900e-003	3.6000e-004	2.3500e-003	0.0000	32.5853	32.5853	2.9300e-003	0.0000	32.6586
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	5.5000e-004	4.1000e-004	4.0100e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.0873	1.0873	3.0000e-005	0.0000	1.0881
Total	3.9300e-003	0.1206	0.0315	3.4000e-004	8.4300e-003	3.9000e-004	8.8200e-003	2.3100e-003	3.7000e-004	2.6800e-003	0.0000	33.6726	33.6726	2.9600e-003	0.0000	33.7468

3.3 Site Preparation - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0204	0.2121	0.1076	1.9000e-004		0.0110	0.0110		0.0101	0.0101	0.0000	16.7153	16.7153	5.4100e-003	0.0000	16.8505
Total	0.0204	0.2121	0.1076	1.9000e-004	0.0903	0.0110	0.1013	0.0497	0.0101	0.0598	0.0000	16.7153	16.7153	5.4100e-003	0.0000	16.8505

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3.3 Site Preparation - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	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	3.3000e-004	2.5000e-004	2.4100e-003	1.0000e-005	7.2000e-004	1.0000e-005	7.3000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.6524	0.6524	2.0000e-005	0.0000	0.6529
Total	3.3000e-004	2.5000e-004	2.4100e-003	1.0000e-005	7.2000e-004	1.0000e-005	7.3000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.6524	0.6524	2.0000e-005	0.0000	0.6529

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					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0204	0.2121	0.1076	1.9000e-004		0.0110	0.0110		0.0101	0.0101	0.0000	16.7153	16.7153	5.4100e-003	0.0000	16.8505
Total	0.0204	0.2121	0.1076	1.9000e-004	0.0903	0.0110	0.1013	0.0497	0.0101	0.0598	0.0000	16.7153	16.7153	5.4100e-003	0.0000	16.8505

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3.3 Site Preparation - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	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	3.3000e-004	2.5000e-004	2.4100e-003	1.0000e-005	7.2000e-004	1.0000e-005	7.3000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.6524	0.6524	2.0000e-005	0.0000	0.6529
Total	3.3000e-004	2.5000e-004	2.4100e-003	1.0000e-005	7.2000e-004	1.0000e-005	7.3000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.6524	0.6524	2.0000e-005	0.0000	0.6529

3.4 Grading - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1518	0.0000	0.1518	0.0629	0.0000	0.0629	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0779	0.8785	0.5593	1.0900e-003		0.0380	0.0380		0.0350	0.0350	0.0000	95.3475	95.3475	0.0308	0.0000	96.1185
Total	0.0779	0.8785	0.5593	1.0900e-003	0.1518	0.0380	0.1898	0.0629	0.0350	0.0979	0.0000	95.3475	95.3475	0.0308	0.0000	96.1185

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3.4 Grading - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	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	1.2900e-003	9.6000e-004	9.3700e-003	3.0000e-005	2.8100e-003	2.0000e-005	2.8300e-003	7.5000e-004	2.0000e-005	7.6000e-004	0.0000	2.5371	2.5371	8.0000e-005	0.0000	2.5390
Total	1.2900e-003	9.6000e-004	9.3700e-003	3.0000e-005	2.8100e-003	2.0000e-005	2.8300e-003	7.5000e-004	2.0000e-005	7.6000e-004	0.0000	2.5371	2.5371	8.0000e-005	0.0000	2.5390

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					0.1518	0.0000	0.1518	0.0629	0.0000	0.0629	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0779	0.8785	0.5593	1.0900e-003		0.0380	0.0380		0.0350	0.0350	0.0000	95.3474	95.3474	0.0308	0.0000	96.1183
Total	0.0779	0.8785	0.5593	1.0900e-003	0.1518	0.0380	0.1898	0.0629	0.0350	0.0979	0.0000	95.3474	95.3474	0.0308	0.0000	96.1183

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3.4 Grading - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	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	1.2900e-003	9.6000e-004	9.3700e-003	3.0000e-005	2.8100e-003	2.0000e-005	2.8300e-003	7.5000e-004	2.0000e-005	7.6000e-004	0.0000	2.5371	2.5371	8.0000e-005	0.0000	2.5390
Total	1.2900e-003	9.6000e-004	9.3700e-003	3.0000e-005	2.8100e-003	2.0000e-005	2.8300e-003	7.5000e-004	2.0000e-005	7.6000e-004	0.0000	2.5371	2.5371	8.0000e-005	0.0000	2.5390

3.5 Building Construction - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2088	1.8898	1.6596	2.6500e-003		0.1100	0.1100		0.1035	0.1035	0.0000	228.1358	228.1358	0.0557	0.0000	229.5273
Total	0.2088	1.8898	1.6596	2.6500e-003		0.1100	0.1100		0.1035	0.1035	0.0000	228.1358	228.1358	0.0557	0.0000	229.5273

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3.5 Building Construction - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	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	0.0139	0.4154	0.1104	9.9000e-004	0.0242	2.0300e-003	0.0262	6.9800e-003	1.9400e-003	8.9200e-003	0.0000	96.1643	96.1643	7.3700e-003	0.0000	96.3486
Worker	0.0900	0.0667	0.6537	1.9600e-003	0.1959	1.4100e-003	0.1973	0.0521	1.3000e-003	0.0534	0.0000	177.0726	177.0726	5.3200e-003	0.0000	177.2055
Total	0.1039	0.4821	0.7640	2.9500e-003	0.2201	3.4400e-003	0.2235	0.0590	3.2400e-003	0.0623	0.0000	273.2369	273.2369	0.0127	0.0000	273.5541

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	0.2088	1.8898	1.6596	2.6500e-003		0.1100	0.1100		0.1035	0.1035	0.0000	228.1356	228.1356	0.0557	0.0000	229.5270
Total	0.2088	1.8898	1.6596	2.6500e-003		0.1100	0.1100		0.1035	0.1035	0.0000	228.1356	228.1356	0.0557	0.0000	229.5270

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3.5 Building Construction - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	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	0.0139	0.4154	0.1104	9.9000e-004	0.0242	2.0300e-003	0.0262	6.9800e-003	1.9400e-003	8.9200e-003	0.0000	96.1643	96.1643	7.3700e-003	0.0000	96.3486
Worker	0.0900	0.0667	0.6537	1.9600e-003	0.1959	1.4100e-003	0.1973	0.0521	1.3000e-003	0.0534	0.0000	177.0726	177.0726	5.3200e-003	0.0000	177.2055
Total	0.1039	0.4821	0.7640	2.9500e-003	0.2201	3.4400e-003	0.2235	0.0590	3.2400e-003	0.0623	0.0000	273.2369	273.2369	0.0127	0.0000	273.5541

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	0.1644	1.5079	1.4338	2.3300e-003		0.0829	0.0829		0.0780	0.0780	0.0000	200.3662	200.3662	0.0483	0.0000	201.5747
Total	0.1644	1.5079	1.4338	2.3300e-003		0.0829	0.0829		0.0780	0.0780	0.0000	200.3662	200.3662	0.0483	0.0000	201.5747

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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	9.9000e-003	0.3289	0.0877	8.6000e-004	0.0212	7.0000e-004	0.0219	6.1300e-003	6.7000e-004	6.8000e-003	0.0000	83.6739	83.6739	6.2100e-003	0.0000	83.8291
Worker	0.0746	0.0532	0.5359	1.6600e-003	0.1720	1.2200e-003	0.1732	0.0457	1.1200e-003	0.0468	0.0000	150.2761	150.2761	4.3100e-003	0.0000	150.3838
Total	0.0845	0.3821	0.6236	2.5200e-003	0.1933	1.9200e-003	0.1952	0.0518	1.7900e-003	0.0536	0.0000	233.9500	233.9500	0.0105	0.0000	234.2129

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	0.1644	1.5079	1.4338	2.3300e-003		0.0829	0.0829		0.0780	0.0780	0.0000	200.3660	200.3660	0.0483	0.0000	201.5745
Total	0.1644	1.5079	1.4338	2.3300e-003		0.0829	0.0829		0.0780	0.0780	0.0000	200.3660	200.3660	0.0483	0.0000	201.5745

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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	9.9000e-003	0.3289	0.0877	8.6000e-004	0.0212	7.0000e-004	0.0219	6.1300e-003	6.7000e-004	6.8000e-003	0.0000	83.6739	83.6739	6.2100e-003	0.0000	83.8291
Worker	0.0746	0.0532	0.5359	1.6600e-003	0.1720	1.2200e-003	0.1732	0.0457	1.1200e-003	0.0468	0.0000	150.2761	150.2761	4.3100e-003	0.0000	150.3838
Total	0.0845	0.3821	0.6236	2.5200e-003	0.1933	1.9200e-003	0.1952	0.0518	1.7900e-003	0.0536	0.0000	233.9500	233.9500	0.0105	0.0000	234.2129

3.6 Architectural Coating - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.2931					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0239	0.1659	0.1804	2.9000e-004		0.0109	0.0109		0.0109	0.0109	0.0000	25.1496	25.1496	1.9500e-003	0.0000	25.1982
Total	1.3169	0.1659	0.1804	2.9000e-004		0.0109	0.0109		0.0109	0.0109	0.0000	25.1496	25.1496	1.9500e-003	0.0000	25.1982

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3.6 Architectural Coating - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	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	0.0182	0.0134	0.1318	3.9000e-004	0.0395	2.8000e-004	0.0398	0.0105	2.6000e-004	0.0108	0.0000	35.7001	35.7001	1.0700e-003	0.0000	35.7269
Total	0.0182	0.0134	0.1318	3.9000e-004	0.0395	2.8000e-004	0.0398	0.0105	2.6000e-004	0.0108	0.0000	35.7001	35.7001	1.0700e-003	0.0000	35.7269

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	1.2931					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0239	0.1659	0.1804	2.9000e-004		0.0109	0.0109		0.0109	0.0109	0.0000	25.1495	25.1495	1.9500e-003	0.0000	25.1982
Total	1.3169	0.1659	0.1804	2.9000e-004		0.0109	0.0109		0.0109	0.0109	0.0000	25.1495	25.1495	1.9500e-003	0.0000	25.1982

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3.6 Architectural Coating - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	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	0.0182	0.0134	0.1318	3.9000e-004	0.0395	2.8000e-004	0.0398	0.0105	2.6000e-004	0.0108	0.0000	35.7001	35.7001	1.0700e-003	0.0000	35.7269
Total	0.0182	0.0134	0.1318	3.9000e-004	0.0395	2.8000e-004	0.0398	0.0105	2.6000e-004	0.0108	0.0000	35.7001	35.7001	1.0700e-003	0.0000	35.7269

3.6 Architectural Coating - 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					
Archit. Coating	1.1355					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0189	0.1321	0.1572	2.6000e-004		8.1400e-003	8.1400e-003		8.1400e-003	8.1400e-003	0.0000	22.0856	22.0856	1.5200e-003	0.0000	22.1235
Total	1.1545	0.1321	0.1572	2.6000e-004		8.1400e-003	8.1400e-003		8.1400e-003	8.1400e-003	0.0000	22.0856	22.0856	1.5200e-003	0.0000	22.1235

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3.6 Architectural Coating - 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	0.0150	0.0107	0.1081	3.4000e-004	0.0347	2.5000e-004	0.0349	9.2200e-003	2.3000e-004	9.4400e-003	0.0000	30.2976	30.2976	8.7000e-004	0.0000	30.3193
Total	0.0150	0.0107	0.1081	3.4000e-004	0.0347	2.5000e-004	0.0349	9.2200e-003	2.3000e-004	9.4400e-003	0.0000	30.2976	30.2976	8.7000e-004	0.0000	30.3193

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	1.1355					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0189	0.1321	0.1572	2.6000e-004		8.1400e-003	8.1400e-003		8.1400e-003	8.1400e-003	0.0000	22.0856	22.0856	1.5200e-003	0.0000	22.1235
Total	1.1545	0.1321	0.1572	2.6000e-004		8.1400e-003	8.1400e-003		8.1400e-003	8.1400e-003	0.0000	22.0856	22.0856	1.5200e-003	0.0000	22.1235

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3.6 Architectural Coating - 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	0.0150	0.0107	0.1081	3.4000e-004	0.0347	2.5000e-004	0.0349	9.2200e-003	2.3000e-004	9.4400e-003	0.0000	30.2976	30.2976	8.7000e-004	0.0000	30.3193
Total	0.0150	0.0107	0.1081	3.4000e-004	0.0347	2.5000e-004	0.0349	9.2200e-003	2.3000e-004	9.4400e-003	0.0000	30.2976	30.2976	8.7000e-004	0.0000	30.3193

3.7 Paving - 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	0.0126	0.1292	0.1465	2.3000e-004		6.7800e-003	6.7800e-003		6.2400e-003	6.2400e-003	0.0000	20.0235	20.0235	6.4800e-003	0.0000	20.1854
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0126	0.1292	0.1465	2.3000e-004		6.7800e-003	6.7800e-003		6.2400e-003	6.2400e-003	0.0000	20.0235	20.0235	6.4800e-003	0.0000	20.1854

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3.7 Paving - 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	5.2000e-004	3.7000e-004	3.7500e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.0508	1.0508	3.0000e-005	0.0000	1.0515
Total	5.2000e-004	3.7000e-004	3.7500e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.0508	1.0508	3.0000e-005	0.0000	1.0515

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	0.0126	0.1292	0.1465	2.3000e-004		6.7800e-003	6.7800e-003		6.2400e-003	6.2400e-003	0.0000	20.0235	20.0235	6.4800e-003	0.0000	20.1854
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0126	0.1292	0.1465	2.3000e-004		6.7800e-003	6.7800e-003		6.2400e-003	6.2400e-003	0.0000	20.0235	20.0235	6.4800e-003	0.0000	20.1854

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3.7 Paving - 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	5.2000e-004	3.7000e-004	3.7500e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.0508	1.0508	3.0000e-005	0.0000	1.0515
Total	5.2000e-004	3.7000e-004	3.7500e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.0508	1.0508	3.0000e-005	0.0000	1.0515

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.3782	1.8467	4.0601	0.0166	1.8955	8.7100e-003	1.9042	0.5074	8.0900e-003	0.5155	0.0000	1,545.7706	1,545.7706	0.0783	0.0000	1,547.7270
Unmitigated	0.3782	1.8467	4.0601	0.0166	1.8955	8.7100e-003	1.9042	0.5074	8.0900e-003	0.5155	0.0000	1,545.7706	1,545.7706	0.0783	0.0000	1,547.7270

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	2,760.00	2,760.00	2760.00	5,031,739	5,031,739
Total	2,760.00	2,760.00	2,760.00	5,031,739	5,031,739

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	5.64	5.64	5.64	41.60	18.80	39.60	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.617626	0.036451	0.176904	0.096837	0.011340	0.005282	0.018425	0.026503	0.001944	0.001632	0.005548	0.000800	0.000709

5.0 Energy Detail

 Historical Energy Use: N

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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	251.4186	251.4186	0.0100	1.8800e-003	252.2296
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	251.4186	251.4186	0.0100	1.8800e-003	252.2296
NaturalGas Mitigated	0.0138	0.1181	0.0503	7.5000e-004		9.5500e-003	9.5500e-003		9.5500e-003	9.5500e-003	0.0000	136.7669	136.7669	2.6200e-003	2.5100e-003	137.5797
NaturalGas Unmitigated	0.0138	0.1181	0.0503	7.5000e-004		9.5500e-003	9.5500e-003		9.5500e-003	9.5500e-003	0.0000	136.7669	136.7669	2.6200e-003	2.5100e-003	137.5797

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					
Apartments Mid Rise	2.56292e+006	0.0138	0.1181	0.0503	7.5000e-004		9.5500e-003	9.5500e-003		9.5500e-003	9.5500e-003	0.0000	136.7669	136.7669	2.6200e-003	2.5100e-003	137.5797
Total		0.0138	0.1181	0.0503	7.5000e-004		9.5500e-003	9.5500e-003		9.5500e-003	9.5500e-003	0.0000	136.7669	136.7669	2.6200e-003	2.5100e-003	137.5797

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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					
Apartments Mid Rise	2.56292e+006	0.0138	0.1181	0.0503	7.5000e-004		9.5500e-003	9.5500e-003		9.5500e-003	9.5500e-003	0.0000	136.7669	136.7669	2.6200e-003	2.5100e-003	137.5797
Total		0.0138	0.1181	0.0503	7.5000e-004		9.5500e-003	9.5500e-003		9.5500e-003	9.5500e-003	0.0000	136.7669	136.7669	2.6200e-003	2.5100e-003	137.5797

5.3 Energy by Land Use - Electricity**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	1.3817e+006	251.4186	0.0100	1.8800e-003	252.2296
Total		251.4186	0.0100	1.8800e-003	252.2296

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5.3 Energy by Land Use - Electricity**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	1.3817e+006	251.4186	0.0100	1.8800e-003	252.2296
Total		251.4186	0.0100	1.8800e-003	252.2296

6.0 Area Detail**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.6666	0.0295	2.5527	1.4000e-004		0.0142	0.0142		0.0142	0.0142	0.0000	4.1844	4.1844	3.9800e-003	0.0000	4.2840
Unmitigated	1.6666	0.0295	2.5527	1.4000e-004		0.0142	0.0142		0.0142	0.0142	0.0000	4.1844	4.1844	3.9800e-003	0.0000	4.2840

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6.2 Area by SubCategory**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.2429					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.3474					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
Landscaping	0.0763	0.0295	2.5527	1.4000e-004		0.0142	0.0142		0.0142	0.0142	0.0000	4.1844	4.1844	3.9800e-003	0.0000	4.2840
Total	1.6666	0.0295	2.5527	1.4000e-004		0.0142	0.0142		0.0142	0.0142	0.0000	4.1844	4.1844	3.9800e-003	0.0000	4.2840

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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	0.2429					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.3474					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
Landscaping	0.0763	0.0295	2.5527	1.4000e-004		0.0142	0.0142		0.0142	0.0142	0.0000	4.1844	4.1844	3.9800e-003	0.0000	4.2840
Total	1.6666	0.0295	2.5527	1.4000e-004		0.0142	0.0142		0.0142	0.0142	0.0000	4.1844	4.1844	3.9800e-003	0.0000	4.2840

7.0 Water Detail**7.1 Mitigation Measures Water**

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	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	76.9600	0.5888	0.0144	95.9619
Unmitigated	76.9600	0.5888	0.0144	95.9619

7.2 Water by Land Use**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	17.9825 / 14.171	76.9600	0.5888	0.0144	95.9619
Total		76.9600	0.5888	0.0144	95.9619

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7.2 Water by Land Use**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	17.9825 / 14.171	76.9600	0.5888	0.0144	95.9619
Total		76.9600	0.5888	0.0144	95.9619

8.0 Waste Detail

8.1 Mitigation Measures Waste**Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	32.2147	1.9038	0.0000	79.8105
Unmitigated	32.2147	1.9038	0.0000	79.8105

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8.2 Waste by Land Use**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	158.7	32.2147	1.9038	0.0000	79.8105
Total		32.2147	1.9038	0.0000	79.8105

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	158.7	32.2147	1.9038	0.0000	79.8105
Total		32.2147	1.9038	0.0000	79.8105

9.0 Operational Offroad

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

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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation



**Greenhouse Gas Analysis for the
City of Del Mar Zoning Ordinance
Amendment (ZA18-002) Program
Del Mar, California**

Prepared for
City of Del Mar
Planning and Community Development Department
1050 Camino Del Mar
Del Mar, CA 92014-2604

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A handwritten signature in black ink that reads "Jessica Fleming".

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Acronyms and Abbreviations

AB	Assembly Bill
BAU	business as usual
CAFE	Corporate Average Fuel Economy
CalEEMod	California Emissions Estimator Model
CALGreen	California Green Building Standards Code
CalRecycle	California Department of Resources Recycling and Recovery
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CBC	California Building Code
CCA	Community Choice Aggregation
CEC	California Energy Commission
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CH ₄	Methane
City	City of Del Mar
CPUC	California Public Utilities Commission
CO ₂	carbon dioxide
DMMC	Del Mar Municipal Code
EO	Executive Order
GHG	greenhouse gas
GWP	global warming potential
HVAC	heating, ventilation, and air conditioning
IPCC	Intergovernmental Panel on Climate Change
MMT CO ₂ E	million metric tons carbon dioxide equivalent
MPO	Metropolitan Planning Organizations
mpg	miles per gallon
MT CO ₂ E	metric tons of carbon dioxide equivalent
MWh	megawatt-hour
NC	North Commercial
NCTD	North County Transit District
N ₂ O	nitrous oxide
PACE	Property Assessed Clean Energy
PC	Professional Commercial
PF	Public Facilities
program	City of Del Mar Zoning Ordinance Amendment (ZA18-002) Program
RPS	Renewables Portfolio Standard
SANDAG	San Diego Association of Governments
SB	Senate Bill
SCAQMD	Southern California Air Quality Monitoring District
SDG&E	San Diego Gas & Electric
U.S. EPA	U.S. Environmental Protection Agency

Executive Summary

This report evaluates potential greenhouse gas (GHG) impacts associated with the proposed City of Del Mar (City) Zoning Ordinance Amendment (ZA18-002) Program (program). The program proposes a General Plan Amendment, Zoning Code Amendment, and a Local Coastal Program Amendment to implement the City's Certified Housing Element by allowing multiple-dwelling unit residential as an allowed use within the existing North Commercial (NC) and Professional Commercial (PC) Zones (up to 20 dwelling units per acre). In addition to analyzing the proposed amendments, this report also analyzes the potential for future development of affordable housing (maximum 20 dwelling units per acre) within the Public Facilities (PF) zone (excluding Shores Park). However, no change to the existing PF zone development or development potential is included in the program at this time.

In accordance with California Environmental Quality Act (CEQA) and City of Del Mar guidance, this report evaluates the significance of the program in terms of (1) its contribution of GHGs to cumulative statewide emissions, and (2) whether the program would conflict with local and/or state regulations, plans, and policies adopted to reduce GHG emissions.

The program does not include any physical development or construction component. Rather, the program would allow individual lots to redevelop with residential uses consistent with the proposed zone code amendment. GHG emissions would result from construction and operation of future development associated with the amendments. Construction activities emit GHGs primarily through the combustion of fuels in on- and off-road equipment and vehicles. Operational emissions include mobile, energy (electricity and natural gas), area (landscape maintenance equipment), water and wastewater, and solid waste sources. For comparative purposes, GHG emissions were calculated for the existing on-the-ground development, the existing zoning, and the proposed zoning (assuming all parcels within the program areas are redeveloped with residential uses as allowed by the amendments). As calculated in this analysis, future projects implemented pursuant to the proposed program would result in a total of 2,143 metric tons of carbon dioxide equivalent (MT CO₂E) annually, which is a net decrease of -983 MT CO₂E over future GHG emissions associated with on-the-ground development. Because the program would not result in an increase in GHG emissions, the program would not generate GHG emissions that may have a significant impact on the environment, and GHG impacts would be less than significant. Additionally, the program would be consistent with the goals and strategies of the City's Climate Action Plan, and would not conflict with the Assembly Bill 32 mandate for reducing GHG emissions. Thus, GHG impacts associated with the program would be less than significant.

1.0 Introduction

This report evaluates the significance of the proposed City of Del Mar (City) Zoning Ordinance Amendment (ZA18-002) Program (program) and its contribution of greenhouse gas (GHG) emissions and local GHG reduction targets. In addition to analyzing the proposed amendments, this report also analyzes the potential for future development of affordable housing (maximum 20 dwelling units per acre) within the Public Facilities (PF) zone (excluding Shores Park). To evaluate the incremental effect of future project development on statewide emissions and global climate change, it is important to have a basic understanding of the nature of the global climate change problem.

1.1 Understanding Global Climate Change

To evaluate the incremental effect of the future project on statewide GHG emissions and global climate change, it is important to have a basic understanding of the nature of the global climate change problem. Global climate change is a change in the average weather of the earth, which can be measured by wind patterns, storms, precipitation, and temperature. The earth's climate is in a state of constant flux with periodic warming and cooling cycles. Extreme periods of cooling are termed "ice ages," which may then be followed by extended periods of warmth. For most of the earth's geologic history, these periods of warming and cooling have been the result of many complicated interacting natural factors that include volcanic eruptions that spew gases and particles (dust) into the atmosphere; the amount of water, vegetation, and ice covering the earth's surface; subtle changes in the earth's orbit; and the amount of energy released by the sun (sun cycles). However, since the beginning of the Industrial Revolution around 1750, the average temperature of the earth has been increasing at a rate that is faster than can be explained by natural climate cycles alone.

With the Industrial Revolution came an increase in the combustion of carbon-based fuels such as wood, coal, oil, natural gas, and biomass. Industrial processes have also created emissions of substances not found in nature. This in turn has led to a marked increase in the emissions of gases shown to influence the world's climate. These gases, termed "greenhouse" gases, influence the amount of heat trapped in the earth's atmosphere. Recently observed increased concentrations of GHGs in the atmosphere appear to be related to increases in human activity. Therefore, the current cycle of "global warming" is believed to be largely due to human activity. Of late, the issue of global warming or global climate change has arguably become the most important and widely debated environmental issue in the United States and the world. Because it is believed that the increased GHG concentrations around the world are related to human activity and the collective of human actions taking place throughout the world, it is quintessentially a global or cumulative issue.

1.2 Greenhouse Gases of Primary Concern

There are numerous GHGs, both naturally occurring and manmade. Each GHG has variable atmospheric lifetime and global warming potential (GWP). The atmospheric lifetime of the gas is the average time a molecule stays stable in the atmosphere. Most GHGs have long atmospheric lifetimes, staying in the atmosphere hundreds or thousands of years. GWP is a measure of the potential for a gas to trap heat and warm the atmosphere. Although GWP is related to its atmospheric lifetime, many other factors including chemical reactivity of the gas also influence GWP. GWP is reported as a unitless factor representing the potential for the gas to affect global climate relative to the potential of carbon dioxide (CO₂). Because CO₂ is the reference gas for establishing GWP, by definition its GWP is 1. Although methane (CH₄) has a shorter atmospheric lifetime than CO₂, it has a 100-year GWP of 25; this means that CH₄ has 25 times more effect on global warming than CO₂ on a molecule-by-molecule basis.

The GWP is officially defined as (U.S. Environmental Protection Agency [U.S. EPA] 2010):

The cumulative radiative forcing—both direct and indirect effects—integrated over a period of time from the emission of a unit mass of gas relative to some reference gas.

GHG emissions estimates are typically represented in terms of equivalent metric tons of CO₂ (MT CO₂E). CO₂E emissions are the product of the amount of each gas by its GWP. The effects of several GHGs may be discussed in terms of MT CO₂E and can be summed to represent the total potential of these gases to warm the global climate. Table 1 summarizes some of the most common GHGs.

It should be noted that the U.S. EPA and other organizations update the GWP values they use occasionally. This change can be due to updated scientific estimates of the energy absorption or lifetime of the gases or to changing atmospheric concentrations of GHGs that result in a change in the energy absorption of one additional ton of a gas relative to another. The GWPs shown in Table 1 are the most current. However, it should be noted that in the California Emissions Estimator Model (CalEEMod) CH₄ has a GWP of 21 and nitrous oxide (N₂O) has a GWP of 310, and these values were used for this analysis.

All of the gases in Table 1 are produced by both biogenic (natural) and anthropogenic (human) sources. These are the GHGs of primary concern in this analysis. CO₂ would be emitted by the program due to the combustion of fossil fuels in vehicles (including construction), from electricity generation and natural gas consumption, water use, and from solid waste disposal. Smaller amounts of CH₄ and N₂O would be emitted from the same program operations.

Table 1 Global Warming Potentials and Atmospheric Lifetimes (years)			
Gas	Atmospheric Lifetime (years)	100-year GWP	20-year GWP
Carbon dioxide (CO ₂)	50–200	1	1
Methane (CH ₄)*	12.4	28	84
Nitrous oxide (N ₂ O)	121	265	264
HFC-23	222	12,400	10,800
HFC-32	5.2	677	2,430
HFC-125	28.2	3,170	6,090
HFC-134a	13.4	1,300	3,710
HFC-143a	47.1	4,800	6,940
HFC-152a	1.5	138	506
HFC-227ea	38.9	3,350	5,360
HFC-236fa	242	8,060	6,940
HFC-43-10mee	16.1	1,650	4,310
CF ₄	50,000	6,630	4,880
C ₂ F ₆	10,000	11,100	8,210
C ₃ F ₈	2,600	8,900	6,640
C ₄ F ₁₀	2,600	9,200	6,870
c-C ₄ F ₈	3,200	9,540	7,110
C ₅ F ₁₂	4,100	8,550	6,350
C ₆ F ₁₄	3,100	7,910	5,890
SF ₆	3,200	23,500	17,500
SOURCE: Intergovernmental Panel on Climate Change (IPCC) 2014. GWP = growth warming potential			

2.0 Description of Proposed Program

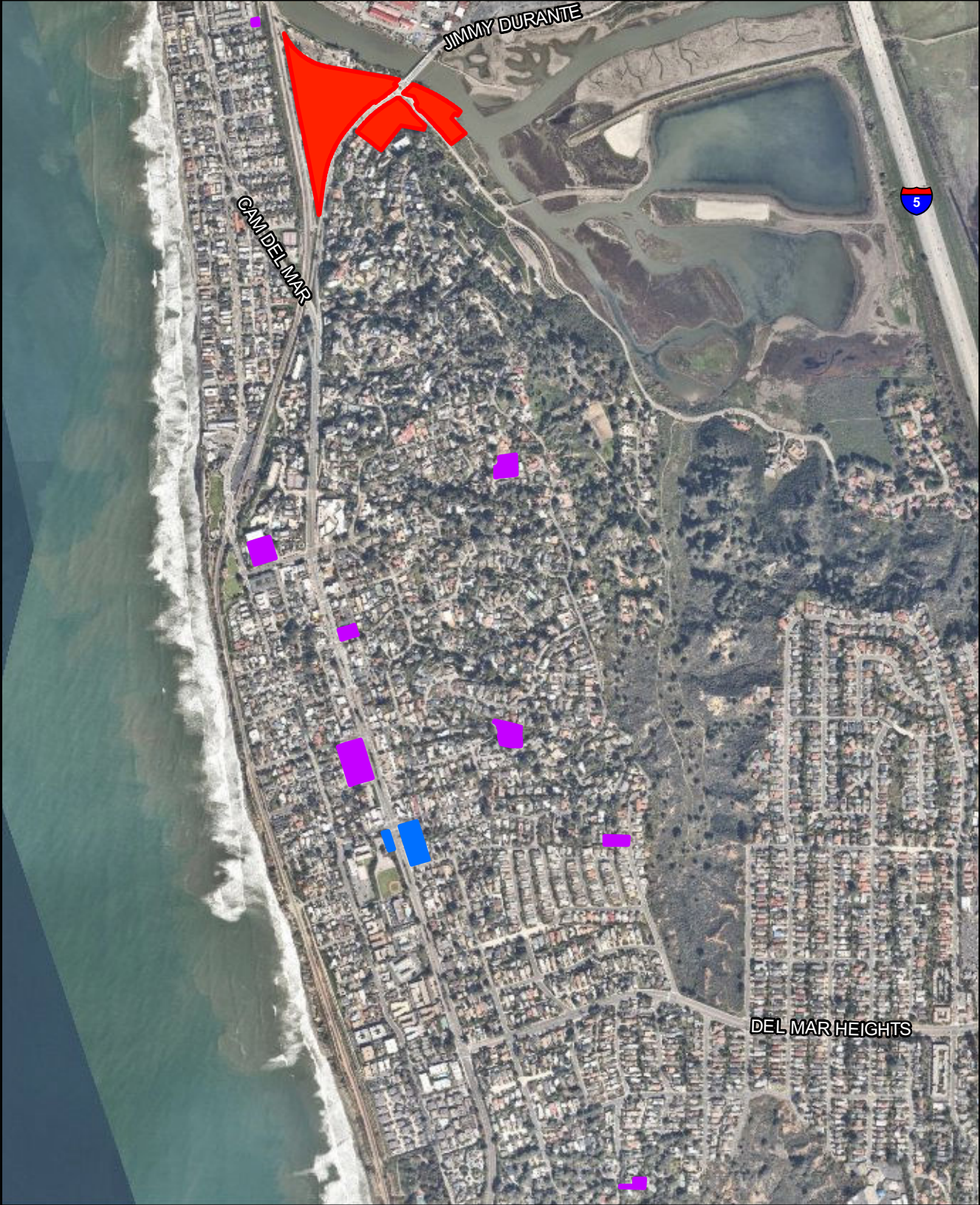
The analysis of impacts includes a program area comprised of 32 individual parcels located throughout the City within the Professional Commercial (PC), North Commercial (NC), and Public Facilities (PF) zones. The regional location of the program is shown in Figure 1. An aerial photograph of the program area is shown in Figure 2.

As part of the program, a General Plan Amendment, Zoning Code Amendment, and Local Coastal Program Amendment is proposed to implement the City's certified Housing Element by adding multiple-dwelling unit residential in the existing NC and PC zones as an allowed use (up to a maximum density of 20 dwelling units per acre). The addition of multiple-dwelling unit residential to the existing mix of allowed uses within the NC and PC zones would allow for properties to develop or redevelop with a mix of commercial and residential uses; or solely as multiple-dwelling unit residential, commercial development, or light-industrial development where allowed per the zoning code. The existing zoning setbacks, floor area ratio, lot coverage, and height limits that currently apply within the respective zones would still apply. The program does not include any physical development or construction component.



✱ Project Location

FIGURE 1
Regional Location



- North Commercial (NC) Zone
- Professional Commercial (PC) Zone
- Public Facilities (PF) Zone



FIGURE 2

Program Location on Aerial Photograph

In addition to analyzing the proposed amendments, the report also analyzes the potential for future development of affordable housing (maximum 20 dwelling units per acre) within the PF zone (excluding Shores Park). However, no change to the existing PF zone development or development potential is included in the program.

This report considers the scenario in which residential uses would replace existing uses within the program area parcels.

2.1 North Commercial Zone

The NC zone comprises 16 legal lots of varying size measuring a combined 680,000 square feet (15.6 acres), with street frontage and property access from Jimmy Durante Boulevard or San Dieguito Drive. The associated parcel numbers within the NC zone are: 299-071-02, -06, and -07; 299-100-27, -28, -29, -30, -32, -33, -34, -35, -36, -47, -48, -49, and -50. The locations of the NC zoned parcels are shown in Figure 3.

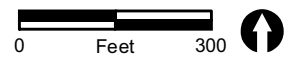
The Del Mar Community Plan land use designation for NC currently is intended to allow activities that provide a service to the community. The proposed plan amendment would allow for residential in addition to the existing range of commercial and light industrial uses allowed.

Portions of the NC zone are located within the Floodplain Overlay Zone, the Bluff, Slope, and Canyon Overlay Zone, and the Lagoon Overlay Zone. There are eight vacant parcels under various public or private ownerships. The private properties that are developed contain various office and commercial uses. Existing buildings are of various ages and conditions. The North County Transit District (NCTD) owns two of the parcels and has rights-of-way from former railroad spurs. A portion of the NCTD properties are currently used as public parking. The remaining portion of the properties are unimproved as wetlands. The NC zone is surrounded by the Floodway Zone (FW – San Dieguito River) to the north and east; Very Low Density Residential (R1-40) to the east; Low Density Residential (R1-10) to the south; and Medium Density Mixed Residential (RM-East), and the Railroad Right-of-Way (RR zone) to the west.

Based on current height, floor area ratio, and lot coverage regulations, maximum residential buildout within the NC zone in accordance with the proposed amendment could total 227 residential units.

2.2 Professional Commercial Zone

The PC zone comprises four legal lots of varying size measuring a combined 55,000 square feet (1.25 acres), with street frontage and property access from either Camino Del Mar, 8th Street, or 9th Street in the downtown corridor. The associated parcel numbers within the PC zone are: 300-200-24; 300-222-31, -32, and -33. The locations of the PC zoned parcels are shown in Figure 4.



North Commercial (NC) Zone

FIGURE 3
North Commercial (NC) Zone



Professional Commercial (PC) Zone

FIGURE 4

Professional Commercial (PC) Zone

The Del Mar Community Plan land use for designation for PC currently is intended to allow commercial office uses. The proposed plan amendment would allow for residential in addition to the existing commercial office uses allowed.

All properties within the PC zone are currently developed with office buildings of various ages and conditions. The PC zone is surrounded by Medium Density Mixed Residential (RM-Central) and Low Density Residential (R1-10) to the east; Public Facilities (PF-Shores Park) to the west; and Central Commercial (CC) to the north.

Based on current height, floor area ratio, and lot coverage regulations, maximum residential buildout within the PC zone in accordance with the proposed amendment could total 26 residential units.

2.3 Public Facilities Zone

The program includes the potential addition of affordable housing within 12 parcels in the PF zone, and specifically excludes the Shores Park parcels from the analysis. Four of the parcels (300-093-15, -16, -17, and -18) comprise lands developed with and utilized for the City of Del Mar Civic Center. Two of the seven parcels (300-020-06 and -07) comprise lands developed with and utilized for the Del Mar Library. A single parcel (299-310-02) is developed with and utilized by the United States Postal Service post office. The remaining five parcels (299-260-45; 300-243-10; 300-272-07; 300-243-10; and 299-030-12) comprise other City-owned properties. The locations of the PF zoned parcels are shown in Figure 5.

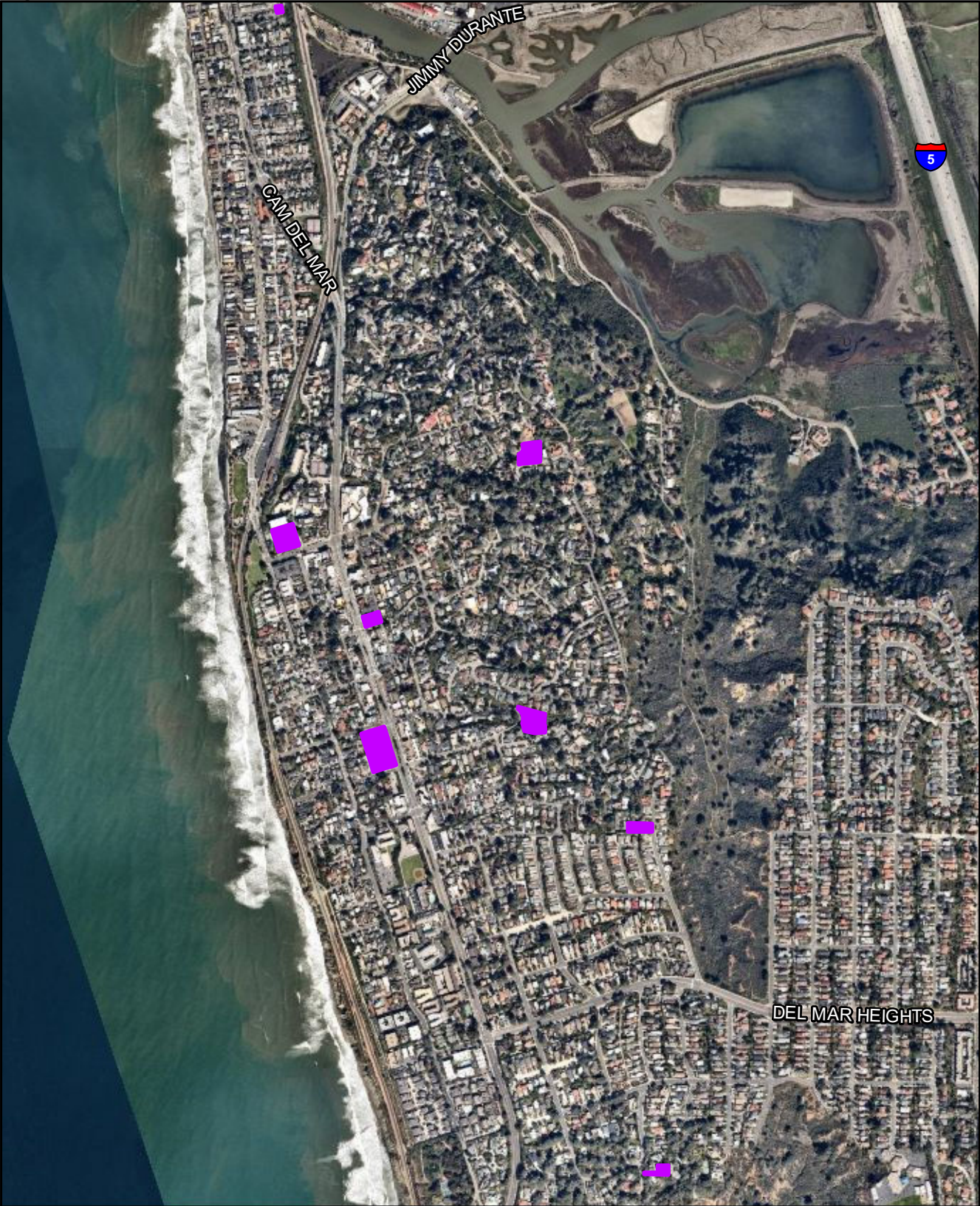
Based on existing height, floor area ratio, and lot coverage regulations applicable to the PF zone, up to 93 dwelling units total could be developed on the 12 analyzed parcels if the Del Mar Municipal Code (DMMC) is amended to allow residential development up to a maximum density of 20 dwelling units per acre.

3.0 Existing Conditions

3.1 Environmental Setting

3.1.1 State and Local Greenhouse Gas Inventories

The California Air Resources Board (CARB) performs statewide GHG inventories. The inventory is divided into nine broad sectors of economic activity: agriculture, commercial, electricity generation, forestry, high GWP emitters, industrial, recycling and waste, residential, and transportation. Emissions are quantified in million metric tons of CO₂ equivalent (MMT CO₂E). Table 2 shows the estimated statewide GHG emissions for the years 1990, 2012, and 2016. Although GHG inventories are available for each year through 2016, these years (1990, 2012, and 2016) are highlighted in Table 2 because 1990 is the baseline year for established reduction targets, 2012 corresponds to the same year for which inventory data for the City is available, and 2016 is the most recent data available.



 Public Facilities (PF) Zone

FIGURE 5

Public Facility (PF) Zone
(Does not include Shores Park Parcels)

Table 2 California Greenhouse Gas Emissions by Sector in 1990, 2012, and 2016			
Sector	1990 ¹ Emissions in MMT CO ₂ E (% total) ²	2012 ³ Emissions in MMT CO ₂ E (% total) ²	2016 ³ Emissions in MMT CO ₂ E (% total) ²
Electricity Generation	110.6 (25.9%)	95.3 (21.2%)	69.0 (16.1%)
Transportation	150.7 (35.3%)	166.2 (36.9%)	174.0 (40.5%)
Industrial	103.0 (24.2%)	100.9 (22.4%)	100.4 (23.4%)
Commercial	14.4 (3.4%)	21.1 (4.7%)	23.0 (5.4%)
Residential	29.7 (7.0%)	30.0 (6.7%)	28.3 (6.6%)
Agriculture & Forestry	16.9 (4.0%)	36.1 (8.0%)	33.8 (7.9%)
Not Specified	1.3 (0.3%)	0.8 (0.2%)	0.8 (0.2%)
TOTAL⁴	426.6	450.4	429.3
SOURCE: CARB 2007 and 2018. ¹ 1990 data was obtained from the CARB 2007 source and are based on the Intergovernmental Panel on Climate Change (IPCC) second assessment report global warming potential (GWPs). The revised calculation, which uses the scientifically updated IPCC fifth assessment report GWPs, is 431 million metric tons of CO ₂ equivalent (MMT CO ₂ E). ² Percentages may not total 100 due to rounding. ³ 2012 and 2016 data was retrieved from the CARB 2018 source. ⁴ Totals may vary due to independent rounding.			

As shown in Table 2, statewide GHG source emissions totaled approximately 427 MMT CO₂E in 1990, 450 MMT CO₂E in 2012, and 429 MMT CO₂E in 2016. Many factors affect year-to-year changes in GHG emissions, including economic activity, demographic influences, environmental conditions such as drought, and the impact of regulatory efforts to control GHG emissions. As shown, transportation-related emissions consistently contribute to the most GHG emissions.

A baseline year 2012 GHG emissions inventory was prepared as a part of preparation of the City's Climate Action Plan (CAP). The inventory was conducted using the International Council on Environmental Initiatives Cities for Climate Protection inventory methodology. Table 3 summarizes the inventory. As shown, the primary sources of GHG emissions in the City are transportation, energy use in commercial and industrial buildings, and energy use in residential buildings.

Table 3 City of Del Mar 2012 Community-wide Greenhouse Gas Emissions by Source		
Category	MT CO ₂ E	Percent of Total
Residential Energy	11,518	20.6%
Commercial, Industrial, and Lighting Energy	8,066	14.4%
On-road Transportation (Internal) ¹	4,921	8.8%
On-road Transportation (External) ²	27,003	48.3%
Waste	2,936	5.3%
Water	1,331	2.4%
Wastewater	81	0.3%
TOTAL	55,855	100.0%
SOURCE: City of Del Mar 2016. MT CO ₂ E = metric tons of CO ₂ equivalent ¹ Emission from miles within Del Mar boundary ² Emissions from miles outside Del Mar boundary, trips starting or ending in Del Mar		

3.1.2 On-site Greenhouse Gas Emissions

As discussed in Section 2.0, the program area is comprised of 32 individual parcels, many of which are currently developed with a variety of office, commercial, and public facility uses. Current sources of on-site GHG emissions include vehicle traffic, energy use (electricity and natural gas), area sources (landscaping equipment), water use, and solid waste. Existing GHG emissions generated by the current on-the-ground uses were calculated using CalEEMod Version 2016.3.2 (California Air Pollution Control Officers Association [CAPCOA] 2017). The results are summarized in Table 4. CalEEMod output is provided in Attachment 1.

Table 4 Existing On-site Greenhouse Gas Emissions (MT CO₂E)	
Emission Source	MT CO ₂ E
Vehicles	3,134
Energy Use	745
Area Sources	<1
Water Use	145
Solid Waste Disposal	125
TOTAL	4,148
MT CO ₂ E = metric tons of CO ₂ equivalent	

3.2 Regulatory Background

In response to rising concern associated with increasing GHG emissions and global climate change impacts, several plans and regulations have been adopted at the international, national, and state levels with the aim of reducing GHG emissions. The following is a discussion of the federal, state, and local plans and regulations most applicable to the program.

3.2.1 Federal

The federal government, U.S. EPA, and other federal agencies have many federal level programs and projects to reduce GHG emissions. In June 2012, the Council on Environmental Quality (CEQ) revised the Federal Greenhouse Gas Accounting and Reporting Guidance originally issued in October 2010. The CEQ guidance identifies ways in which Federal agencies can improve consideration of GHG emissions and climate change for Federal actions. The guidance states that National Environmental Policy Act documents should provide decision makers with relevant and timely information and should consider (1) GHG emissions of a Proposed Action and alternative actions, and (2) the relationship of climate change effects to a Proposed Action or alternatives. Specifically, if a Proposed Action would be reasonably anticipated to cause direct emissions of 25,000 MT CO₂E GHG emissions on an annual basis, agencies should consider this as an indicator that a quantitative assessment may be meaningful to decision makers and the public (CEQ 2012).

3.2.1.1 Environmental Protection Agency

The U.S. EPA has many federal level programs and projects to reduce GHG emissions. The U.S. EPA provides technical expertise and encourages voluntary reductions from the private sector. One of the voluntary programs applicable to the proposed program is the Energy Star program.

Energy Star is a joint program of U.S. EPA and the U.S. Department of Energy, which promotes energy efficient products and practices. Tools and initiatives include the Energy Star Portfolio Manager, which helps track and assess energy and water consumption across an entire portfolio of buildings, and the Energy Star Most Efficient 2013, which provides information on exceptional products which represent the leading edge in energy efficient products in the year 2013 (U.S. EPA 2013).

The U.S. EPA also collaborates with the public sector, including states, tribes, localities and resource managers, to encourage smart growth, sustainability preparation, and renewable energy and climate change preparation. These initiatives include the Clean Energy–Environment State Partnership Program, the Climate Ready Water Utilities Initiative, the Climate Ready Estuaries Program, and the Sustainable Communities Partnership (U.S. EPA 2014).

3.2.1.2 Corporate Average Fuel Economy Standards

The federal Corporate Average Fuel Economy (CAFE) standards determine the fuel efficiency of certain vehicle classes in the U.S. While the standards had not changed since 1990, as part of the Energy and Security Act of 2007, the CAFE standards were increased in 2007 for new light-duty vehicles to 35 miles per gallon (mpg) by 2020. In May 2009, plans were announced to further increase CAFE standards to require light-duty vehicles to meet an average fuel economy of 35.5 mpg by 2016. In August 2012, fuel economy standards were further increased to 54.5 mpg for cars and light-duty trucks by Model Year 2025; this will nearly double the fuel efficiency of those vehicles compared to new vehicles currently on our roads. With improved gas mileage, fewer gallons of transportation fuel would be combusted to travel the same distance, thereby reducing nationwide GHG emissions associated with vehicle travel.

3.2.2 State

The State of California has adopted a number of plans and regulations aimed at identifying statewide and regional GHG emissions caps, GHG emissions reduction targets, and actions and timelines to achieve the target GHG reductions.

3.2.2.1 Executive Orders and Statewide GHG Emission Targets

S-3-05

This Executive Order (EO) established the following GHG emission reduction targets for the State of California:

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

This EO also directs the secretary of the California Environmental Protection Agency to oversee the efforts made to reach these targets, and to prepare biannual reports on the progress made toward meeting the targets and on the impacts to California related to global warming, including impacts to water supply, public health, agriculture, the coastline, and forestry. With regard to impacts, the report shall also prepare and report on mitigation and adaptation plans to combat the impacts. The first Climate Action Team Assessment Report was produced in March 2006, and has been updated every two years.

B-30-15

This EO, issued on April 29, 2015, establishes an interim GHG emission reduction goal for the state of California by 2030 of 40 percent below 1990 levels. This EO also directed all state agencies with jurisdiction over GHG emitting sources to implement measures designed to achieve the new interim 2030 goal, as well as the pre-existing, long-term 2050 goal identified in EO S-3-05. Additionally, this EO directed CARB to update its Climate Change Scoping Plan to address the 2030 goal.

3.2.2.2 California Global Warming Solutions Act

In response to EO S-3-05, the California Legislature passed Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, and thereby enacted Sections 38500–38599 of the California Health and Safety Code. The heart of AB 32 is its requirement that CARB establish an emissions cap and adopt rules and regulations that would reduce GHG emissions to 1990 levels by 2020. AB 32 also required CARB to adopt a plan by January 1, 2009 indicating how emission reductions would be achieved from significant GHG sources via regulations, market mechanisms, and other actions.

Approved in September 2016, Senate Bill (SB) 32 updates the California Global Warming Solutions Act of 2006 and enacts EO B-30-15. Under SB 32, the state would reduce its GHG emissions to 40 percent below 1990 levels by 2030. In implementing the 40 percent reduction goal, CARB is required to prioritize emissions reductions to consider the social costs of the emissions of GHGs; where “social costs” is defined as “an estimate of the economic damages, including, but not limited to, changes in net agricultural productivity; impacts to public health; climate adaptation impacts, such as property damages from increased flood risk; and changes in energy system costs, per metric ton of greenhouse gas emission per year.”

3.2.2.3 Climate Change Scoping Plan

As directed by the California Global Warming Solutions Act of 2006, in 2008, CARB adopted the *Climate Change Scoping Plan: A Framework for Change (Scoping Plan)*, which identifies the main strategies California will implement to achieve the GHG reductions necessary to reduce forecasted business as usual (BAU) emissions in 2020 to the state's historic 1990 emissions level (CARB 2008). In November 2017, CARB released the 2017 Climate Change Scoping Plan Update, the Strategy for Achieving California's 2030 Greenhouse Gas Target (2017 Scoping Plan; CARB 2017). The 2017 Scoping Plan identifies state strategies for achieving the state's 2030 interim GHG emissions reduction target codified by SB 32. Measures under the 2017 Scoping Plan Scenario build on existing programs such as the Low Carbon Fuel Standard, Advanced Clean Cars Program, Renewables Portfolio Standard (RPS), Sustainable Communities Strategy, Short-Lived Climate Pollutant Reduction Strategy, and the Cap-and-Trade Program. Additionally the 2017 Scoping Plan proposes new policies to address GHG emissions from natural and working lands.

3.2.2.4 Regional Emissions Targets – Senate Bill 375

SB 375, the 2008 Sustainable Communities and Climate Protection Act, was signed into law in September 2008 and requires CARB to set regional targets for reducing passenger vehicle GHG emissions in accordance with the Scoping Plan. The purpose of SB 375 is to align regional transportation planning efforts, regional GHG reduction targets, and fair-share housing allocations under state housing law. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a Sustainable Communities Strategy or Alternative Planning Strategy to address GHG reduction targets from cars and light-duty trucks in the context of that MPO's Regional Transportation Plan. San Diego Association of Governments (SANDAG) is the San Diego region's MPO. In 2010, CARB set targets for the SANDAG region of a 7 percent reduction in GHG emissions per capita from automobiles and light-duty trucks compared to 2005 levels by 2020 and a 13 percent reduction by 2035. These targets are periodically reviewed and updated. CARB's currently proposed targets for the SANDAG region are a reduction of 15 percent by 2020 and 21 percent by 2035.

3.2.2.5 Renewables Portfolio Standard

The RPS promotes diversification of the state's electricity supply and decreased reliance on fossil fuel energy sources. Originally adopted in 2002 with a goal to achieve a 20 percent renewable energy mix by 2020 (referred to as the "Initial RPS"), the goal has been accelerated and increased by EOs S-14-08 and S-21-09 to a goal of 33 percent by 2020. In April 2011, SB 2 (1X) codified California's 33 percent RPS goal. In September 2015, the California Legislature passed SB 350, which increases California's renewable energy mix goal to 50 percent by year 2030. Renewable energy includes (but is not limited to) wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas.

3.2.2.6 Assembly Bill 341 – Solid Waste Diversion

The Commercial Recycling Requirements mandate that businesses (including public entities) that generate 4 cubic yards or more of commercial solid waste per week and multi-family residential with five units or more arrange for recycling services. Businesses can take one or any combination of the following in order to reuse, recycle, compost, or otherwise divert solid waste from disposal. Additionally, AB 341 mandates that 75 percent of the solid waste generated be reduced, recycled, or composted by 2020.

3.2.2.7 California Code of Regulations, Title 24 – California Building Code

The California Code of Regulations, Title 24, is referred to as the California Building Code, or CBC. It consists of a compilation of several distinct standards and codes related to building construction, including plumbing, electrical, interior acoustics, energy efficiency, handicap accessibility, and so on. Of particular relevance to GHG reductions are the CBC's energy efficiency and green building standards as outlined below.

Title 24, Part 6 – Energy Efficiency Standards

The California Code of Regulations, Title 24, Part 6 is the California Energy Efficiency Standards for Residential and Nonresidential Buildings (also known as the California Energy Code). This code, originally enacted in 1978, establishes energy efficiency standards for residential and non-residential buildings in order to reduce California's energy consumption. The Energy Code is updated periodically to incorporate and consider new energy-efficient technologies and methodologies as they become available, and incentives in the form of rebates and tax breaks are provided on a sliding scale for buildings achieving energy efficiency above the minimum standards.

The current version of the Energy Code, known as 2016 Title 24, or the 2016 Energy Code, became effective January 1, 2017. The 2016 Energy Code provides mandatory energy-efficiency measures as well as voluntary tiers for increased energy efficiency. The California Energy Commission (CEC), in conjunction with the California Public Utilities Commission, has adopted a goal that all new residential and commercial construction achieve zero net energy by 2020 and 2030, respectively. It is expected that achievement of the zero net energy goal will occur via revisions to the Title 24 standards.

New construction and major renovations must demonstrate their compliance with the current Energy Code through submission and approval of a Title 24 Compliance Report to the local building permit review authority and the CEC. The compliance reports must demonstrate a building's energy performance through use of CEC approved energy performance software that shows iterative increases in energy efficiency given the selection of various heating, ventilation, and air conditioning; sealing; glazing; insulation; and other components related to the building envelope.

Title 24, Part 11 – California Green Building Standards

The California Green Building Standards Code, referred to as CALGreen, was added to Title 24 as Part 11 first in 2009 as a voluntary code, which then became mandatory effective January 1, 2011 (as part of the 2010 CBC). The 2016 CALGreen institutes mandatory minimum environmental performance standards for all ground-up new construction of non-residential and residential structures. Local jurisdictions must enforce the minimum mandatory Green Building Standards and may adopt additional amendments for stricter requirements.

The mandatory standards require:

- Outdoor water use requirements as outlined in Model Water Efficient Landscape Ordinance emergency standards;
- 20 percent mandatory reduction in indoor water use relative to specified baseline levels;
- 65 percent construction/demolition waste diverted from landfills;
- Infrastructure requirements for electric vehicle charging stations;
- Mandatory inspections of energy systems to ensure optimal working efficiency; and
- Requirements for low-pollutant emitting exterior and interior finish materials such as paints, carpets, vinyl flooring, and particleboards.

Similar to the reporting procedure for demonstrating Energy Code compliance in new buildings and major renovations, compliance with the CALGreen water reduction requirements must be demonstrated through completion of water use reporting forms for new low-rise residential and non-residential buildings. The water use compliance form must demonstrate a 20 percent reduction in indoor water use by either showing a 20 percent reduction in the overall baseline water use as identified in CALGreen or a reduced per-plumbing-fixture water use rate.

3.2.3 Local

3.2.3.1 Climate Action Plan

On June 6, 2016, the City adopted a CAP which sets targets for reducing GHG emissions by 2020 and 2035 (City of Del Mar 2016). The CAP identifies strategies to meet the targets, formulates a plan for implementation, and discusses ways the City needs to adapt to the effects of climate change already occurring or anticipated to occur, such as sea level rise and water supply shortages. The CAP aims to reduce GHG emissions from baseline 2012 values by 15 percent by 2020, and 50 percent by 2035. The CAP also includes a renewable energy goal of 50 percent by 2020, and 100 percent by 2035.

3.2.3.3 Del Mar Solar Energy Ordinance

Chapter 23.20 of the DMMC comprises the Del Mar Solar Energy Ordinance. The purpose of this ordinance is to decrease the City's dependence on non-renewable energy sources through encouraging solar energy systems for the heating and cooling of new building spaces such as future projects implemented pursuant to the proposed program. As stated in the ordinance "it is intended that the energy requirements from conventional sources for space heating [cooling, and ventilating] shall be reduced by sixty percent or more for each structure falling within purview of this Chapter." Essentially all conventional heating, ventilation, and air conditioning (HVAC) system needs are to be provided with an active, passive, or hybrid solar system as follows:

Space Heating: "All new structures proposed or required to be heated shall to be provided with an active, passive, or hybrid solar space heating system. The solar space heating system shall be considered acceptable if it is designed to minimize the use of conventional energy sources consistent with the stated intent of this Chapter. The City Council may, from time to time, adopt by resolution, solar space heating guidelines intended to assist in the implementation of this Section. Required solar space heating systems shall at minimum meet or exceed said guidelines adopted by the City Council, or shall consist of an alternative design, in which, in the opinion of the City, is sufficient to meet or exceed the stated intent of this Chapter" (DMMC 23.20.040).

Space Cooling: "The installation of conventional air refrigeration systems will be discouraged in all structures. Permits for conventional air refrigeration systems when proposed, shall be at the discretion of the Design Review Board, or City Council on appeal. This section shall not apply to rooms where air refrigerants are necessary, such as medical treatment rooms, treatment rooms or rooms designed for the storage, maintenance, or processing of temperature sensitive materials or equipment" (DMMC 23.20.040).

4.0 Significance Criteria and Analysis Methodologies

4.1 Determining Significance

The California Environmental Quality Act (CEQA) Guidelines, Appendix G Environmental Checklist, includes the following two questions regarding assessment of GHG emissions:

- 1) Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?
- 2) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of GHGs?

As stated in the CEQA Guidelines, these questions are "intended to encourage thoughtful assessment of impacts and do not necessarily represent thresholds of significance" (Title 14, Division 6, Chapter 3 Guidelines for Implementation of the CEQA, Appendix G, VII

Greenhouse Gas Emissions). The CEQA Guidelines do, however, require lead agencies to ultimately adopt GHG thresholds of significance. When adopting these thresholds, a lead agency would be allowed to consider (1) thresholds of significance adopted or recommended by other public agencies, (2) thresholds recommended by experts, provided that the thresholds are supported by substantial evidence, and/or (3) develop their own significance threshold.

The City has not yet adopted a GHG threshold of significance for general use as part of its environmental review process. However, the City has been using a threshold analysis based on guidance from the California Air Pollution Control Officers Association (CAPCOA) report CEQA & Climate Change, dated January 2008 (CAPCOA 2008; Guidance Document). The Guidance Document introduces the concept of establishing thresholds based on GHG emission market capture rates. Following this approach, a lead agency defines an acceptable market capture rate and identifies the corresponding emissions level.

State GHG emissions reduction targets proposed and/or codified by EO S-3-05, AB 32, EO B-30-15, and SB 32 include achieving 1990 emission levels by 2020; 40 percent below 1990 levels by 2030; and 80 percent below 1990 levels by 2050. The most ambitious reduction target, 80 percent below 1990 levels, corresponds to a 90 percent reduction in statewide BAU emissions. Relying on the concept used in the Guidance Document, the City conservatively uses a net screening project-level threshold of 900 MT CO₂E annually when evaluating the significance of a project's GHG impacts. To summarize, following rationale presented in the Guidance Document, the City threshold is the aggregate emissions from all projects with individual annual emissions that are equal to or less than 900 MT CO₂E would not impede achievement of the state GHG emissions reduction targets codified by AB 32 (2006) and SB 32 (2016), and impacts under CEQA would, therefore, be less than cumulatively considerable.

The program does not include any physical development or construction component. Rather, the program would allow for individual lots to redevelop with a residential component. For the purposes of this analysis, GHG emissions associated with future development that could occur under the proposed amendments were calculated and compared to the GHG emissions associated with existing on-the-ground development to determine the net change in GHG emissions that could occur from the program.

4.2 Calculation Methodology

To evaluate the program's net GHG emissions, emissions were calculated using CalEEMod version 2016.3.2 released in October 2017 by CAPCOA (CAPCOA 2017). CalEEMod was developed with the participation of several state air districts, including the San Diego Air Pollution Control District. CalEEMod can be used to calculate emissions from construction (off-road vehicles), mobile (on-road vehicles), energy (electricity and natural gas), area (landscape maintenance equipment), water and wastewater, and solid waste sources. GHG emissions are estimated in terms of total MT CO₂E.

The analysis methodology and input data are described in the following sections. Where project-specific data was not available, model inputs were based on information provided in the CalEEMod User's Guide (CAPCOA 2017).

For comparative purposes, GHG emissions were calculated for the existing on-the-ground development, the existing zoning, and the proposed zoning. Table 5 summarizes the land uses for each analyzed scenario. The CalEEMod output files for year 2035 emissions associated with the existing on-the-ground development, buildout of the existing zoning, and buildout of proposed zoning are contained in Attachments 2 through 4, respectively.

Table 5 Modeled Land Uses		
Land Use	Amount (square feet or dwelling units for residential)	Daily Trips
Existing On-the-Ground Development		
Specialty Commercial	8,687	348
Commercial Office	107,625	2,153
Restaurant	4,378	700
Auto Repair	3,310	66
Storage	1,000	2
Medical Office	7,085	354
Government (Civic Center)	11,894	357
Library*	4,795	240
Post Office*	7,000	630
Other City Properties (including water tanks)	N/A	
Total Trips		4,850
Existing Zoning		
Commercial Retail (Strip Mall)	147,554	5,902
Commercial Office	33,814	676
Public Facilities (Civic Center)	23,689	711
Total Trips		7,289
Proposed Zoning – All Residential		
Residential (6-20 du/acre)	345	2,760
Total Trips		2,760
SOURCE: LLG 2019.		
*The library and post office were modeled as general commercial office uses in CalEEMod.		

4.2.1 Construction Emissions

Construction activities emit GHGs primarily through combustion of fuels (mostly diesel) in the engines of off-road construction equipment and through combustion of diesel and gasoline in on-road construction vehicles and the commute vehicles of the construction workers. Smaller amounts of GHGs are also emitted through the energy use embodied in water use for fugitive dust control.

Every phase of the construction process, including demolition, grading, paving, and building, emits GHGs in volumes directly related to the quantity and type of construction equipment used. GHG emissions associated with each phase of future project construction are calculated by multiplying the total fuel consumed by the construction equipment and worker trips by applicable emission factors. The number and pieces of construction equipment are calculated based on the project-specific design. In the absence of project-specific construction

information, equipment for all phases of construction is estimated based on the size of the land use.

No specific construction activity is proposed as a part of the program. Rather, the program would allow for individual lots to redevelop with a residential component. Individual construction activities would occur on a project-by-project basis and would be relatively small scale. However, to determine worst-case cumulative GHG impacts, construction emissions were modeled assuming all existing development and water tanks on the affected lots would be demolished, and construction of all the land uses summarized in Table 5 would be constructed all at one time. Construction emissions were modeled with demolition activities beginning in January 2020. This is conservative, as continued implementation of regulations for off-road equipment, the primary construction emission source, would reduce emissions from these sources over time. Based on guidance from the South Coast Air Quality Management District (SCAQMD), total construction GHG emissions resulting from a project should be amortized over 30 years and added to operational GHG emissions to account for their contribution to GHG emissions over the lifetime of a project (SCAQMD 2009).

4.2.2 Mobile Emissions

GHG emissions from vehicles come from the combustion of fossil fuels in vehicle engines. The vehicle emissions are calculated based on the vehicle type and the trip rate for each land use. The vehicle emission factors and fleet mix used in CalEEMod are derived from CARB's 2014 Emission Factors model.

Mobile source operational emissions are based on the trip rate, trip length for each land use type and size. The total trip generation associated with the existing on-the-ground land uses, the existing zoning, and the proposed zoning are summarized in Table 5. Based on regional data compiled by CARB as part of the emission factor model, the average regional trip length for all trips in San Diego County in 2019 is 5.64 miles (CARB 2014). This distance is multiplied by the total trip generation of the project to determine total project annual vehicle miles traveled. Default vehicle emission factors were used.

4.2.3 Energy Use Emissions

GHGs are emitted as a result of activities in buildings for which electricity and natural gas are used as energy sources. GHGs are emitted during the generation of electricity from fossil fuels off-site in power plants. These emissions are considered indirect but are calculated in association with a building's operation. Electric power generation accounts for the second largest sector contributing to both inventoried and projected statewide GHG emissions. Combustion of fossil fuel emits criteria pollutants and GHGs directly into the atmosphere. When this occurs in a building, this is considered a direct emissions source associated with that building. CalEEMod estimates emissions from the direct combustion of natural gas for space and water heating.

CalEEMod estimates GHG emissions from energy use by multiplying average rates of residential and non-residential energy consumption by the quantities of residential units and non-residential square footage entered in the land use module to obtain total projected energy use. This value is then multiplied by electricity and natural gas GHG emission factors applicable to the project location and utility provider.

Energy consumption values are based on the CEC sponsored California Commercial End Use Survey and Residential Appliance Saturation Survey studies, which identify energy use by building type and climate zone. Because these studies are based on older buildings, adjustments have been made in CalEEMod to account for changes to Title 24 Building Codes. CalEEMod 2016.3.2 is based on the 2016 Title 24 energy code (Part 6 of the Building Code). These 2016 Title 24 energy consumption values were used to calculate energy emissions associated with buildout of the existing zoning and the proposed zoning. Historic energy consumption values were used to calculate energy emissions associated with on-the-ground development.

The program area would be served by San Diego Gas & Electric (SDG&E). Therefore, SDG&E's specific energy-intensity factors (i.e., the amount of CO₂, CH₄, and NO_x per kilowatt-hour) are used in the calculations of GHG emissions. As discussed, the state mandate for renewable energy is 33 percent by 2020 and 50 percent by 2030, and based on the most recent annual report, SDG&E has already procured 43.2 percent (California Public Utilities Commission [CPUC] 2017). However, the energy-intensity factors included in CalEEMod by default only represent a 10.2 percent procurement of renewable energy (SDG&E 2011). To account for the continuing effects of RPS, the energy-intensity factors included in CalEEMod were adjusted to reflect the required 2030 procurement of 50 percent renewable energy. SDG&E energy intensity factors are shown in Table 6.

Table 6 San Diego Gas & Electric Intensity Factors			
GHG	2009 (lbs/MWh)	2019 (lbs/MWh)	2030 (lbs/MWh)
Carbon Dioxide (CO ₂)	720.49	455.72	401.16
Methane (CH ₄)	0.029	0.018	0.016
Nitrous Oxide (N ₂ O)	0.006	0.004	0.003
SOURCE: CPUC 2017; SDG&E 2011. lbs = pound; MWh = megawatt hour			

4.2.4 Area Source Emissions

Area sources include GHG emissions that would occur from the use of landscaping equipment. The use of landscape equipment emits GHGs associated with the equipment's fuel combustion. The landscaping equipment emission values were derived from the 2011 In-Use Off-Road Equipment Inventory Model (CARB 2011).

4.2.5 Water and Wastewater Emissions

The amount of water used and wastewater generated by a project has indirect GHG emissions associated with it. These emissions are a result of the energy used to supply,

distribute, and treat the water and wastewater. In addition to the indirect GHG emissions associated with energy use, wastewater treatment can directly emit both CH₄ and N₂O.

The indoor and outdoor water use consumption data for each land use subtype comes from the Pacific Institute's Waste Not, Want Not: The Potential for Urban Water Conservation in California 2003 (as cited in CAPCOA 2017). Based on that report, a percentage of total water consumption was dedicated to landscape irrigation, which is used to determine outdoor water use. Wastewater generation was similarly based on a reported percentage of total indoor water use (CAPCOA 2017).

Future development would be subject to CalGreen, which requires a 20 percent increase in indoor water use efficiency. Thus, in order to demonstrate compliance with CalGreen, a 20 percent reduction in indoor water use was included in the water consumption calculations for buildout of the existing and proposed zoning. Default water consumption values were used to calculate GHG emissions for existing on-the-ground development.

In addition to water reductions under CalGreen, the GHG emissions from the energy used to transport the water are affected by RPS. As discussed previously, to account for the effects of RPS through 2030, the energy-intensity factors included in CalEEMod were adjusted to reflect 50 percent renewable energy (see Table 6).

4.2.6 Solid Waste Emissions

The disposal of solid waste produces GHG emissions from anaerobic decomposition in landfills, incineration, and transportation of waste. To calculate the GHG emissions generated by disposing of solid waste for the project, the total volume of solid waste was calculated using waste disposal rates identified by California Department of Resources Recycling and Recovery (CalRecycle). The methods for quantifying GHG emissions from solid waste are based on the Intergovernmental Panel on Climate Change method, using the degradable organic content of waste. GHG emissions associated with future project's waste disposal were calculated using these parameters. According to a CalRecycle report to the Legislature, as of 2013 California has achieved a statewide 50 percent diversion of solid waste from landfills through "reduce/recycle/compost" programs (CalRecycle 2015). However, AB 341 mandates that 75 percent of the solid waste generated be reduced, recycled, or composted by 2020. Therefore, to account for the continuing actions of recycling requirements under state law (i.e., AB 341), a 25 percent solid waste diversion rate was included in the model.

5.0 GHG Emission Calculations

Based on the methodology summarized in Section 4.2, the primary sources of direct and indirect GHG emissions have been calculated. Table 7 summarizes the estimated emissions. The complete model outputs are included in Attachments 2 through 4.

Table 7
Year 2035 Annual GHG Emissions Estimates
(MT CO₂E)

Emission Source	Existing On-The-Ground Development	Existing Zoning		Proposed Zoning ¹	
		Total Emissions	Net Change Over On-The-Ground Development	Total Emissions	Net Change Over On-The-Ground Development
Vehicles	2,188	2,738	550	1,548	-640
Energy use	682	559	-122	390	-292
Area sources	<1	<1	<1	4	4
Water use	132	92	-40	96	-36
Solid waste disposal	125	162	37	80	-45
Construction (Amortized over 30 years)	--	19	19	25	25
TOTAL	3,126	3,570	444	2,143	-983
NOTE: Totals may vary due to rounding.					
¹ Proposed Zoning: Assumes all parcels within the program area would redevelop with residential uses replacing existing uses.					

As shown in Table 7, future projects constructed pursuant to the proposed program would result in a total of 2,143 MT CO₂E annually, which is a net decrease of -983 MT CO₂E over future GHG emissions associated with on-the-ground development. Additionally, 2,143 MT CO₂E represents a 48 percent decrease over existing 2019 emissions, a 31 percent decrease over year 2035 GHG emissions associated with on-the-ground development, and a 40 percent decrease over year 2035 GHG emissions associated with buildout of the existing zoning.

6.0 GHG Impact Analysis

Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

As shown in Table 7, the program would result in an overall decrease in GHG emissions generated within the City. Because the program would not result in an increase in GHG emissions, the program would not generate GHG emissions that may have a significant impact on the environment, GHG impacts would be less than significant.

Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of GHGs?

a. City of Del Mar Climate Action Plan

As discussed, the City's CAP identifies strategies to meet the targets, formulates a plan for implementation, and discusses ways the City needs to adapt to the effects of climate change already occurring or anticipated to occur, such as sea level rise and water supply shortages. The CAP's strategies are categorized into the following key focus areas: energy and buildings, water and waste, transportation, and urban tree planting. Many of the measures included in the CAP are intended for the City to implement. The CAP's measures generally do not align with project-specific GHG reductions, but rather community-wide or City

actions. A summary of the City's goals and a discussion of how these are supported by the program are provided below. As discussed in Section 4.5.2.2(a), the City's CAP is not a "qualified CAP" as it has not gone through CEQA review; therefore, the program's consistency is provided for informational purposes only.

Energy and Buildings

The CAP contains the following goals related to energy and buildings:

- E1—Efficiency and Renewables Education: Develop and implement targeted educational and marketing strategies to encourage and build awareness of efficiency and renewable energy programs, products, and practices.
- E2—Energy Benchmarking: Promote tools like ENERGY STAR Portfolio Manager for residential and commercial property owners to build awareness of their energy use, GHG footprint, and options for improving efficiency.
- E3—Streamlining Approvals: Facilitate the permit process and/or adopt progressive fee schedules for projects that meet a minimum standard for incorporating efficiency or renewable energy components—going beyond state requirements for solar streamlining.
- E4—Financing Tools for Efficiency and Renewables: Support implementation of Property Assessed Clean Energy (PACE) programs in Del Mar and continue to assess other efficiency and renewables financing tools for possible use in the community.
- E5—Community Choice Aggregation (CCA): Support the creation of and join a regional CCA providing 100 percent renewable energy by 2035.
- E6—Municipal Renewable Energy: Increase the City's use of renewable energy.

City strategies to implement these goals include coordinating with SDG&E to provide educational and marketing tools and benchmarking programs, facilitating permitting processing for solar projects, exploring installation of solar on City facilities, and advocating pursuit of a regional CCA. These City strategies are not directly applicable to the program; however, future development would comply with current Energy Code and CALGreen standards, which require energy-efficient measures including increased lighting efficiency and the installation of Energy Star appliances. The program would allow for the construction of additional residential uses. While the analysis above assumes buildout of the parcels within the program areas at their full development potential as residential uses, the specific buildout is not known at this level of review. However, prior to the issuance of building permits, all future projects must demonstrate compliance with the current Energy Code through submission and approval of a Title 24 Compliance Report to the local building permit review authority and the CEC. Additionally, future development would be required to implement the Del Mar Solar Energy Ordinance (see Section 3.2.3.3) requiring all conventional HVAC systems to be provided with an active, passive, or hybrid solar system.

Water and Waste

The CAP contains the following goals related to water and waste:

- W1—Water Waste Enforcement: Complement educational strategies with increased enforcement against water waste.
- W2—Update Landscape Water Conservation Ordinance.
- W3—Finance Tools for Efficiency: Support implementation of PACE programs in Del Mar and continue to assess other efficiency financing tools for possible use in the community.
- W4—Implement Pool Cover Program.
- W5—Develop a Zero Waste Plan: Increase waste reduction through reuse, recycling, composting, and other technologies until the goal of zero waste is achieved.
- W6—Sponsor Zero Waste Events: Require zero waste at all city-sponsored events by 2017.
- W7—Construction & Demolition Recycling Standards: Reduce construction waste consigned to the landfills.
- W8—Organics Diversion Program: Divert organic waste from landfills.
- W9—Methane Capture for Landfills: Encourage increased methane capture for landfills serving Del Mar.
- W10—Methane Capture for Wastewater Treatment Plants: Encourage increased methane capture for wastewater treatment plants serving Del Mar.

City strategies to implement these goals include implementation of a Water and Energy Conservation Ordinance, implementation of PACE programs, developing public education programs, promoting water efficiency rebate programs, and adopting City policies to reduce waste, among other strategies. Future development would include measures to reduce water consumption. As required by CALGreen, future development projects would reduce indoor water consumption by 20 percent and would implement outdoor water use reduction measures outlined in the Model Water Efficient Landscape Ordinance. Future development would also include measures to reduce solid waste. During construction, projects would divert 65 percent of construction waste per CALGreen requirements. Once operational, the future development would implement a recycling program as required by the Del Mar Municipal Code and Assembly Bill 341 to reduce, recycle, or compost 75 percent of the solid waste generated.

Transportation

The CAP contains the following goals related to transportation:

- T1—Improve Transit Service: Ensure reliable, comfortable, and safe transit options for Del Mar residents, employees, and visitors.

- T2—Improve Transit Efficiency: Provide enhanced bus service in Del Mar by 2020.
- T3—Retrofit Major Corridors to be “Complete Streets”: Consider every transportation mode and user when designing streets, and incorporate multimodal design principles in all projects.
- T4—Expand Alternative Fuel Infrastructure: Advocate and collaborate with neighboring jurisdictions for the installation of at least one fueling station for all major alternative fuels within five miles of Del Mar by 2020.
- T5—Preferential Parking for Clean Vehicles: Set aside convenient parking spaces for high efficiency and clean vehicles, including motorcycles and scooters.
- T6—Install Roundabouts
- T7—Support Regional Transportation Demand Management.

There are a number of City strategies to implement these goals including coordinating with SANDAG and the San Diego Metropolitan Transit System to increase mass transit ridership, exploring adoption of a “Complete Streets” policy and bicycle strategy, exploring development of a pedestrian master plan, promoting the use of electric and alternative fuel vehicles, and constructing roundabouts, among other strategies. Through the City’s design review process, it would be ensured that future projects would support the goals of reducing vehicle miles traveled in the City through pedestrian friendly design requirements. As discussed, the program would revise the zoning designations to allow for residential development within the zones currently designated for commercial/retail uses. However, in general, residential uses generate fewer trips than commercial and retail development. As a result, the program (which assumes buildout of the parcels within the program areas at their full development potential as residential uses) would result in fewer trips than those generated in the existing condition and under buildout of the existing zoning. Additionally, by allowing for additional residential development alongside commercial office and retail uses, the program would create a mixed-use, pedestrian-friendly environment. As a result, the program would support City efforts to reduce GHG emissions associated with vehicle use.

Urban Tree Planting

The CAP contains the following goal related to urban tree planting:

- Achieve 15 percent urban canopy cover by 2020 for 500 acres of land in Del Mar, increasing to 30 percent by 2035

The strategy to achieve this goal would be for the City to implement an urban tree planting program. This program would reduce GHG emissions by sequestering CO₂. Trees planted near pavement can reduce the surface temperatures of streets and parking lots, and trees planted strategically near windows or roofs of buildings can effectively reduce interior temperatures, thereby reducing energy used for cooling. No specific development is proposed as a part of the program. Although the program would amend the Del Mar Zoning Code to allow for residential development within the NC and PC zones, all other

development regulations pertaining to these zones would not change. Future development within the program area would be required to comply with all existing landscape regulations as well as undergo review by the Design Review Board. As a result, the program would not conflict with implementation of the urban tree planting goal.

b. Assembly Bill 32

As discussed in Section 4.1, the City has conservatively utilized the CAPCOA report CEQA & Climate Change (CAPCOA 2008) for significance criteria for evaluating individual projects. The 900 MT CO₂E criterion used to determine significance under CEQA was designed to set the emission threshold appropriate to exclude small development projects that would contribute a relatively small fraction of the cumulative statewide GHG emissions. These smaller projects were determined to not conflict with the AB 32 mandate for reducing GHG emission (CAPCOA 2008). As shown in Table 7, the program would result in an overall decrease in GHG emissions generated within the City. As the program would generate net emissions below the 900 MT CO₂E screening level, it would not conflict with the AB 32 mandate for reducing GHG emissions.

GHG emissions associated with future development would continue to decline through at least 2050 due to regulatory requirements that would increase the amount of renewable energy sources thereby decreasing GHG emissions associated with energy use. Given the reasonably anticipated decline in emissions, due to existing regulatory programs, GHG emissions would continue to decline in line with the GHG reductions needed to achieve the GHG emissions reduction goals.

7.0 Conclusions

The program does not include any physical development or construction component. Rather, the program would allow for individual lots to redevelop with a residential component. GHG emissions would result from construction and operation of future development associated with the amendments. Construction activities emit GHGs primarily through the combustion of fuels in on- and off-road equipment and vehicles. Operational emissions include mobile, energy (electricity and natural gas), area (landscape maintenance equipment), water and wastewater, and solid waste sources. For comparative purposes, GHG emissions were calculated for the existing on-the-ground development, the existing zoning, and the proposed zoning. As calculated in this analysis (assuming buildout of the parcels within the program areas at their full development potential as residential uses), the future projects constructed pursuant to the proposed program would result in a total of 2,143 MT CO₂E annually, which is a net decrease of -983 MT CO₂E over future GHG emissions associated with on-the-ground development.. Because the program would not result in an increase in GHG emissions, the program would not generate GHG emissions that may have a significant impact on the environment, and GHG impacts would be less than significant. The program would be consistent with the goals and strategies of the City's CAP. Additionally, as the program would generate net emissions below the 900 MT CO₂E screening level, it would not conflict with the AB 32 mandate for reducing

GHG emissions. Thus, GHG impacts associated with the program would be less than significant.

8.0 References Cited

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ATTACHMENTS

ATTACHMENT 1

CalEEMod Output – Year 2019 Emissions – Existing On-the-Ground Development

9348 Del Mar Zoning Amendment - Existing On The Ground - San Diego County APCD Air District, Annual

9348 Del Mar Zoning Amendment - Existing On The Ground
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
Strip Mall	8.69	1000sqft	0.84	8,687.00	0
General Office Building	107.63	1000sqft	6.84	107,630.00	0
High Turnover (Sit Down Restaurant)	4.38	1000sqft	0.27	4,378.00	0
Automobile Care Center	3.31	1000sqft	0.20	3,310.00	0
Unrefrigerated Warehouse-No Rail	1.00	1000sqft	0.06	1,000.00	0
Medical Office Building	7.08	1000sqft	0.30	7,085.00	0
Government (Civic Center)	11.89	1000sqft	1.57	11,894.00	0
General Office Building	11.80	1000sqft	1.07	11,795.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	40
Climate Zone	13			Operational Year	2019
Utility Company	San Diego Gas & Electric				
CO2 Intensity (lb/MW hr)	455.72	CH4 Intensity (lb/MW hr)	0.018	N2O Intensity (lb/MW hr)	0.004

1.3 User Entered Comments & Non-Default Data

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Project Characteristics - Energy intensity factors updated based on SDG&E renewable procurement
(455.72, 0.018, 0.004)

Land Use - 11.15 developed acres

Library and Post Office modeled as General Office Building

Construction Phase - Existing development - no construction

Vehicle Trips - 5.64 mile trip length based on EMFAC2014 data for San Diego 2019

Area Coating - SDAPCD Rule 67.0.1

Energy Use - Historical data used for existing on the ground development

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	150
tblAreaCoating	Area_EF_Nonresidential_Interior	250	100
tblLandUse	LandUseSquareFeet	8,690.00	8,687.00
tblLandUse	LandUseSquareFeet	4,380.00	4,378.00
tblLandUse	LandUseSquareFeet	7,080.00	7,085.00
tblLandUse	LandUseSquareFeet	11,890.00	11,894.00
tblLandUse	LandUseSquareFeet	11,800.00	11,795.00
tblLandUse	LotAcreage	0.20	0.84
tblLandUse	LotAcreage	2.47	6.84
tblLandUse	LotAcreage	0.10	0.27
tblLandUse	LotAcreage	0.08	0.20
tblLandUse	LotAcreage	0.02	0.06
tblLandUse	LotAcreage	0.16	0.30
tblLandUse	LotAcreage	0.27	1.57
tblLandUse	LotAcreage	0.27	1.07
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.018
tblProjectCharacteristics	CO2IntensityFactor	720.49	455.72

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tblProjectCharacteristics	N2OIntensityFactor	0.006	0.004
tblVehicleTrips	CC_TL	7.30	5.64
tblVehicleTrips	CC_TL	7.30	5.64
tblVehicleTrips	CC_TL	7.30	5.64
tblVehicleTrips	CC_TL	7.30	5.64
tblVehicleTrips	CC_TL	7.30	5.64
tblVehicleTrips	CC_TL	7.30	5.64
tblVehicleTrips	CC_TL	7.30	5.64
tblVehicleTrips	CNW_TL	7.30	5.64
tblVehicleTrips	CNW_TL	7.30	5.64
tblVehicleTrips	CNW_TL	7.30	5.64
tblVehicleTrips	CNW_TL	7.30	5.64
tblVehicleTrips	CNW_TL	7.30	5.64
tblVehicleTrips	CNW_TL	7.30	5.64
tblVehicleTrips	CNW_TL	7.30	5.64
tblVehicleTrips	CW_TL	9.50	5.64
tblVehicleTrips	CW_TL	9.50	5.64
tblVehicleTrips	CW_TL	9.50	5.64
tblVehicleTrips	CW_TL	9.50	5.64
tblVehicleTrips	CW_TL	9.50	5.64
tblVehicleTrips	CW_TL	9.50	5.64
tblVehicleTrips	CW_TL	9.50	5.64
tblVehicleTrips	ST_TR	23.72	20.00
tblVehicleTrips	ST_TR	2.46	25.31
tblVehicleTrips	ST_TR	158.37	160.00
tblVehicleTrips	ST_TR	8.96	50.00
tblVehicleTrips	ST_TR	42.04	40.00

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tblVehicleTrips	ST_TR	1.68	2.00
tblVehicleTrips	SU_TR	11.88	20.00
tblVehicleTrips	SU_TR	1.05	25.31
tblVehicleTrips	SU_TR	131.84	160.00
tblVehicleTrips	SU_TR	1.55	50.00
tblVehicleTrips	SU_TR	20.43	40.00
tblVehicleTrips	SU_TR	1.68	2.00
tblVehicleTrips	WD_TR	23.72	20.00
tblVehicleTrips	WD_TR	11.03	25.31
tblVehicleTrips	WD_TR	27.92	30.00
tblVehicleTrips	WD_TR	127.15	160.00
tblVehicleTrips	WD_TR	36.13	50.00
tblVehicleTrips	WD_TR	44.32	40.00
tblVehicleTrips	WD_TR	1.68	2.00

2.0 Emissions Summary

9348 Del Mar Zoning Amendment - Existing On The Ground - San Diego County APCD Air District, Annual

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					
2019	0.2855	2.8258	1.9786	3.7700e-003	0.2580	0.1420	0.4000	0.1138	0.1324	0.2462	0.0000	337.4356	337.4356	0.0787	0.0000	339.4040
2020	2.0431	2.2085	1.9171	3.7700e-003	0.0548	0.1130	0.1678	0.0149	0.1062	0.1211	0.0000	333.9348	333.9348	0.0646	0.0000	335.5486
Maximum	2.0431	2.8258	1.9786	3.7700e-003	0.2580	0.1420	0.4000	0.1138	0.1324	0.2462	0.0000	337.4356	337.4356	0.0787	0.0000	339.4040

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					
2019	0.2855	2.8258	1.9786	3.7700e-003	0.2580	0.1420	0.4000	0.1138	0.1324	0.2462	0.0000	337.4353	337.4353	0.0787	0.0000	339.4037
2020	2.0431	2.2085	1.9171	3.7700e-003	0.0548	0.1130	0.1678	0.0149	0.1062	0.1211	0.0000	333.9345	333.9345	0.0646	0.0000	335.5483
Maximum	2.0431	2.8258	1.9786	3.7700e-003	0.2580	0.1420	0.4000	0.1138	0.1324	0.2462	0.0000	337.4353	337.4353	0.0787	0.0000	339.4037

[illegible]

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Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	4-30-2019	7-29-2019	1.6028	1.6028
2	7-30-2019	10-29-2019	0.8915	0.8915
3	10-30-2019	1-29-2020	0.8669	0.8669
4	1-30-2020	4-29-2020	0.8018	0.8018
5	4-30-2020	7-29-2020	0.8009	0.8009
6	7-30-2020	9-30-2020	0.5023	0.5023
		Highest	1.6028	1.6028

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	0.6898	1.0000e-005	1.4500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.7800e-003	2.7800e-003	1.0000e-005	0.0000	2.9700e-003
Energy	0.0221	0.2009	0.1688	1.2100e-003		0.0153	0.0153		0.0153	0.0153	0.0000	741.3851	741.3851	0.0248	8.6000e-003	744.5680
Mobile	1.3472	5.2308	12.8458	0.0340	2.6148	0.0399	2.6547	0.7004	0.0375	0.7379	0.0000	3,129.1226	3,129.1226	0.2002	0.0000	3,134.1268
Waste						0.0000	0.0000		0.0000	0.0000	67.0114	0.0000	67.0114	3.9603	0.0000	166.0179
Water						0.0000	0.0000		0.0000	0.0000	8.5636	107.7848	116.3485	0.8838	0.0217	144.9150
Total	2.0591	5.4317	13.0160	0.0352	2.6148	0.0552	2.6700	0.7004	0.0528	0.7532	75.5750	3,978.2953	4,053.8704	5.0691	0.0303	4,189.6306

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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	0.6898	1.0000e-005	1.4500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.7800e-003	2.7800e-003	1.0000e-005	0.0000	2.9700e-003
Energy	0.0221	0.2009	0.1688	1.2100e-003		0.0153	0.0153		0.0153	0.0153	0.0000	741.3851	741.3851	0.0248	8.6000e-003	744.5680
Mobile	1.3472	5.2308	12.8458	0.0340	2.6148	0.0399	2.6547	0.7004	0.0375	0.7379	0.0000	3,129.1226	3,129.1226	0.2002	0.0000	3,134.1268
Waste						0.0000	0.0000		0.0000	0.0000	50.2585	0.0000	50.2585	2.9702	0.0000	124.5134
Water						0.0000	0.0000		0.0000	0.0000	8.5636	107.7848	116.3485	0.8838	0.0217	144.9150
Total	2.0591	5.4317	13.0160	0.0352	2.6148	0.0552	2.6700	0.7004	0.0528	0.7532	58.8222	3,978.2953	4,037.1175	4.0790	0.0303	4,148.1262

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	22.17	0.00	0.41	19.53	0.00	0.99

3.0 Construction Detail**Construction Phase**

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Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/30/2019	5/27/2019	5	20	
2	Site Preparation	Site Preparation	5/28/2019	6/10/2019	5	10	
3	Grading	Grading	6/11/2019	7/22/2019	5	30	
4	Building Construction	Building Construction	7/23/2019	9/14/2020	5	300	
5	Paving	Paving	9/15/2020	10/12/2020	5	20	
6	Architectural Coating	Architectural Coating	10/13/2020	11/9/2020	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 75

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 233,669; Non-Residential Outdoor: 77,890; Striped Parking Area: 0
(Architectural Coating – sqft)

OffRoad Equipment

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

Trips and VMT

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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	15.00	0.00	0.00	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	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	50.00	26.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction**3.2 Demolition - 2019****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	0.0351	0.3578	0.2206	3.9000e-004		0.0180	0.0180		0.0167	0.0167	0.0000	34.6263	34.6263	9.6300e-003	0.0000	34.8672
Total	0.0351	0.3578	0.2206	3.9000e-004		0.0180	0.0180		0.0167	0.0167	0.0000	34.6263	34.6263	9.6300e-003	0.0000	34.8672

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3.2 Demolition - 2019**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	5.9000e-004	4.5000e-004	4.3900e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.1227	1.1227	4.0000e-005	0.0000	1.1237
Total	5.9000e-004	4.5000e-004	4.3900e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.1227	1.1227	4.0000e-005	0.0000	1.1237

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	0.0351	0.3578	0.2206	3.9000e-004		0.0180	0.0180		0.0167	0.0167	0.0000	34.6263	34.6263	9.6300e-003	0.0000	34.8671
Total	0.0351	0.3578	0.2206	3.9000e-004		0.0180	0.0180		0.0167	0.0167	0.0000	34.6263	34.6263	9.6300e-003	0.0000	34.8671

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3.2 Demolition - 2019**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	5.9000e-004	4.5000e-004	4.3900e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.1227	1.1227	4.0000e-005	0.0000	1.1237
Total	5.9000e-004	4.5000e-004	4.3900e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.1227	1.1227	4.0000e-005	0.0000	1.1237

3.3 Site Preparation - 2019**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					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0217	0.2279	0.1103	1.9000e-004		0.0120	0.0120		0.0110	0.0110	0.0000	17.0843	17.0843	5.4100e-003	0.0000	17.2195
Total	0.0217	0.2279	0.1103	1.9000e-004	0.0903	0.0120	0.1023	0.0497	0.0110	0.0607	0.0000	17.0843	17.0843	5.4100e-003	0.0000	17.2195

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3.3 Site Preparation - 2019**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	3.5000e-004	2.7000e-004	2.6300e-003	1.0000e-005	7.2000e-004	1.0000e-005	7.3000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.6737	0.6737	2.0000e-005	0.0000	0.6742
Total	3.5000e-004	2.7000e-004	2.6300e-003	1.0000e-005	7.2000e-004	1.0000e-005	7.3000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.6737	0.6737	2.0000e-005	0.0000	0.6742

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					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0217	0.2279	0.1103	1.9000e-004		0.0120	0.0120		0.0110	0.0110	0.0000	17.0843	17.0843	5.4100e-003	0.0000	17.2195
Total	0.0217	0.2279	0.1103	1.9000e-004	0.0903	0.0120	0.1023	0.0497	0.0110	0.0607	0.0000	17.0843	17.0843	5.4100e-003	0.0000	17.2195

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3.3 Site Preparation - 2019**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	3.5000e-004	2.7000e-004	2.6300e-003	1.0000e-005	7.2000e-004	1.0000e-005	7.3000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.6737	0.6737	2.0000e-005	0.0000	0.6742
Total	3.5000e-004	2.7000e-004	2.6300e-003	1.0000e-005	7.2000e-004	1.0000e-005	7.3000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.6737	0.6737	2.0000e-005	0.0000	0.6742

3.4 Grading - 2019**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					0.1301	0.0000	0.1301	0.0540	0.0000	0.0540	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0711	0.8178	0.5007	9.3000e-004		0.0357	0.0357		0.0329	0.0329	0.0000	83.5520	83.5520	0.0264	0.0000	84.2129
Total	0.0711	0.8178	0.5007	9.3000e-004	0.1301	0.0357	0.1658	0.0540	0.0329	0.0868	0.0000	83.5520	83.5520	0.0264	0.0000	84.2129

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3.4 Grading - 2019**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	1.1800e-003	9.1000e-004	8.7800e-003	2.0000e-005	2.4100e-003	2.0000e-005	2.4200e-003	6.4000e-004	2.0000e-005	6.6000e-004	0.0000	2.2455	2.2455	7.0000e-005	0.0000	2.2473
Total	1.1800e-003	9.1000e-004	8.7800e-003	2.0000e-005	2.4100e-003	2.0000e-005	2.4200e-003	6.4000e-004	2.0000e-005	6.6000e-004	0.0000	2.2455	2.2455	7.0000e-005	0.0000	2.2473

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					0.1301	0.0000	0.1301	0.0540	0.0000	0.0540	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0711	0.8178	0.5007	9.3000e-004		0.0357	0.0357		0.0329	0.0329	0.0000	83.5519	83.5519	0.0264	0.0000	84.2128
Total	0.0711	0.8178	0.5007	9.3000e-004	0.1301	0.0357	0.1658	0.0540	0.0329	0.0868	0.0000	83.5519	83.5519	0.0264	0.0000	84.2128

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3.4 Grading - 2019**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	1.1800e-003	9.1000e-004	8.7800e-003	2.0000e-005	2.4100e-003	2.0000e-005	2.4200e-003	6.4000e-004	2.0000e-005	6.6000e-004	0.0000	2.2455	2.2455	7.0000e-005	0.0000	2.2473
Total	1.1800e-003	9.1000e-004	8.7800e-003	2.0000e-005	2.4100e-003	2.0000e-005	2.4200e-003	6.4000e-004	2.0000e-005	6.6000e-004	0.0000	2.2455	2.2455	7.0000e-005	0.0000	2.2473

3.5 Building Construction - 2019**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	0.1370	1.2226	0.9955	1.5600e-003		0.0748	0.0748		0.0703	0.0703	0.0000	136.3604	136.3604	0.0332	0.0000	137.1909
Total	0.1370	1.2226	0.9955	1.5600e-003		0.0748	0.0748		0.0703	0.0703	0.0000	136.3604	136.3604	0.0332	0.0000	137.1909

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3.5 Building Construction - 2019**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	7.0600e-003	0.1893	0.0509	4.1000e-004	0.0100	1.3100e-003	0.0113	2.8900e-003	1.2500e-003	4.1400e-003	0.0000	40.0642	40.0642	3.2200e-003	0.0000	40.1446
Worker	0.0114	8.7700e-003	0.0849	2.4000e-004	0.0233	1.7000e-004	0.0234	6.1800e-003	1.6000e-004	6.3400e-003	0.0000	21.7064	21.7064	7.0000e-004	0.0000	21.7239
Total	0.0185	0.1981	0.1357	6.5000e-004	0.0333	1.4800e-003	0.0348	9.0700e-003	1.4100e-003	0.0105	0.0000	61.7706	61.7706	3.9200e-003	0.0000	61.8685

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	0.1370	1.2226	0.9955	1.5600e-003		0.0748	0.0748		0.0703	0.0703	0.0000	136.3603	136.3603	0.0332	0.0000	137.1907
Total	0.1370	1.2226	0.9955	1.5600e-003		0.0748	0.0748		0.0703	0.0703	0.0000	136.3603	136.3603	0.0332	0.0000	137.1907

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3.5 Building Construction - 2019**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	7.0600e-003	0.1893	0.0509	4.1000e-004	0.0100	1.3100e-003	0.0113	2.8900e-003	1.2500e-003	4.1400e-003	0.0000	40.0642	40.0642	3.2200e-003	0.0000	40.1446
Worker	0.0114	8.7700e-003	0.0849	2.4000e-004	0.0233	1.7000e-004	0.0234	6.1800e-003	1.6000e-004	6.3400e-003	0.0000	21.7064	21.7064	7.0000e-004	0.0000	21.7239
Total	0.0185	0.1981	0.1357	6.5000e-004	0.0333	1.4800e-003	0.0348	9.0700e-003	1.4100e-003	0.0105	0.0000	61.7706	61.7706	3.9200e-003	0.0000	61.8685

3.5 Building Construction - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1950	1.7651	1.5501	2.4800e-003		0.1028	0.1028		0.0966	0.0966	0.0000	213.0812	213.0812	0.0520	0.0000	214.3808
Total	0.1950	1.7651	1.5501	2.4800e-003		0.1028	0.1028		0.0966	0.0966	0.0000	213.0812	213.0812	0.0520	0.0000	214.3808

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3.5 Building Construction - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	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	9.1100e-003	0.2727	0.0724	6.5000e-004	0.0159	1.3300e-003	0.0172	4.5800e-003	1.2700e-003	5.8600e-003	0.0000	63.1157	63.1157	4.8400e-003	0.0000	63.2366
Worker	0.0170	0.0126	0.1231	3.7000e-004	0.0369	2.7000e-004	0.0372	9.8000e-003	2.4000e-004	0.0101	0.0000	33.3443	33.3443	1.0000e-003	0.0000	33.3693
Total	0.0261	0.2852	0.1955	1.0200e-003	0.0528	1.6000e-003	0.0544	0.0144	1.5100e-003	0.0159	0.0000	96.4599	96.4599	5.8400e-003	0.0000	96.6059

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	0.1950	1.7651	1.5501	2.4800e-003		0.1028	0.1028		0.0966	0.0966	0.0000	213.0809	213.0809	0.0520	0.0000	214.3805
Total	0.1950	1.7651	1.5501	2.4800e-003		0.1028	0.1028		0.0966	0.0966	0.0000	213.0809	213.0809	0.0520	0.0000	214.3805

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3.5 Building Construction - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	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	9.1100e-003	0.2727	0.0724	6.5000e-004	0.0159	1.3300e-003	0.0172	4.5800e-003	1.2700e-003	5.8600e-003	0.0000	63.1157	63.1157	4.8400e-003	0.0000	63.2366
Worker	0.0170	0.0126	0.1231	3.7000e-004	0.0369	2.7000e-004	0.0372	9.8000e-003	2.4000e-004	0.0101	0.0000	33.3443	33.3443	1.0000e-003	0.0000	33.3693
Total	0.0261	0.2852	0.1955	1.0200e-003	0.0528	1.6000e-003	0.0544	0.0144	1.5100e-003	0.0159	0.0000	96.4599	96.4599	5.8400e-003	0.0000	96.6059

3.6 Paving - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0136	0.1407	0.1465	2.3000e-004		7.5300e-003	7.5300e-003		6.9300e-003	6.9300e-003	0.0000	20.0282	20.0282	6.4800e-003	0.0000	20.1902
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0136	0.1407	0.1465	2.3000e-004		7.5300e-003	7.5300e-003		6.9300e-003	6.9300e-003	0.0000	20.0282	20.0282	6.4800e-003	0.0000	20.1902

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3.6 Paving - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	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	5.5000e-004	4.1000e-004	4.0100e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.0873	1.0873	3.0000e-005	0.0000	1.0881
Total	5.5000e-004	4.1000e-004	4.0100e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.0873	1.0873	3.0000e-005	0.0000	1.0881

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	0.0136	0.1407	0.1465	2.3000e-004		7.5300e-003	7.5300e-003		6.9300e-003	6.9300e-003	0.0000	20.0282	20.0282	6.4800e-003	0.0000	20.1901
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0136	0.1407	0.1465	2.3000e-004		7.5300e-003	7.5300e-003		6.9300e-003	6.9300e-003	0.0000	20.0282	20.0282	6.4800e-003	0.0000	20.1901

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3.6 Paving - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	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	5.5000e-004	4.1000e-004	4.0100e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.0873	1.0873	3.0000e-005	0.0000	1.0881
Total	5.5000e-004	4.1000e-004	4.0100e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.0873	1.0873	3.0000e-005	0.0000	1.0881

3.7 Architectural Coating - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.8051					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.4200e-003	0.0168	0.0183	3.0000e-005		1.1100e-003	1.1100e-003		1.1100e-003	1.1100e-003	0.0000	2.5533	2.5533	2.0000e-004	0.0000	2.5582
Total	1.8075	0.0168	0.0183	3.0000e-005		1.1100e-003	1.1100e-003		1.1100e-003	1.1100e-003	0.0000	2.5533	2.5533	2.0000e-004	0.0000	2.5582

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3.7 Architectural Coating - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	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	3.7000e-004	2.7000e-004	2.6800e-003	1.0000e-005	8.0000e-004	1.0000e-005	8.1000e-004	2.1000e-004	1.0000e-005	2.2000e-004	0.0000	0.7249	0.7249	2.0000e-005	0.0000	0.7254
Total	3.7000e-004	2.7000e-004	2.6800e-003	1.0000e-005	8.0000e-004	1.0000e-005	8.1000e-004	2.1000e-004	1.0000e-005	2.2000e-004	0.0000	0.7249	0.7249	2.0000e-005	0.0000	0.7254

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	1.8051					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.4200e-003	0.0168	0.0183	3.0000e-005		1.1100e-003	1.1100e-003		1.1100e-003	1.1100e-003	0.0000	2.5533	2.5533	2.0000e-004	0.0000	2.5582
Total	1.8075	0.0168	0.0183	3.0000e-005		1.1100e-003	1.1100e-003		1.1100e-003	1.1100e-003	0.0000	2.5533	2.5533	2.0000e-004	0.0000	2.5582

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3.7 Architectural Coating - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	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	3.7000e-004	2.7000e-004	2.6800e-003	1.0000e-005	8.0000e-004	1.0000e-005	8.1000e-004	2.1000e-004	1.0000e-005	2.2000e-004	0.0000	0.7249	0.7249	2.0000e-005	0.0000	0.7254
Total	3.7000e-004	2.7000e-004	2.6800e-003	1.0000e-005	8.0000e-004	1.0000e-005	8.1000e-004	2.1000e-004	1.0000e-005	2.2000e-004	0.0000	0.7249	0.7249	2.0000e-005	0.0000	0.7254

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.3472	5.2308	12.8458	0.0340	2.6148	0.0399	2.6547	0.7004	0.0375	0.7379	0.0000	3,129.1226	3,129.1226	0.2002	0.0000	3,134.1268
Unmitigated	1.3472	5.2308	12.8458	0.0340	2.6148	0.0399	2.6547	0.7004	0.0375	0.7379	0.0000	3,129.1226	3,129.1226	0.2002	0.0000	3,134.1268

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	66.20	66.20	66.20	46,543	46,543
General Office Building	2,724.12	2,724.12	2,724.12	4,575,835	4,575,835
General Office Building	298.66	298.66	298.66	501,671	501,671
Government (Civic Center)	356.70	0.00	0.00	307,477	307,477
High Turnover (Sit Down Restaurant)	700.80	700.80	700.80	615,229	615,229
Medical Office Building	354.00	354.00	354.00	491,843	491,843
Strip Mall	347.60	347.60	347.60	394,383	394,383
Unrefrigerated Warehouse-No Rail	2.00	2.00	2.00	3,831	3,831
Total	4,850.07	4,493.37	4,493.37	6,936,812	6,936,812

4.3 Trip Type Information

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Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	5.64	5.64	5.64	33.00	48.00	19.00	21	51	28
General Office Building	5.64	5.64	5.64	33.00	48.00	19.00	77	19	4
General Office Building	5.64	5.64	5.64	33.00	48.00	19.00	77	19	4
Government (Civic Center)	5.64	5.64	5.64	75.00	20.00	5.00	50	34	16
High Turnover (Sit Down	5.64	5.64	5.64	8.50	72.50	19.00	37	20	43
Medical Office Building	5.64	5.64	5.64	29.60	51.40	19.00	60	30	10
Strip Mall	5.64	5.64	5.64	16.60	64.40	19.00	45	40	15
Unrefrigerated Warehouse-No	5.64	5.64	5.64	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.581689	0.044135	0.186694	0.113515	0.018244	0.005600	0.015197	0.022573	0.001888	0.002088	0.006279	0.000742	0.001357
General Office Building	0.581689	0.044135	0.186694	0.113515	0.018244	0.005600	0.015197	0.022573	0.001888	0.002088	0.006279	0.000742	0.001357
Government (Civic Center)	0.581689	0.044135	0.186694	0.113515	0.018244	0.005600	0.015197	0.022573	0.001888	0.002088	0.006279	0.000742	0.001357
High Turnover (Sit Down Restaurant)	0.581689	0.044135	0.186694	0.113515	0.018244	0.005600	0.015197	0.022573	0.001888	0.002088	0.006279	0.000742	0.001357
Medical Office Building	0.581689	0.044135	0.186694	0.113515	0.018244	0.005600	0.015197	0.022573	0.001888	0.002088	0.006279	0.000742	0.001357
Strip Mall	0.581689	0.044135	0.186694	0.113515	0.018244	0.005600	0.015197	0.022573	0.001888	0.002088	0.006279	0.000742	0.001357
Unrefrigerated Warehouse-No Rail	0.581689	0.044135	0.186694	0.113515	0.018244	0.005600	0.015197	0.022573	0.001888	0.002088	0.006279	0.000742	0.001357

5.0 Energy Detail

Historical Energy Use: Y

5.1 Mitigation Measures Energy

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	522.6942	522.6942	0.0207	4.5900e-003	524.5775
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	522.6942	522.6942	0.0207	4.5900e-003	524.5775
NaturalGas Mitigated	0.0221	0.2009	0.1688	1.2100e-003		0.0153	0.0153		0.0153	0.0153	0.0000	218.6910	218.6910	4.1900e-003	4.0100e-003	219.9905
NaturalGas Unmitigated	0.0221	0.2009	0.1688	1.2100e-003		0.0153	0.0153		0.0153	0.0153	0.0000	218.6910	218.6910	4.1900e-003	4.0100e-003	219.9905

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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					
Automobile Care Center	40679.9	2.2000e-004	1.9900e-003	1.6800e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	2.1708	2.1708	4.0000e-005	4.0000e-005	2.1837
General Office Building	2.53576e+006	0.0137	0.1243	0.1044	7.5000e-004		9.4500e-003	9.4500e-003		9.4500e-003	9.4500e-003	0.0000	135.3180	135.3180	2.5900e-003	2.4800e-003	136.1221
General Office Building	277890	1.5000e-003	0.0136	0.0114	8.0000e-005		1.0400e-003	1.0400e-003		1.0400e-003	1.0400e-003	0.0000	14.8293	14.8293	2.8000e-004	2.7000e-004	14.9174
Government (Civic Center)	280223	1.5100e-003	0.0137	0.0115	8.0000e-005		1.0400e-003	1.0400e-003		1.0400e-003	1.0400e-003	0.0000	14.9538	14.9538	2.9000e-004	2.7000e-004	15.0426
High Turnover (Sit Down Restaurant)	773680	4.1700e-003	0.0379	0.0319	2.3000e-004		2.8800e-003	2.8800e-003		2.8800e-003	2.8800e-003	0.0000	41.2865	41.2865	7.9000e-004	7.6000e-004	41.5319
Medical Office Building	166923	9.0000e-004	8.1800e-003	6.8700e-003	5.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004	0.0000	8.9076	8.9076	1.7000e-004	1.6000e-004	8.9606
Strip Mall	20935.7	1.1000e-004	1.0300e-003	8.6000e-004	1.0000e-005		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	1.1172	1.1172	2.0000e-005	2.0000e-005	1.1239
Unrefrigerated Warehouse-No Rail	2020	1.0000e-005	1.0000e-004	8.0000e-005	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	0.1078	0.1078	0.0000	0.0000	0.1084
Total		0.0221	0.2009	0.1687	1.2100e-003		0.0153	0.0153		0.0153	0.0153	0.0000	218.6910	218.6910	4.1800e-003	4.0000e-003	219.9905

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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					
Automobile Care Center	40679.9	2.2000e-004	1.9900e-003	1.6800e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	2.1708	2.1708	4.0000e-005	4.0000e-005	2.1837
General Office Building	2.53576e+006	0.0137	0.1243	0.1044	7.5000e-004		9.4500e-003	9.4500e-003		9.4500e-003	9.4500e-003	0.0000	135.3180	135.3180	2.5900e-003	2.4800e-003	136.1221
General Office Building	277890	1.5000e-003	0.0136	0.0114	8.0000e-005		1.0400e-003	1.0400e-003		1.0400e-003	1.0400e-003	0.0000	14.8293	14.8293	2.8000e-004	2.7000e-004	14.9174
Government (Civic Center)	280223	1.5100e-003	0.0137	0.0115	8.0000e-005		1.0400e-003	1.0400e-003		1.0400e-003	1.0400e-003	0.0000	14.9538	14.9538	2.9000e-004	2.7000e-004	15.0426
High Turnover (Sit Down Restaurant)	773680	4.1700e-003	0.0379	0.0319	2.3000e-004		2.8800e-003	2.8800e-003		2.8800e-003	2.8800e-003	0.0000	41.2865	41.2865	7.9000e-004	7.6000e-004	41.5319
Medical Office Building	166923	9.0000e-004	8.1800e-003	6.8700e-003	5.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004	0.0000	8.9076	8.9076	1.7000e-004	1.6000e-004	8.9606
Strip Mall	20935.7	1.1000e-004	1.0300e-003	8.6000e-004	1.0000e-005		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	1.1172	1.1172	2.0000e-005	2.0000e-005	1.1239
Unrefrigerated Warehouse-No Rail	2020	1.0000e-005	1.0000e-004	8.0000e-005	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	0.1078	0.1078	0.0000	0.0000	0.1084
Total		0.0221	0.2009	0.1687	1.2100e-003		0.0153	0.0153		0.0153	0.0153	0.0000	218.6910	218.6910	4.1800e-003	4.0000e-003	219.9905

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5.3 Energy by Land Use - Electricity**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	31047.8	6.4179	2.5000e-004	6.0000e-005	6.4411
General Office Building	1.6941e+006	350.1885	0.0138	3.0700e-003	351.4503
General Office Building	185653	38.3766	1.5200e-003	3.4000e-004	38.5149
Government (Civic Center)	187212	38.6987	1.5300e-003	3.4000e-004	38.8382
High Turnover (Sit Down Restaurant)	186284	38.5070	1.5200e-003	3.4000e-004	38.6457
Medical Office Building	111518	23.0520	9.1000e-004	2.0000e-004	23.1351
Strip Mall	128481	26.5584	1.0500e-003	2.3000e-004	26.6541
Unrefrigerated Warehouse-No Rail	4330	0.8951	4.0000e-005	1.0000e-005	0.8983
Total		522.6941	0.0207	4.5900e-003	524.5775

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5.3 Energy by Land Use - Electricity**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	31047.8	6.4179	2.5000e-004	6.0000e-005	6.4411
General Office Building	1.6941e+006	350.1885	0.0138	3.0700e-003	351.4503
General Office Building	185653	38.3766	1.5200e-003	3.4000e-004	38.5149
Government (Civic Center)	187212	38.6987	1.5300e-003	3.4000e-004	38.8382
High Turnover (Sit Down Restaurant)	186284	38.5070	1.5200e-003	3.4000e-004	38.6457
Medical Office Building	111518	23.0520	9.1000e-004	2.0000e-004	23.1351
Strip Mall	128481	26.5584	1.0500e-003	2.3000e-004	26.6541
Unrefrigerated Warehouse-No Rail	4330	0.8951	4.0000e-005	1.0000e-005	0.8983
Total		522.6941	0.0207	4.5900e-003	524.5775

6.0 Area Detail**6.1 Mitigation Measures Area**

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.6898	1.0000e-005	1.4500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.7800e-003	2.7800e-003	1.0000e-005	0.0000	2.9700e-003
Unmitigated	0.6898	1.0000e-005	1.4500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.7800e-003	2.7800e-003	1.0000e-005	0.0000	2.9700e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0812					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6084					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.4000e-004	1.0000e-005	1.4500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.7800e-003	2.7800e-003	1.0000e-005	0.0000	2.9700e-003
Total	0.6898	1.0000e-005	1.4500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.7800e-003	2.7800e-003	1.0000e-005	0.0000	2.9700e-003

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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	0.0812					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6084					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.4000e-004	1.0000e-005	1.4500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.7800e-003	2.7800e-003	1.0000e-005	0.0000	2.9700e-003
Total	0.6898	1.0000e-005	1.4500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.7800e-003	2.7800e-003	1.0000e-005	0.0000	2.9700e-003

7.0 Water Detail**7.1 Mitigation Measures Water**

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	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	116.3485	0.8838	0.0217	144.9150
Unmitigated	116.3485	0.8838	0.0217	144.9150

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7.2 Water by Land Use**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	0.311408 / 0.190863	1.3753	0.0102	2.5000e-004	1.7050
General Office Building	21.2267 / 13.0099	93.7460	0.6951	0.0171	116.2182
Government (Civic Center)	2.36206 / 1.44772	10.4318	0.0774	1.9000e-003	12.9325
High Turnover (Sit Down Restaurant)	1.32948 / 0.0848603	4.1951	0.0435	1.0600e-003	5.5965
Medical Office Building	0.888402 / 0.169219	3.0617	0.0291	7.1000e-004	3.9991
Strip Mall	0.64369 / 0.39452	2.8428	0.0211	5.2000e-004	3.5243
Unrefrigerated Warehouse-No Rail	0.23125 / 0	0.6958	7.5600e-003	1.8000e-004	0.9394
Total		116.3485	0.8838	0.0217	144.9151

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7.2 Water by Land Use**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	0.311408 / 0.190863	1.3753	0.0102	2.5000e-004	1.7050
General Office Building	21.2267 / 13.0099	93.7460	0.6951	0.0171	116.2182
Government (Civic Center)	2.36206 / 1.44772	10.4318	0.0774	1.9000e-003	12.9325
High Turnover (Sit Down Restaurant)	1.32948 / 0.0848603	4.1951	0.0435	1.0600e-003	5.5965
Medical Office Building	0.888402 / 0.169219	3.0617	0.0291	7.1000e-004	3.9991
Strip Mall	0.64369 / 0.39452	2.8428	0.0211	5.2000e-004	3.5243
Unrefrigerated Warehouse-No Rail	0.23125 / 0	0.6958	7.5600e-003	1.8000e-004	0.9394
Total		116.3485	0.8838	0.0217	144.9151

8.0 Waste Detail**8.1 Mitigation Measures Waste**

Institute Recycling and Composting Services

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Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	50.2585	2.9702	0.0000	124.5134
Unmitigated	67.0114	3.9603	0.0000	166.0179

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8.2 Waste by Land Use**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	12.64	2.5658	0.1516	0.0000	6.3567
General Office Building	111.07	22.5462	1.3324	0.0000	55.8573
Government (Civic Center)	67.77	13.7567	0.8130	0.0000	34.0816
High Turnover (Sit Down Restaurant)	52.12	10.5799	0.6253	0.0000	26.2112
Medical Office Building	76.46	15.5207	0.9173	0.0000	38.4519
Strip Mall	9.12	1.8513	0.1094	0.0000	4.5865
Unrefrigerated Warehouse-No Rail	0.94	0.1908	0.0113	0.0000	0.4727
Total		67.0114	3.9603	0.0000	166.0179

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8.2 Waste by Land Use**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	9.48	1.9244	0.1137	0.0000	4.7675
General Office Building	83.3025	16.9097	0.9993	0.0000	41.8930
Government (Civic Center)	50.8275	10.3175	0.6098	0.0000	25.5612
High Turnover (Sit Down Restaurant)	39.09	7.9349	0.4689	0.0000	19.6584
Medical Office Building	57.345	11.6405	0.6879	0.0000	28.8389
Strip Mall	6.84	1.3885	0.0821	0.0000	3.4399
Unrefrigerated Warehouse-No Rail	0.705	0.1431	8.4600e-003	0.0000	0.3546
Total		50.2585	2.9702	0.0000	124.5134

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

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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

ATTACHMENT 2

CalEEMod Output – Year 2035 Emissions – Existing On-the-Ground Development

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1.0 Project Characteristics**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Strip Mall	8.69	1000sqft	0.84	8,687.00	0
General Office Building	107.63	1000sqft	6.84	107,630.00	0
High Turnover (Sit Down Restaurant)	4.38	1000sqft	0.27	4,378.00	0
Automobile Care Center	3.31	1000sqft	0.20	3,310.00	0
Unrefrigerated Warehouse-No Rail	1.00	1000sqft	0.06	1,000.00	0
Medical Office Building	7.08	1000sqft	0.30	7,085.00	0
Government (Civic Center)	11.89	1000sqft	1.57	11,894.00	0
General Office Building	11.80	1000sqft	1.07	11,795.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	40
Climate Zone	13			Operational Year	2035
Utility Company	San Diego Gas & Electric				
CO2 Intensity (lb/MW hr)	401.16	CH4 Intensity (lb/MW hr)	0.016	N2O Intensity (lb/MW hr)	0.003

1.3 User Entered Comments & Non-Default Data

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Project Characteristics - Energy intensity factors updated based on SDG&E renewable procurement - 50% by 2030
(401.16, 0.016, 0.003)

Land Use - 11.15 developed acres

Library and Post Office modeled as General Office Building

Construction Phase - Existing development - no construction

Vehicle Trips - 5.64 mile trip length based on EMFAC2014 data for San Diego 2019

Area Coating - SDAPCD Rule 67.0.1

Energy Use - Historical data used for existing on the ground development

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	150
tblAreaCoating	Area_EF_Nonresidential_Interior	250	100
tblLandUse	LandUseSquareFeet	8,690.00	8,687.00
tblLandUse	LandUseSquareFeet	4,380.00	4,378.00
tblLandUse	LandUseSquareFeet	7,080.00	7,085.00
tblLandUse	LandUseSquareFeet	11,890.00	11,894.00
tblLandUse	LandUseSquareFeet	11,800.00	11,795.00
tblLandUse	LotAcreage	0.20	0.84
tblLandUse	LotAcreage	2.47	6.84
tblLandUse	LotAcreage	0.10	0.27
tblLandUse	LotAcreage	0.08	0.20
tblLandUse	LotAcreage	0.02	0.06
tblLandUse	LotAcreage	0.16	0.30
tblLandUse	LotAcreage	0.27	1.57
tblLandUse	LotAcreage	0.27	1.07
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.016
tblProjectCharacteristics	CO2IntensityFactor	720.49	401.16

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tblProjectCharacteristics	N2OIntensityFactor	0.006	0.003
tblVehicleTrips	CC_TL	7.30	5.64
tblVehicleTrips	CC_TL	7.30	5.64
tblVehicleTrips	CC_TL	7.30	5.64
tblVehicleTrips	CC_TL	7.30	5.64
tblVehicleTrips	CC_TL	7.30	5.64
tblVehicleTrips	CC_TL	7.30	5.64
tblVehicleTrips	CC_TL	7.30	5.64
tblVehicleTrips	CNW_TL	7.30	5.64
tblVehicleTrips	CNW_TL	7.30	5.64
tblVehicleTrips	CNW_TL	7.30	5.64
tblVehicleTrips	CNW_TL	7.30	5.64
tblVehicleTrips	CNW_TL	7.30	5.64
tblVehicleTrips	CNW_TL	7.30	5.64
tblVehicleTrips	CNW_TL	7.30	5.64
tblVehicleTrips	CW_TL	9.50	5.64
tblVehicleTrips	CW_TL	9.50	5.64
tblVehicleTrips	CW_TL	9.50	5.64
tblVehicleTrips	CW_TL	9.50	5.64
tblVehicleTrips	CW_TL	9.50	5.64
tblVehicleTrips	CW_TL	9.50	5.64
tblVehicleTrips	CW_TL	9.50	5.64
tblVehicleTrips	ST_TR	23.72	20.00
tblVehicleTrips	ST_TR	2.46	25.31
tblVehicleTrips	ST_TR	158.37	160.00
tblVehicleTrips	ST_TR	8.96	50.00
tblVehicleTrips	ST_TR	42.04	40.00

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tblVehicleTrips	ST_TR	1.68	2.00
tblVehicleTrips	SU_TR	11.88	20.00
tblVehicleTrips	SU_TR	1.05	25.31
tblVehicleTrips	SU_TR	131.84	160.00
tblVehicleTrips	SU_TR	1.55	50.00
tblVehicleTrips	SU_TR	20.43	40.00
tblVehicleTrips	SU_TR	1.68	2.00
tblVehicleTrips	WD_TR	23.72	20.00
tblVehicleTrips	WD_TR	11.03	25.31
tblVehicleTrips	WD_TR	27.92	30.00
tblVehicleTrips	WD_TR	127.15	160.00
tblVehicleTrips	WD_TR	36.13	50.00
tblVehicleTrips	WD_TR	44.32	40.00
tblVehicleTrips	WD_TR	1.68	2.00

2.0 Emissions Summary

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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					
2019	0.2855	2.8258	1.9786	3.7700e-003	0.2580	0.1420	0.4000	0.1138	0.1324	0.2462	0.0000	337.4356	337.4356	0.0787	0.0000	339.4040
2020	2.0431	2.2085	1.9171	3.7700e-003	0.0548	0.1130	0.1678	0.0149	0.1062	0.1211	0.0000	333.9348	333.9348	0.0646	0.0000	335.5486
Maximum	2.0431	2.8258	1.9786	3.7700e-003	0.2580	0.1420	0.4000	0.1138	0.1324	0.2462	0.0000	337.4356	337.4356	0.0787	0.0000	339.4040

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					
2019	0.2855	2.8258	1.9786	3.7700e-003	0.2580	0.1420	0.4000	0.1138	0.1324	0.2462	0.0000	337.4353	337.4353	0.0787	0.0000	339.4037
2020	2.0431	2.2085	1.9171	3.7700e-003	0.0548	0.1130	0.1678	0.0149	0.1062	0.1211	0.0000	333.9345	333.9345	0.0646	0.0000	335.5483
Maximum	2.0431	2.8258	1.9786	3.7700e-003	0.2580	0.1420	0.4000	0.1138	0.1324	0.2462	0.0000	337.4353	337.4353	0.0787	0.0000	339.4037

[illegible]

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Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	4-30-2019	7-29-2019	1.6028	1.6028
2	7-30-2019	10-29-2019	0.8915	0.8915
3	10-30-2019	1-29-2020	0.8669	0.8669
4	1-30-2020	4-29-2020	0.8018	0.8018
5	4-30-2020	7-29-2020	0.8009	0.8009
6	7-30-2020	9-30-2020	0.5023	0.5023
		Highest	1.6028	1.6028

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	0.6898	1.0000e-005	1.4200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.7800e-003	2.7800e-003	1.0000e-005	0.0000	2.9600e-003
Energy	0.0221	0.2009	0.1688	1.2100e-003		0.0153	0.0153		0.0153	0.0153	0.0000	678.8068	678.8068	0.0225	7.4500e-003	681.5905
Mobile	0.6010	2.9697	6.0027	0.0234	2.6132	0.0126	2.6257	0.6995	0.0117	0.7112	0.0000	2,184.8375	2,184.8375	0.1142	0.0000	2,187.6920
Waste						0.0000	0.0000		0.0000	0.0000	67.0114	0.0000	67.0114	3.9603	0.0000	166.0179
Water						0.0000	0.0000		0.0000	0.0000	8.5636	94.8805	103.4442	0.8834	0.0215	131.9285
Total	1.3128	3.1706	6.1729	0.0246	2.6132	0.0278	2.6410	0.6995	0.0269	0.7265	75.5750	2,958.5276	3,034.1027	4.9803	0.0289	3,167.2318

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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	0.6898	1.0000e-005	1.4200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.7800e-003	2.7800e-003	1.0000e-005	0.0000	2.9600e-003
Energy	0.0221	0.2009	0.1688	1.2100e-003		0.0153	0.0153		0.0153	0.0153	0.0000	678.8068	678.8068	0.0225	7.4500e-003	681.5905
Mobile	0.6010	2.9697	6.0027	0.0234	2.6132	0.0126	2.6257	0.6995	0.0117	0.7112	0.0000	2,184.8375	2,184.8375	0.1142	0.0000	2,187.6920
Waste						0.0000	0.0000		0.0000	0.0000	50.2585	0.0000	50.2585	2.9702	0.0000	124.5134
Water						0.0000	0.0000		0.0000	0.0000	8.5636	94.8805	103.4442	0.8834	0.0215	131.9285
Total	1.3128	3.1706	6.1729	0.0246	2.6132	0.0278	2.6410	0.6995	0.0269	0.7265	58.8222	2,958.5276	3,017.3498	3.9903	0.0289	3,125.7274

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	22.17	0.00	0.55	19.88	0.00	1.31

3.0 Construction Detail**Construction Phase**

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Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/30/2019	5/27/2019	5	20	
2	Site Preparation	Site Preparation	5/28/2019	6/10/2019	5	10	
3	Grading	Grading	6/11/2019	7/22/2019	5	30	
4	Building Construction	Building Construction	7/23/2019	9/14/2020	5	300	
5	Paving	Paving	9/15/2020	10/12/2020	5	20	
6	Architectural Coating	Architectural Coating	10/13/2020	11/9/2020	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 75

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 233,669; Non-Residential Outdoor: 77,890; Striped Parking Area: 0
(Architectural Coating – sqft)

OffRoad Equipment

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

Trips and VMT

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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	15.00	0.00	0.00	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	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	50.00	26.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction**3.2 Demolition - 2019****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	0.0351	0.3578	0.2206	3.9000e-004		0.0180	0.0180		0.0167	0.0167	0.0000	34.6263	34.6263	9.6300e-003	0.0000	34.8672
Total	0.0351	0.3578	0.2206	3.9000e-004		0.0180	0.0180		0.0167	0.0167	0.0000	34.6263	34.6263	9.6300e-003	0.0000	34.8672

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3.2 Demolition - 2019**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	5.9000e-004	4.5000e-004	4.3900e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.1227	1.1227	4.0000e-005	0.0000	1.1237
Total	5.9000e-004	4.5000e-004	4.3900e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.1227	1.1227	4.0000e-005	0.0000	1.1237

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	0.0351	0.3578	0.2206	3.9000e-004		0.0180	0.0180		0.0167	0.0167	0.0000	34.6263	34.6263	9.6300e-003	0.0000	34.8671
Total	0.0351	0.3578	0.2206	3.9000e-004		0.0180	0.0180		0.0167	0.0167	0.0000	34.6263	34.6263	9.6300e-003	0.0000	34.8671

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3.2 Demolition - 2019**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	5.9000e-004	4.5000e-004	4.3900e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.1227	1.1227	4.0000e-005	0.0000	1.1237
Total	5.9000e-004	4.5000e-004	4.3900e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.1227	1.1227	4.0000e-005	0.0000	1.1237

3.3 Site Preparation - 2019**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					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0217	0.2279	0.1103	1.9000e-004		0.0120	0.0120		0.0110	0.0110	0.0000	17.0843	17.0843	5.4100e-003	0.0000	17.2195
Total	0.0217	0.2279	0.1103	1.9000e-004	0.0903	0.0120	0.1023	0.0497	0.0110	0.0607	0.0000	17.0843	17.0843	5.4100e-003	0.0000	17.2195

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3.3 Site Preparation - 2019**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	3.5000e-004	2.7000e-004	2.6300e-003	1.0000e-005	7.2000e-004	1.0000e-005	7.3000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.6737	0.6737	2.0000e-005	0.0000	0.6742
Total	3.5000e-004	2.7000e-004	2.6300e-003	1.0000e-005	7.2000e-004	1.0000e-005	7.3000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.6737	0.6737	2.0000e-005	0.0000	0.6742

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					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0217	0.2279	0.1103	1.9000e-004		0.0120	0.0120		0.0110	0.0110	0.0000	17.0843	17.0843	5.4100e-003	0.0000	17.2195
Total	0.0217	0.2279	0.1103	1.9000e-004	0.0903	0.0120	0.1023	0.0497	0.0110	0.0607	0.0000	17.0843	17.0843	5.4100e-003	0.0000	17.2195

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3.3 Site Preparation - 2019**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	3.5000e-004	2.7000e-004	2.6300e-003	1.0000e-005	7.2000e-004	1.0000e-005	7.3000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.6737	0.6737	2.0000e-005	0.0000	0.6742
Total	3.5000e-004	2.7000e-004	2.6300e-003	1.0000e-005	7.2000e-004	1.0000e-005	7.3000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.6737	0.6737	2.0000e-005	0.0000	0.6742

3.4 Grading - 2019**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					0.1301	0.0000	0.1301	0.0540	0.0000	0.0540	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0711	0.8178	0.5007	9.3000e-004		0.0357	0.0357		0.0329	0.0329	0.0000	83.5520	83.5520	0.0264	0.0000	84.2129
Total	0.0711	0.8178	0.5007	9.3000e-004	0.1301	0.0357	0.1658	0.0540	0.0329	0.0868	0.0000	83.5520	83.5520	0.0264	0.0000	84.2129

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3.4 Grading - 2019**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	1.1800e-003	9.1000e-004	8.7800e-003	2.0000e-005	2.4100e-003	2.0000e-005	2.4200e-003	6.4000e-004	2.0000e-005	6.6000e-004	0.0000	2.2455	2.2455	7.0000e-005	0.0000	2.2473
Total	1.1800e-003	9.1000e-004	8.7800e-003	2.0000e-005	2.4100e-003	2.0000e-005	2.4200e-003	6.4000e-004	2.0000e-005	6.6000e-004	0.0000	2.2455	2.2455	7.0000e-005	0.0000	2.2473

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					0.1301	0.0000	0.1301	0.0540	0.0000	0.0540	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0711	0.8178	0.5007	9.3000e-004		0.0357	0.0357		0.0329	0.0329	0.0000	83.5519	83.5519	0.0264	0.0000	84.2128
Total	0.0711	0.8178	0.5007	9.3000e-004	0.1301	0.0357	0.1658	0.0540	0.0329	0.0868	0.0000	83.5519	83.5519	0.0264	0.0000	84.2128

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3.4 Grading - 2019**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	1.1800e-003	9.1000e-004	8.7800e-003	2.0000e-005	2.4100e-003	2.0000e-005	2.4200e-003	6.4000e-004	2.0000e-005	6.6000e-004	0.0000	2.2455	2.2455	7.0000e-005	0.0000	2.2473
Total	1.1800e-003	9.1000e-004	8.7800e-003	2.0000e-005	2.4100e-003	2.0000e-005	2.4200e-003	6.4000e-004	2.0000e-005	6.6000e-004	0.0000	2.2455	2.2455	7.0000e-005	0.0000	2.2473

3.5 Building Construction - 2019**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	0.1370	1.2226	0.9955	1.5600e-003		0.0748	0.0748		0.0703	0.0703	0.0000	136.3604	136.3604	0.0332	0.0000	137.1909
Total	0.1370	1.2226	0.9955	1.5600e-003		0.0748	0.0748		0.0703	0.0703	0.0000	136.3604	136.3604	0.0332	0.0000	137.1909

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3.5 Building Construction - 2019**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	7.0600e-003	0.1893	0.0509	4.1000e-004	0.0100	1.3100e-003	0.0113	2.8900e-003	1.2500e-003	4.1400e-003	0.0000	40.0642	40.0642	3.2200e-003	0.0000	40.1446
Worker	0.0114	8.7700e-003	0.0849	2.4000e-004	0.0233	1.7000e-004	0.0234	6.1800e-003	1.6000e-004	6.3400e-003	0.0000	21.7064	21.7064	7.0000e-004	0.0000	21.7239
Total	0.0185	0.1981	0.1357	6.5000e-004	0.0333	1.4800e-003	0.0348	9.0700e-003	1.4100e-003	0.0105	0.0000	61.7706	61.7706	3.9200e-003	0.0000	61.8685

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	0.1370	1.2226	0.9955	1.5600e-003		0.0748	0.0748		0.0703	0.0703	0.0000	136.3603	136.3603	0.0332	0.0000	137.1907
Total	0.1370	1.2226	0.9955	1.5600e-003		0.0748	0.0748		0.0703	0.0703	0.0000	136.3603	136.3603	0.0332	0.0000	137.1907

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3.5 Building Construction - 2019**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	7.0600e-003	0.1893	0.0509	4.1000e-004	0.0100	1.3100e-003	0.0113	2.8900e-003	1.2500e-003	4.1400e-003	0.0000	40.0642	40.0642	3.2200e-003	0.0000	40.1446
Worker	0.0114	8.7700e-003	0.0849	2.4000e-004	0.0233	1.7000e-004	0.0234	6.1800e-003	1.6000e-004	6.3400e-003	0.0000	21.7064	21.7064	7.0000e-004	0.0000	21.7239
Total	0.0185	0.1981	0.1357	6.5000e-004	0.0333	1.4800e-003	0.0348	9.0700e-003	1.4100e-003	0.0105	0.0000	61.7706	61.7706	3.9200e-003	0.0000	61.8685

3.5 Building Construction - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1950	1.7651	1.5501	2.4800e-003		0.1028	0.1028		0.0966	0.0966	0.0000	213.0812	213.0812	0.0520	0.0000	214.3808
Total	0.1950	1.7651	1.5501	2.4800e-003		0.1028	0.1028		0.0966	0.0966	0.0000	213.0812	213.0812	0.0520	0.0000	214.3808

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3.5 Building Construction - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	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	9.1100e-003	0.2727	0.0724	6.5000e-004	0.0159	1.3300e-003	0.0172	4.5800e-003	1.2700e-003	5.8600e-003	0.0000	63.1157	63.1157	4.8400e-003	0.0000	63.2366
Worker	0.0170	0.0126	0.1231	3.7000e-004	0.0369	2.7000e-004	0.0372	9.8000e-003	2.4000e-004	0.0101	0.0000	33.3443	33.3443	1.0000e-003	0.0000	33.3693
Total	0.0261	0.2852	0.1955	1.0200e-003	0.0528	1.6000e-003	0.0544	0.0144	1.5100e-003	0.0159	0.0000	96.4599	96.4599	5.8400e-003	0.0000	96.6059

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	0.1950	1.7651	1.5501	2.4800e-003		0.1028	0.1028		0.0966	0.0966	0.0000	213.0809	213.0809	0.0520	0.0000	214.3805
Total	0.1950	1.7651	1.5501	2.4800e-003		0.1028	0.1028		0.0966	0.0966	0.0000	213.0809	213.0809	0.0520	0.0000	214.3805

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3.5 Building Construction - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	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	9.1100e-003	0.2727	0.0724	6.5000e-004	0.0159	1.3300e-003	0.0172	4.5800e-003	1.2700e-003	5.8600e-003	0.0000	63.1157	63.1157	4.8400e-003	0.0000	63.2366
Worker	0.0170	0.0126	0.1231	3.7000e-004	0.0369	2.7000e-004	0.0372	9.8000e-003	2.4000e-004	0.0101	0.0000	33.3443	33.3443	1.0000e-003	0.0000	33.3693
Total	0.0261	0.2852	0.1955	1.0200e-003	0.0528	1.6000e-003	0.0544	0.0144	1.5100e-003	0.0159	0.0000	96.4599	96.4599	5.8400e-003	0.0000	96.6059

3.6 Paving - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0136	0.1407	0.1465	2.3000e-004		7.5300e-003	7.5300e-003		6.9300e-003	6.9300e-003	0.0000	20.0282	20.0282	6.4800e-003	0.0000	20.1902
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0136	0.1407	0.1465	2.3000e-004		7.5300e-003	7.5300e-003		6.9300e-003	6.9300e-003	0.0000	20.0282	20.0282	6.4800e-003	0.0000	20.1902

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3.6 Paving - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	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	5.5000e-004	4.1000e-004	4.0100e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.0873	1.0873	3.0000e-005	0.0000	1.0881
Total	5.5000e-004	4.1000e-004	4.0100e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.0873	1.0873	3.0000e-005	0.0000	1.0881

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	0.0136	0.1407	0.1465	2.3000e-004		7.5300e-003	7.5300e-003		6.9300e-003	6.9300e-003	0.0000	20.0282	20.0282	6.4800e-003	0.0000	20.1901
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0136	0.1407	0.1465	2.3000e-004		7.5300e-003	7.5300e-003		6.9300e-003	6.9300e-003	0.0000	20.0282	20.0282	6.4800e-003	0.0000	20.1901

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3.6 Paving - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	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	5.5000e-004	4.1000e-004	4.0100e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.0873	1.0873	3.0000e-005	0.0000	1.0881
Total	5.5000e-004	4.1000e-004	4.0100e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.0873	1.0873	3.0000e-005	0.0000	1.0881

3.7 Architectural Coating - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.8051					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.4200e-003	0.0168	0.0183	3.0000e-005		1.1100e-003	1.1100e-003		1.1100e-003	1.1100e-003	0.0000	2.5533	2.5533	2.0000e-004	0.0000	2.5582
Total	1.8075	0.0168	0.0183	3.0000e-005		1.1100e-003	1.1100e-003		1.1100e-003	1.1100e-003	0.0000	2.5533	2.5533	2.0000e-004	0.0000	2.5582

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3.7 Architectural Coating - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	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	3.7000e-004	2.7000e-004	2.6800e-003	1.0000e-005	8.0000e-004	1.0000e-005	8.1000e-004	2.1000e-004	1.0000e-005	2.2000e-004	0.0000	0.7249	0.7249	2.0000e-005	0.0000	0.7254
Total	3.7000e-004	2.7000e-004	2.6800e-003	1.0000e-005	8.0000e-004	1.0000e-005	8.1000e-004	2.1000e-004	1.0000e-005	2.2000e-004	0.0000	0.7249	0.7249	2.0000e-005	0.0000	0.7254

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	1.8051					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.4200e-003	0.0168	0.0183	3.0000e-005		1.1100e-003	1.1100e-003		1.1100e-003	1.1100e-003	0.0000	2.5533	2.5533	2.0000e-004	0.0000	2.5582
Total	1.8075	0.0168	0.0183	3.0000e-005		1.1100e-003	1.1100e-003		1.1100e-003	1.1100e-003	0.0000	2.5533	2.5533	2.0000e-004	0.0000	2.5582

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3.7 Architectural Coating - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	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	3.7000e-004	2.7000e-004	2.6800e-003	1.0000e-005	8.0000e-004	1.0000e-005	8.1000e-004	2.1000e-004	1.0000e-005	2.2000e-004	0.0000	0.7249	0.7249	2.0000e-005	0.0000	0.7254
Total	3.7000e-004	2.7000e-004	2.6800e-003	1.0000e-005	8.0000e-004	1.0000e-005	8.1000e-004	2.1000e-004	1.0000e-005	2.2000e-004	0.0000	0.7249	0.7249	2.0000e-005	0.0000	0.7254

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.6010	2.9697	6.0027	0.0234	2.6132	0.0126	2.6257	0.6995	0.0117	0.7112	0.0000	2,184.8375	2,184.8375	0.1142	0.0000	2,187.6920
Unmitigated	0.6010	2.9697	6.0027	0.0234	2.6132	0.0126	2.6257	0.6995	0.0117	0.7112	0.0000	2,184.8375	2,184.8375	0.1142	0.0000	2,187.6920

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	66.20	66.20	66.20	46,543	46,543
General Office Building	2,724.12	2,724.12	2,724.12	4,575,835	4,575,835
General Office Building	298.66	298.66	298.66	501,671	501,671
Government (Civic Center)	356.70	0.00	0.00	307,477	307,477
High Turnover (Sit Down Restaurant)	700.80	700.80	700.80	615,229	615,229
Medical Office Building	354.00	354.00	354.00	491,843	491,843
Strip Mall	347.60	347.60	347.60	394,383	394,383
Unrefrigerated Warehouse-No Rail	2.00	2.00	2.00	3,831	3,831
Total	4,850.07	4,493.37	4,493.37	6,936,812	6,936,812

4.3 Trip Type Information

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Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	5.64	5.64	5.64	33.00	48.00	19.00	21	51	28
General Office Building	5.64	5.64	5.64	33.00	48.00	19.00	77	19	4
General Office Building	5.64	5.64	5.64	33.00	48.00	19.00	77	19	4
Government (Civic Center)	5.64	5.64	5.64	75.00	20.00	5.00	50	34	16
High Turnover (Sit Down	5.64	5.64	5.64	8.50	72.50	19.00	37	20	43
Medical Office Building	5.64	5.64	5.64	29.60	51.40	19.00	60	30	10
Strip Mall	5.64	5.64	5.64	16.60	64.40	19.00	45	40	15
Unrefrigerated Warehouse-No	5.64	5.64	5.64	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.617626	0.036451	0.176904	0.096837	0.011340	0.005282	0.018425	0.026503	0.001944	0.001632	0.005548	0.000800	0.000709
General Office Building	0.617626	0.036451	0.176904	0.096837	0.011340	0.005282	0.018425	0.026503	0.001944	0.001632	0.005548	0.000800	0.000709
Government (Civic Center)	0.617626	0.036451	0.176904	0.096837	0.011340	0.005282	0.018425	0.026503	0.001944	0.001632	0.005548	0.000800	0.000709
High Turnover (Sit Down Restaurant)	0.617626	0.036451	0.176904	0.096837	0.011340	0.005282	0.018425	0.026503	0.001944	0.001632	0.005548	0.000800	0.000709
Medical Office Building	0.617626	0.036451	0.176904	0.096837	0.011340	0.005282	0.018425	0.026503	0.001944	0.001632	0.005548	0.000800	0.000709
Strip Mall	0.617626	0.036451	0.176904	0.096837	0.011340	0.005282	0.018425	0.026503	0.001944	0.001632	0.005548	0.000800	0.000709
Unrefrigerated Warehouse-No Rail	0.617626	0.036451	0.176904	0.096837	0.011340	0.005282	0.018425	0.026503	0.001944	0.001632	0.005548	0.000800	0.000709

5.0 Energy Detail

Historical Energy Use: Y

5.1 Mitigation Measures Energy

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	460.1158	460.1158	0.0184	3.4400e-003	461.6000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	460.1158	460.1158	0.0184	3.4400e-003	461.6000
NaturalGas Mitigated	0.0221	0.2009	0.1688	1.2100e-003		0.0153	0.0153		0.0153	0.0153	0.0000	218.6910	218.6910	4.1900e-003	4.0100e-003	219.9905
NaturalGas Unmitigated	0.0221	0.2009	0.1688	1.2100e-003		0.0153	0.0153		0.0153	0.0153	0.0000	218.6910	218.6910	4.1900e-003	4.0100e-003	219.9905

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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					
Automobile Care Center	40679.9	2.2000e-004	1.9900e-003	1.6800e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	2.1708	2.1708	4.0000e-005	4.0000e-005	2.1837
General Office Building	2.53576e+006	0.0137	0.1243	0.1044	7.5000e-004		9.4500e-003	9.4500e-003		9.4500e-003	9.4500e-003	0.0000	135.3180	135.3180	2.5900e-003	2.4800e-003	136.1221
General Office Building	277890	1.5000e-003	0.0136	0.0114	8.0000e-005		1.0400e-003	1.0400e-003		1.0400e-003	1.0400e-003	0.0000	14.8293	14.8293	2.8000e-004	2.7000e-004	14.9174
Government (Civic Center)	280223	1.5100e-003	0.0137	0.0115	8.0000e-005		1.0400e-003	1.0400e-003		1.0400e-003	1.0400e-003	0.0000	14.9538	14.9538	2.9000e-004	2.7000e-004	15.0426
High Turnover (Sit Down Restaurant)	773680	4.1700e-003	0.0379	0.0319	2.3000e-004		2.8800e-003	2.8800e-003		2.8800e-003	2.8800e-003	0.0000	41.2865	41.2865	7.9000e-004	7.6000e-004	41.5319
Medical Office Building	166923	9.0000e-004	8.1800e-003	6.8700e-003	5.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004	0.0000	8.9076	8.9076	1.7000e-004	1.6000e-004	8.9606
Strip Mall	20935.7	1.1000e-004	1.0300e-003	8.6000e-004	1.0000e-005		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	1.1172	1.1172	2.0000e-005	2.0000e-005	1.1239
Unrefrigerated Warehouse-No Rail	2020	1.0000e-005	1.0000e-004	8.0000e-005	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	0.1078	0.1078	0.0000	0.0000	0.1084
Total		0.0221	0.2009	0.1687	1.2100e-003		0.0153	0.0153		0.0153	0.0153	0.0000	218.6910	218.6910	4.1800e-003	4.0000e-003	219.9905

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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					
Automobile Care Center	40679.9	2.2000e-004	1.9900e-003	1.6800e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	2.1708	2.1708	4.0000e-005	4.0000e-005	2.1837
General Office Building	2.53576e+006	0.0137	0.1243	0.1044	7.5000e-004		9.4500e-003	9.4500e-003		9.4500e-003	9.4500e-003	0.0000	135.3180	135.3180	2.5900e-003	2.4800e-003	136.1221
General Office Building	277890	1.5000e-003	0.0136	0.0114	8.0000e-005		1.0400e-003	1.0400e-003		1.0400e-003	1.0400e-003	0.0000	14.8293	14.8293	2.8000e-004	2.7000e-004	14.9174
Government (Civic Center)	280223	1.5100e-003	0.0137	0.0115	8.0000e-005		1.0400e-003	1.0400e-003		1.0400e-003	1.0400e-003	0.0000	14.9538	14.9538	2.9000e-004	2.7000e-004	15.0426
High Turnover (Sit Down Restaurant)	773680	4.1700e-003	0.0379	0.0319	2.3000e-004		2.8800e-003	2.8800e-003		2.8800e-003	2.8800e-003	0.0000	41.2865	41.2865	7.9000e-004	7.6000e-004	41.5319
Medical Office Building	166923	9.0000e-004	8.1800e-003	6.8700e-003	5.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004	0.0000	8.9076	8.9076	1.7000e-004	1.6000e-004	8.9606
Strip Mall	20935.7	1.1000e-004	1.0300e-003	8.6000e-004	1.0000e-005		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	1.1172	1.1172	2.0000e-005	2.0000e-005	1.1239
Unrefrigerated Warehouse-No Rail	2020	1.0000e-005	1.0000e-004	8.0000e-005	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	0.1078	0.1078	0.0000	0.0000	0.1084
Total		0.0221	0.2009	0.1687	1.2100e-003		0.0153	0.0153		0.0153	0.0153	0.0000	218.6910	218.6910	4.1800e-003	4.0000e-003	219.9905

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5.3 Energy by Land Use - Electricity**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	31047.8	5.6496	2.3000e-004	4.0000e-005	5.6678
General Office Building	1.6941e+006	308.2630	0.0123	2.3100e-003	309.2574
General Office Building	185653	33.7821	1.3500e-003	2.5000e-004	33.8910
Government (Civic Center)	187212	34.0656	1.3600e-003	2.5000e-004	34.1755
High Turnover (Sit Down Restaurant)	186284	33.8968	1.3500e-003	2.5000e-004	34.0061
Medical Office Building	111518	20.2921	8.1000e-004	1.5000e-004	20.3576
Strip Mall	128481	23.3788	9.3000e-004	1.7000e-004	23.4542
Unrefrigerated Warehouse-No Rail	4330	0.7879	3.0000e-005	1.0000e-005	0.7904
Total		460.1158	0.0184	3.4300e-003	461.6000

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5.3 Energy by Land Use - Electricity**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	31047.8	5.6496	2.3000e-004	4.0000e-005	5.6678
General Office Building	1.6941e+006	308.2630	0.0123	2.3100e-003	309.2574
General Office Building	185653	33.7821	1.3500e-003	2.5000e-004	33.8910
Government (Civic Center)	187212	34.0656	1.3600e-003	2.5000e-004	34.1755
High Turnover (Sit Down Restaurant)	186284	33.8968	1.3500e-003	2.5000e-004	34.0061
Medical Office Building	111518	20.2921	8.1000e-004	1.5000e-004	20.3576
Strip Mall	128481	23.3788	9.3000e-004	1.7000e-004	23.4542
Unrefrigerated Warehouse-No Rail	4330	0.7879	3.0000e-005	1.0000e-005	0.7904
Total		460.1158	0.0184	3.4300e-003	461.6000

6.0 Area Detail**6.1 Mitigation Measures Area**

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.6898	1.0000e-005	1.4200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.7800e-003	2.7800e-003	1.0000e-005	0.0000	2.9600e-003
Unmitigated	0.6898	1.0000e-005	1.4200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.7800e-003	2.7800e-003	1.0000e-005	0.0000	2.9600e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0812					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6084					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.3000e-004	1.0000e-005	1.4200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.7800e-003	2.7800e-003	1.0000e-005	0.0000	2.9600e-003
Total	0.6898	1.0000e-005	1.4200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.7800e-003	2.7800e-003	1.0000e-005	0.0000	2.9600e-003

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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	0.0812					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6084					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.3000e-004	1.0000e-005	1.4200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.7800e-003	2.7800e-003	1.0000e-005	0.0000	2.9600e-003
Total	0.6898	1.0000e-005	1.4200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.7800e-003	2.7800e-003	1.0000e-005	0.0000	2.9600e-003

7.0 Water Detail**7.1 Mitigation Measures Water**

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	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	103.4442	0.8834	0.0215	131.9285
Unmitigated	103.4442	0.8834	0.0215	131.9285

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7.2 Water by Land Use**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	0.311408 / 0.190863	1.2225	0.0102	2.5000e-004	1.5512
General Office Building	21.2267 / 13.0099	83.3287	0.6947	0.0169	105.7345
Government (Civic Center)	2.36206 / 1.44772	9.2726	0.0773	1.8800e-003	11.7659
High Turnover (Sit Down Restaurant)	1.32948 / 0.0848603	3.7433	0.0435	1.0500e-003	5.1419
Medical Office Building	0.888402 / 0.169219	2.7289	0.0291	7.0000e-004	3.6642
Strip Mall	0.64369 / 0.39452	2.5269	0.0211	5.1000e-004	3.2064
Unrefrigerated Warehouse-No Rail	0.23125 / 0	0.6213	7.5600e-003	1.8000e-004	0.8645
Total		103.4442	0.8834	0.0215	131.9285

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7.2 Water by Land Use**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	0.311408 / 0.190863	1.2225	0.0102	2.5000e-004	1.5512
General Office Building	21.2267 / 13.0099	83.3287	0.6947	0.0169	105.7345
Government (Civic Center)	2.36206 / 1.44772	9.2726	0.0773	1.8800e-003	11.7659
High Turnover (Sit Down Restaurant)	1.32948 / 0.0848603	3.7433	0.0435	1.0500e-003	5.1419
Medical Office Building	0.888402 / 0.169219	2.7289	0.0291	7.0000e-004	3.6642
Strip Mall	0.64369 / 0.39452	2.5269	0.0211	5.1000e-004	3.2064
Unrefrigerated Warehouse-No Rail	0.23125 / 0	0.6213	7.5600e-003	1.8000e-004	0.8645
Total		103.4442	0.8834	0.0215	131.9285

8.0 Waste Detail**8.1 Mitigation Measures Waste**

Institute Recycling and Composting Services

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Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	50.2585	2.9702	0.0000	124.5134
Unmitigated	67.0114	3.9603	0.0000	166.0179

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8.2 Waste by Land Use**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	12.64	2.5658	0.1516	0.0000	6.3567
General Office Building	111.07	22.5462	1.3324	0.0000	55.8573
Government (Civic Center)	67.77	13.7567	0.8130	0.0000	34.0816
High Turnover (Sit Down Restaurant)	52.12	10.5799	0.6253	0.0000	26.2112
Medical Office Building	76.46	15.5207	0.9173	0.0000	38.4519
Strip Mall	9.12	1.8513	0.1094	0.0000	4.5865
Unrefrigerated Warehouse-No Rail	0.94	0.1908	0.0113	0.0000	0.4727
Total		67.0114	3.9603	0.0000	166.0179

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8.2 Waste by Land Use**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	9.48	1.9244	0.1137	0.0000	4.7675
General Office Building	83.3025	16.9097	0.9993	0.0000	41.8930
Government (Civic Center)	50.8275	10.3175	0.6098	0.0000	25.5612
High Turnover (Sit Down Restaurant)	39.09	7.9349	0.4689	0.0000	19.6584
Medical Office Building	57.345	11.6405	0.6879	0.0000	28.8389
Strip Mall	6.84	1.3885	0.0821	0.0000	3.4399
Unrefrigerated Warehouse-No Rail	0.705	0.1431	8.4600e-003	0.0000	0.3546
Total		50.2585	2.9702	0.0000	124.5134

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

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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

ATTACHMENT 3

CalEEMod Output – Year 2035 Emissions – Existing Zoning

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	33.81	1000sqft	1.29	33,814.00	0
Government (Civic Center)	23.69	1000sqft	4.64	23,689.00	0
Strip Mall	147.55	1000sqft	15.73	147,554.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	40
Climate Zone	13			Operational Year	2035
Utility Company	San Diego Gas & Electric				
CO2 Intensity (lb/MW hr)	401.16	CH4 Intensity (lb/MW hr)	0.016	N2O Intensity (lb/MW hr)	0.003

1.3 User Entered Comments & Non-Default Data

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Project Characteristics - Energy intensity factors updated based on SDG&E renewable procurement - 50% by 2030
(401.16, 0.016, 0.003)

Land Use - NC - 15.73 acres

PC - 1.29 acres

PF - 4.63 acres

Construction Phase - Architectural coatings simultaneous with building construction

Demolition - 155,774 square feet existing

~30,000 square feet water tanks

Architectural Coating - SDAPCD Rule 67.0.1

Vehicle Trips - 5.64 mile trip length based on EMFAC2014 data for San Diego 2019

Area Coating - SDAPCD Rule 67.0.1

Energy Use -

Water And Wastewater - CalGreen requires a 20% decrease in indoor water use that is not accounted for in CalEEMod
(4,807,342.42 gallons, 3,764,998.37 gallons, 8,743,520.43 gallons)

Woodstoves -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	150.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	100.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	150
tblAreaCoating	Area_EF_Nonresidential_Interior	250	100
tblConstructionPhase	NumDays	20.00	370.00
tblConstructionPhase	PhaseEndDate	10/26/2021	8/31/2021
tblConstructionPhase	PhaseStartDate	9/29/2021	4/1/2020
tblLandUse	LandUseSquareFeet	33,810.00	33,814.00
tblLandUse	LandUseSquareFeet	23,690.00	23,689.00
tblLandUse	LandUseSquareFeet	147,550.00	147,554.00
tblLandUse	LotAcreage	0.78	1.29
tblLandUse	LotAcreage	0.54	4.64
tblLandUse	LotAcreage	3.39	15.73

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tblProjectCharacteristics	CH4IntensityFactor	0.029	0.016
tblProjectCharacteristics	CO2IntensityFactor	720.49	401.16
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.003
tblVehicleTrips	CC_TL	7.30	5.64
tblVehicleTrips	CC_TL	7.30	5.64
tblVehicleTrips	CC_TL	7.30	5.64
tblVehicleTrips	CNW_TL	7.30	5.64
tblVehicleTrips	CNW_TL	7.30	5.64
tblVehicleTrips	CNW_TL	7.30	5.64
tblVehicleTrips	CW_TL	9.50	5.64
tblVehicleTrips	CW_TL	9.50	5.64
tblVehicleTrips	CW_TL	9.50	5.64
tblVehicleTrips	ST_TR	2.46	20.00
tblVehicleTrips	ST_TR	42.04	40.00
tblVehicleTrips	SU_TR	1.05	20.00
tblVehicleTrips	SU_TR	20.43	40.00
tblVehicleTrips	WD_TR	11.03	20.00
tblVehicleTrips	WD_TR	27.92	30.00
tblVehicleTrips	WD_TR	44.32	40.00
tblWater	IndoorWaterUseRate	6,009,178.02	4,807,342.42
tblWater	IndoorWaterUseRate	4,706,247.96	3,764,998.37
tblWater	IndoorWaterUseRate	10,929,400.54	8,743,520.43

2.0 Emissions Summary

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2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.9803	4.0030	3.0773	6.5100e-003	0.4313	0.1893	0.6206	0.1529	0.1775	0.3304	0.0000	580.9823	580.9823	0.1150	0.0000	583.8566
2021	0.7292	2.0887	1.9926	4.1400e-003	0.0755	0.0989	0.1744	0.0205	0.0933	0.1138	0.0000	368.2859	368.2859	0.0634	0.0000	369.8719
Maximum	0.9803	4.0030	3.0773	6.5100e-003	0.4313	0.1893	0.6206	0.1529	0.1775	0.3304	0.0000	580.9823	580.9823	0.1150	0.0000	583.8566

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.9803	4.0030	3.0773	6.5100e-003	0.4313	0.1893	0.6206	0.1529	0.1775	0.3304	0.0000	580.9818	580.9818	0.1150	0.0000	583.8562
2021	0.7292	2.0887	1.9926	4.1400e-003	0.0755	0.0989	0.1744	0.0205	0.0933	0.1138	0.0000	368.2856	368.2856	0.0634	0.0000	369.8716
Maximum	0.9803	4.0030	3.0773	6.5100e-003	0.4313	0.1893	0.6206	0.1529	0.1775	0.3304	0.0000	580.9818	580.9818	0.1150	0.0000	583.8562

[illegible]

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Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-1-2020	3-31-2020	1.6805	1.6805
2	4-1-2020	6-30-2020	1.0874	1.0874
3	7-1-2020	9-30-2020	1.0993	1.0993
4	10-1-2020	12-31-2020	1.1015	1.1015
5	1-1-2021	3-31-2021	0.9941	0.9941
6	4-1-2021	6-30-2021	1.0034	1.0034
7	7-1-2021	9-30-2021	0.8262	0.8262
		Highest	1.6805	1.6805

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	0.9080	2.0000e-005	1.8700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.6600e-003	3.6600e-003	1.0000e-005	0.0000	3.9000e-003
Energy	8.0300e-003	0.0730	0.0614	4.4000e-004		5.5500e-003	5.5500e-003		5.5500e-003	5.5500e-003	0.0000	557.3704	557.3704	0.0206	5.0300e-003	559.3844
Mobile	0.8417	4.2017	7.8687	0.0292	3.1813	0.0160	3.1973	0.8516	0.0149	0.8665	0.0000	2,734.295 4	2,734.295 4	0.1477	0.0000	2,737.988 5
Waste						0.0000	0.0000		0.0000	0.0000	65.2413	0.0000	65.2413	3.8557	0.0000	161.6326
Water						0.0000	0.0000		0.0000	0.0000	5.4935	67.8463	73.3398	0.5669	0.0138	91.6348
Total	1.7577	4.2748	7.9319	0.0297	3.1813	0.0216	3.2029	0.8516	0.0204	0.8720	70.7348	3,359.515 8	3,430.250 6	4.5909	0.0189	3,550.644 0

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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	0.9080	2.0000e-005	1.8700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.6600e-003	3.6600e-003	1.0000e-005	0.0000	3.9000e-003
Energy	8.0300e-003	0.0730	0.0614	4.4000e-004		5.5500e-003	5.5500e-003		5.5500e-003	5.5500e-003	0.0000	557.3704	557.3704	0.0206	5.0300e-003	559.3844
Mobile	0.8417	4.2017	7.8687	0.0292	3.1813	0.0160	3.1973	0.8516	0.0149	0.8665	0.0000	2,734.2954	2,734.2954	0.1477	0.0000	2,737.9885
Waste						0.0000	0.0000		0.0000	0.0000	65.2413	0.0000	65.2413	3.8557	0.0000	161.6326
Water						0.0000	0.0000		0.0000	0.0000	5.4935	67.8463	73.3398	0.5669	0.0138	91.6348
Total	1.7577	4.2748	7.9319	0.0297	3.1813	0.0216	3.2029	0.8516	0.0204	0.8720	70.7348	3,359.5158	3,430.2506	4.5909	0.0189	3,550.6440

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail**Construction Phase**

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Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2020	1/28/2020	5	20	
2	Site Preparation	Site Preparation	1/29/2020	2/11/2020	5	10	
3	Grading	Grading	2/12/2020	3/31/2020	5	35	
4	Building Construction	Building Construction	4/1/2020	8/31/2021	5	370	
5	Paving	Paving	9/1/2021	9/28/2021	5	20	
6	Architectural Coating	Architectural Coating	4/1/2020	8/31/2021	5	370	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 87.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 307,586; Non-Residential Outdoor: 102,529; Striped Parking Area: 0
(Architectural Coating – sqft)

OffRoad Equipment

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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

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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	15.00	0.00	845.00	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	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	66.00	34.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction**3.2 Demolition - 2020****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0926	0.0000	0.0926	0.0140	0.0000	0.0140	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0331	0.3320	0.2175	3.9000e-004		0.0166	0.0166		0.0154	0.0154	0.0000	33.9986	33.9986	9.6000e-003	0.0000	34.2386
Total	0.0331	0.3320	0.2175	3.9000e-004	0.0926	0.0166	0.1092	0.0140	0.0154	0.0294	0.0000	33.9986	33.9986	9.6000e-003	0.0000	34.2386

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3.2 Demolition - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.3800e-003	0.1202	0.0275	3.3000e-004	7.2300e-003	3.8000e-004	7.6100e-003	1.9900e-003	3.6000e-004	2.3500e-003	0.0000	32.5853	32.5853	2.9300e-003	0.0000	32.6586
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	5.5000e-004	4.1000e-004	4.0100e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.0873	1.0873	3.0000e-005	0.0000	1.0881
Total	3.9300e-003	0.1206	0.0315	3.4000e-004	8.4300e-003	3.9000e-004	8.8200e-003	2.3100e-003	3.7000e-004	2.6800e-003	0.0000	33.6726	33.6726	2.9600e-003	0.0000	33.7468

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					0.0926	0.0000	0.0926	0.0140	0.0000	0.0140	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0331	0.3320	0.2175	3.9000e-004		0.0166	0.0166		0.0154	0.0154	0.0000	33.9986	33.9986	9.6000e-003	0.0000	34.2385
Total	0.0331	0.3320	0.2175	3.9000e-004	0.0926	0.0166	0.1092	0.0140	0.0154	0.0294	0.0000	33.9986	33.9986	9.6000e-003	0.0000	34.2385

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3.2 Demolition - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.3800e-003	0.1202	0.0275	3.3000e-004	7.2300e-003	3.8000e-004	7.6100e-003	1.9900e-003	3.6000e-004	2.3500e-003	0.0000	32.5853	32.5853	2.9300e-003	0.0000	32.6586
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	5.5000e-004	4.1000e-004	4.0100e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.0873	1.0873	3.0000e-005	0.0000	1.0881
Total	3.9300e-003	0.1206	0.0315	3.4000e-004	8.4300e-003	3.9000e-004	8.8200e-003	2.3100e-003	3.7000e-004	2.6800e-003	0.0000	33.6726	33.6726	2.9600e-003	0.0000	33.7468

3.3 Site Preparation - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0204	0.2121	0.1076	1.9000e-004		0.0110	0.0110		0.0101	0.0101	0.0000	16.7153	16.7153	5.4100e-003	0.0000	16.8505
Total	0.0204	0.2121	0.1076	1.9000e-004	0.0903	0.0110	0.1013	0.0497	0.0101	0.0598	0.0000	16.7153	16.7153	5.4100e-003	0.0000	16.8505

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3.3 Site Preparation - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	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	3.3000e-004	2.5000e-004	2.4100e-003	1.0000e-005	7.2000e-004	1.0000e-005	7.3000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.6524	0.6524	2.0000e-005	0.0000	0.6529
Total	3.3000e-004	2.5000e-004	2.4100e-003	1.0000e-005	7.2000e-004	1.0000e-005	7.3000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.6524	0.6524	2.0000e-005	0.0000	0.6529

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					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0204	0.2121	0.1076	1.9000e-004		0.0110	0.0110		0.0101	0.0101	0.0000	16.7153	16.7153	5.4100e-003	0.0000	16.8505
Total	0.0204	0.2121	0.1076	1.9000e-004	0.0903	0.0110	0.1013	0.0497	0.0101	0.0598	0.0000	16.7153	16.7153	5.4100e-003	0.0000	16.8505

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3.3 Site Preparation - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	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	3.3000e-004	2.5000e-004	2.4100e-003	1.0000e-005	7.2000e-004	1.0000e-005	7.3000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.6524	0.6524	2.0000e-005	0.0000	0.6529
Total	3.3000e-004	2.5000e-004	2.4100e-003	1.0000e-005	7.2000e-004	1.0000e-005	7.3000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.6524	0.6524	2.0000e-005	0.0000	0.6529

3.4 Grading - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1518	0.0000	0.1518	0.0629	0.0000	0.0629	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0779	0.8785	0.5593	1.0900e-003		0.0380	0.0380		0.0350	0.0350	0.0000	95.3475	95.3475	0.0308	0.0000	96.1185
Total	0.0779	0.8785	0.5593	1.0900e-003	0.1518	0.0380	0.1898	0.0629	0.0350	0.0979	0.0000	95.3475	95.3475	0.0308	0.0000	96.1185

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3.4 Grading - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	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	1.2900e-003	9.6000e-004	9.3700e-003	3.0000e-005	2.8100e-003	2.0000e-005	2.8300e-003	7.5000e-004	2.0000e-005	7.6000e-004	0.0000	2.5371	2.5371	8.0000e-005	0.0000	2.5390
Total	1.2900e-003	9.6000e-004	9.3700e-003	3.0000e-005	2.8100e-003	2.0000e-005	2.8300e-003	7.5000e-004	2.0000e-005	7.6000e-004	0.0000	2.5371	2.5371	8.0000e-005	0.0000	2.5390

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					0.1518	0.0000	0.1518	0.0629	0.0000	0.0629	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0779	0.8785	0.5593	1.0900e-003		0.0380	0.0380		0.0350	0.0350	0.0000	95.3474	95.3474	0.0308	0.0000	96.1183
Total	0.0779	0.8785	0.5593	1.0900e-003	0.1518	0.0380	0.1898	0.0629	0.0350	0.0979	0.0000	95.3474	95.3474	0.0308	0.0000	96.1183

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3.4 Grading - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	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	1.2900e-003	9.6000e-004	9.3700e-003	3.0000e-005	2.8100e-003	2.0000e-005	2.8300e-003	7.5000e-004	2.0000e-005	7.6000e-004	0.0000	2.5371	2.5371	8.0000e-005	0.0000	2.5390
Total	1.2900e-003	9.6000e-004	9.3700e-003	3.0000e-005	2.8100e-003	2.0000e-005	2.8300e-003	7.5000e-004	2.0000e-005	7.6000e-004	0.0000	2.5371	2.5371	8.0000e-005	0.0000	2.5390

3.5 Building Construction - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2088	1.8898	1.6596	2.6500e-003		0.1100	0.1100		0.1035	0.1035	0.0000	228.1358	228.1358	0.0557	0.0000	229.5273
Total	0.2088	1.8898	1.6596	2.6500e-003		0.1100	0.1100		0.1035	0.1035	0.0000	228.1358	228.1358	0.0557	0.0000	229.5273

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3.5 Building Construction - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	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	0.0128	0.3817	0.1014	9.1000e-004	0.0222	1.8600e-003	0.0241	6.4200e-003	1.7800e-003	8.2000e-003	0.0000	88.3672	88.3672	6.7700e-003	0.0000	88.5365
Worker	0.0240	0.0177	0.1740	5.2000e-004	0.0521	3.7000e-004	0.0525	0.0139	3.5000e-004	0.0142	0.0000	47.1242	47.1242	1.4100e-003	0.0000	47.1595
Total	0.0367	0.3995	0.2754	1.4300e-003	0.0744	2.2300e-003	0.0766	0.0203	2.1300e-003	0.0224	0.0000	135.4914	135.4914	8.1800e-003	0.0000	135.6961

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	0.2088	1.8898	1.6596	2.6500e-003		0.1100	0.1100		0.1035	0.1035	0.0000	228.1356	228.1356	0.0557	0.0000	229.5270
Total	0.2088	1.8898	1.6596	2.6500e-003		0.1100	0.1100		0.1035	0.1035	0.0000	228.1356	228.1356	0.0557	0.0000	229.5270

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3.5 Building Construction - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	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	0.0128	0.3817	0.1014	9.1000e-004	0.0222	1.8600e-003	0.0241	6.4200e-003	1.7800e-003	8.2000e-003	0.0000	88.3672	88.3672	6.7700e-003	0.0000	88.5365
Worker	0.0240	0.0177	0.1740	5.2000e-004	0.0521	3.7000e-004	0.0525	0.0139	3.5000e-004	0.0142	0.0000	47.1242	47.1242	1.4100e-003	0.0000	47.1595
Total	0.0367	0.3995	0.2754	1.4300e-003	0.0744	2.2300e-003	0.0766	0.0203	2.1300e-003	0.0224	0.0000	135.4914	135.4914	8.1800e-003	0.0000	135.6961

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	0.1644	1.5079	1.4338	2.3300e-003		0.0829	0.0829		0.0780	0.0780	0.0000	200.3662	200.3662	0.0483	0.0000	201.5747
Total	0.1644	1.5079	1.4338	2.3300e-003		0.0829	0.0829		0.0780	0.0780	0.0000	200.3662	200.3662	0.0483	0.0000	201.5747

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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	9.0900e-003	0.3022	0.0806	7.9000e-004	0.0195	6.4000e-004	0.0202	5.6400e-003	6.1000e-004	6.2500e-003	0.0000	76.8895	76.8895	5.7100e-003	0.0000	77.0322
Worker	0.0199	0.0142	0.1426	4.4000e-004	0.0458	3.2000e-004	0.0461	0.0122	3.0000e-004	0.0125	0.0000	39.9928	39.9928	1.1500e-003	0.0000	40.0215
Total	0.0289	0.3164	0.2232	1.2300e-003	0.0653	9.6000e-004	0.0663	0.0178	9.1000e-004	0.0187	0.0000	116.8824	116.8824	6.8600e-003	0.0000	117.0537

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	0.1644	1.5079	1.4338	2.3300e-003		0.0829	0.0829		0.0780	0.0780	0.0000	200.3660	200.3660	0.0483	0.0000	201.5745
Total	0.1644	1.5079	1.4338	2.3300e-003		0.0829	0.0829		0.0780	0.0780	0.0000	200.3660	200.3660	0.0483	0.0000	201.5745

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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	9.0900e-003	0.3022	0.0806	7.9000e-004	0.0195	6.4000e-004	0.0202	5.6400e-003	6.1000e-004	6.2500e-003	0.0000	76.8895	76.8895	5.7100e-003	0.0000	77.0322
Worker	0.0199	0.0142	0.1426	4.4000e-004	0.0458	3.2000e-004	0.0461	0.0122	3.0000e-004	0.0125	0.0000	39.9928	39.9928	1.1500e-003	0.0000	40.0215
Total	0.0289	0.3164	0.2232	1.2300e-003	0.0653	9.6000e-004	0.0663	0.0178	9.1000e-004	0.0187	0.0000	116.8824	116.8824	6.8600e-003	0.0000	117.0537

3.6 Paving - 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	0.0126	0.1292	0.1465	2.3000e-004		6.7800e-003	6.7800e-003		6.2400e-003	6.2400e-003	0.0000	20.0235	20.0235	6.4800e-003	0.0000	20.1854
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0126	0.1292	0.1465	2.3000e-004		6.7800e-003	6.7800e-003		6.2400e-003	6.2400e-003	0.0000	20.0235	20.0235	6.4800e-003	0.0000	20.1854

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3.6 Paving - 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	5.2000e-004	3.7000e-004	3.7500e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.0508	1.0508	3.0000e-005	0.0000	1.0515
Total	5.2000e-004	3.7000e-004	3.7500e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.0508	1.0508	3.0000e-005	0.0000	1.0515

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	0.0126	0.1292	0.1465	2.3000e-004		6.7800e-003	6.7800e-003		6.2400e-003	6.2400e-003	0.0000	20.0235	20.0235	6.4800e-003	0.0000	20.1854
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0126	0.1292	0.1465	2.3000e-004		6.7800e-003	6.7800e-003		6.2400e-003	6.2400e-003	0.0000	20.0235	20.0235	6.4800e-003	0.0000	20.1854

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3.6 Paving - 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	5.2000e-004	3.7000e-004	3.7500e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.0508	1.0508	3.0000e-005	0.0000	1.0515
Total	5.2000e-004	3.7000e-004	3.7500e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.0508	1.0508	3.0000e-005	0.0000	1.0515

3.7 Architectural Coating - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.5693					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0239	0.1659	0.1804	2.9000e-004		0.0109	0.0109		0.0109	0.0109	0.0000	25.1496	25.1496	1.9500e-003	0.0000	25.1982
Total	0.5932	0.1659	0.1804	2.9000e-004		0.0109	0.0109		0.0109	0.0109	0.0000	25.1496	25.1496	1.9500e-003	0.0000	25.1982

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3.7 Architectural Coating - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	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	4.7200e-003	3.4900e-003	0.0343	1.0000e-004	0.0103	7.0000e-005	0.0103	2.7300e-003	7.0000e-005	2.8000e-003	0.0000	9.2820	9.2820	2.8000e-004	0.0000	9.2890
Total	4.7200e-003	3.4900e-003	0.0343	1.0000e-004	0.0103	7.0000e-005	0.0103	2.7300e-003	7.0000e-005	2.8000e-003	0.0000	9.2820	9.2820	2.8000e-004	0.0000	9.2890

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	0.5693					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0239	0.1659	0.1804	2.9000e-004		0.0109	0.0109		0.0109	0.0109	0.0000	25.1495	25.1495	1.9500e-003	0.0000	25.1982
Total	0.5932	0.1659	0.1804	2.9000e-004		0.0109	0.0109		0.0109	0.0109	0.0000	25.1495	25.1495	1.9500e-003	0.0000	25.1982

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3.7 Architectural Coating - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	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	4.7200e-003	3.4900e-003	0.0343	1.0000e-004	0.0103	7.0000e-005	0.0103	2.7300e-003	7.0000e-005	2.8000e-003	0.0000	9.2820	9.2820	2.8000e-004	0.0000	9.2890
Total	4.7200e-003	3.4900e-003	0.0343	1.0000e-004	0.0103	7.0000e-005	0.0103	2.7300e-003	7.0000e-005	2.8000e-003	0.0000	9.2820	9.2820	2.8000e-004	0.0000	9.2890

3.7 Architectural Coating - 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					
Archit. Coating	0.5000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0189	0.1321	0.1572	2.6000e-004		8.1400e-003	8.1400e-003		8.1400e-003	8.1400e-003	0.0000	22.0856	22.0856	1.5200e-003	0.0000	22.1235
Total	0.5189	0.1321	0.1572	2.6000e-004		8.1400e-003	8.1400e-003		8.1400e-003	8.1400e-003	0.0000	22.0856	22.0856	1.5200e-003	0.0000	22.1235

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3.7 Architectural Coating - 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	3.9100e-003	2.7900e-003	0.0281	9.0000e-005	9.0200e-003	6.0000e-005	9.0800e-003	2.4000e-003	6.0000e-005	2.4600e-003	0.0000	7.8774	7.8774	2.3000e-004	0.0000	7.8830
Total	3.9100e-003	2.7900e-003	0.0281	9.0000e-005	9.0200e-003	6.0000e-005	9.0800e-003	2.4000e-003	6.0000e-005	2.4600e-003	0.0000	7.8774	7.8774	2.3000e-004	0.0000	7.8830

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	0.5000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0189	0.1321	0.1572	2.6000e-004		8.1400e-003	8.1400e-003		8.1400e-003	8.1400e-003	0.0000	22.0856	22.0856	1.5200e-003	0.0000	22.1235
Total	0.5189	0.1321	0.1572	2.6000e-004		8.1400e-003	8.1400e-003		8.1400e-003	8.1400e-003	0.0000	22.0856	22.0856	1.5200e-003	0.0000	22.1235

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3.7 Architectural Coating - 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	3.9100e-003	2.7900e-003	0.0281	9.0000e-005	9.0200e-003	6.0000e-005	9.0800e-003	2.4000e-003	6.0000e-005	2.4600e-003	0.0000	7.8774	7.8774	2.3000e-004	0.0000	7.8830
Total	3.9100e-003	2.7900e-003	0.0281	9.0000e-005	9.0200e-003	6.0000e-005	9.0800e-003	2.4000e-003	6.0000e-005	2.4600e-003	0.0000	7.8774	7.8774	2.3000e-004	0.0000	7.8830

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.8417	4.2017	7.8687	0.0292	3.1813	0.0160	3.1973	0.8516	0.0149	0.8665	0.0000	2,734.295 4	2,734.295 4	0.1477	0.0000	2,737.988 5
Unmitigated	0.8417	4.2017	7.8687	0.0292	3.1813	0.0160	3.1973	0.8516	0.0149	0.8665	0.0000	2,734.295 4	2,734.295 4	0.1477	0.0000	2,737.988 5

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	676.20	676.20	676.20	1,135,847	1,135,847
Government (Civic Center)	710.70	0.00	0.00	612,626	612,626
Strip Mall	5,902.00	5,902.00	5,902.00	6,696,338	6,696,338
Total	7,288.90	6,578.20	6,578.20	8,444,812	8,444,812

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	5.64	5.64	5.64	33.00	48.00	19.00	77	19	4
Government (Civic Center)	5.64	5.64	5.64	75.00	20.00	5.00	50	34	16
Strip Mall	5.64	5.64	5.64	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

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Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.617626	0.036451	0.176904	0.096837	0.011340	0.005282	0.018425	0.026503	0.001944	0.001632	0.005548	0.000800	0.000709
Government (Civic Center)	0.617626	0.036451	0.176904	0.096837	0.011340	0.005282	0.018425	0.026503	0.001944	0.001632	0.005548	0.000800	0.000709
Strip Mall	0.617626	0.036451	0.176904	0.096837	0.011340	0.005282	0.018425	0.026503	0.001944	0.001632	0.005548	0.000800	0.000709

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	477.8567	477.8567	0.0191	3.5700e-003	479.3981
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	477.8567	477.8567	0.0191	3.5700e-003	479.3981
NaturalGas Mitigated	8.0300e-003	0.0730	0.0614	4.4000e-004		5.5500e-003	5.5500e-003		5.5500e-003	5.5500e-003	0.0000	79.5137	79.5137	1.5200e-003	1.4600e-003	79.9862
NaturalGas Unmitigated	8.0300e-003	0.0730	0.0614	4.4000e-004		5.5500e-003	5.5500e-003		5.5500e-003	5.5500e-003	0.0000	79.5137	79.5137	1.5200e-003	1.4600e-003	79.9862

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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					
General Office Building	682705	3.6800e-003	0.0335	0.0281	2.0000e-004		2.5400e-003	2.5400e-003		2.5400e-003	2.5400e-003	0.0000	36.4317	36.4317	7.0000e-004	6.7000e-004	36.6482
Government (Civic Center)	478281	2.5800e-003	0.0235	0.0197	1.4000e-004		1.7800e-003	1.7800e-003		1.7800e-003	1.7800e-003	0.0000	25.5229	25.5229	4.9000e-004	4.7000e-004	25.6746
Strip Mall	329045	1.7700e-003	0.0161	0.0136	1.0000e-004		1.2300e-003	1.2300e-003		1.2300e-003	1.2300e-003	0.0000	17.5591	17.5591	3.4000e-004	3.2000e-004	17.6635
Total		8.0300e-003	0.0731	0.0614	4.4000e-004		5.5500e-003	5.5500e-003		5.5500e-003	5.5500e-003	0.0000	79.5137	79.5137	1.5300e-003	1.4600e-003	79.9862

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					
General Office Building	682705	3.6800e-003	0.0335	0.0281	2.0000e-004		2.5400e-003	2.5400e-003		2.5400e-003	2.5400e-003	0.0000	36.4317	36.4317	7.0000e-004	6.7000e-004	36.6482
Government (Civic Center)	478281	2.5800e-003	0.0235	0.0197	1.4000e-004		1.7800e-003	1.7800e-003		1.7800e-003	1.7800e-003	0.0000	25.5229	25.5229	4.9000e-004	4.7000e-004	25.6746
Strip Mall	329045	1.7700e-003	0.0161	0.0136	1.0000e-004		1.2300e-003	1.2300e-003		1.2300e-003	1.2300e-003	0.0000	17.5591	17.5591	3.4000e-004	3.2000e-004	17.6635
Total		8.0300e-003	0.0731	0.0614	4.4000e-004		5.5500e-003	5.5500e-003		5.5500e-003	5.5500e-003	0.0000	79.5137	79.5137	1.5300e-003	1.4600e-003	79.9862

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5.3 Energy by Land Use - Electricity**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	454460	82.6950	3.3000e-003	6.2000e-004	82.9617
Government (Civic Center)	318380	57.9335	2.3100e-003	4.3000e-004	58.1203
Strip Mall	1.85328e+006	337.2283	0.0135	2.5200e-003	338.3161
Total		477.8567	0.0191	3.5700e-003	479.3981

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	454460	82.6950	3.3000e-003	6.2000e-004	82.9617
Government (Civic Center)	318380	57.9335	2.3100e-003	4.3000e-004	58.1203
Strip Mall	1.85328e+006	337.2283	0.0135	2.5200e-003	338.3161
Total		477.8567	0.0191	3.5700e-003	479.3981

6.0 Area Detail

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6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.9080	2.0000e-005	1.8700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.6600e-003	3.6600e-003	1.0000e-005	0.0000	3.9000e-003
Unmitigated	0.9080	2.0000e-005	1.8700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.6600e-003	3.6600e-003	1.0000e-005	0.0000	3.9000e-003

6.2 Area by SubCategory**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1069					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.8009					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.7000e-004	2.0000e-005	1.8700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.6600e-003	3.6600e-003	1.0000e-005	0.0000	3.9000e-003
Total	0.9079	2.0000e-005	1.8700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.6600e-003	3.6600e-003	1.0000e-005	0.0000	3.9000e-003

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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	0.1069					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.8009					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.7000e-004	2.0000e-005	1.8700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.6600e-003	3.6600e-003	1.0000e-005	0.0000	3.9000e-003
Total	0.9079	2.0000e-005	1.8700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.6600e-003	3.6600e-003	1.0000e-005	0.0000	3.9000e-003

7.0 Water Detail**7.1 Mitigation Measures Water**

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	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	73.3398	0.5669	0.0138	91.6348
Unmitigated	73.3398	0.5669	0.0138	91.6348

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	4.80734 / 3.68304	20.3611	0.1574	3.8400e-003	25.4402
Government (Civic Center)	3.765 / 2.88447	15.9463	0.1233	3.0100e-003	19.9242
Strip Mall	8.74352 / 6.69866	37.0324	0.2863	6.9800e-003	46.2703
Total		73.3398	0.5669	0.0138	91.6348

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7.2 Water by Land Use**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	4.80734 / 3.68304	20.3611	0.1574	3.8400e-003	25.4402
Government (Civic Center)	3.765 / 2.88447	15.9463	0.1233	3.0100e-003	19.9242
Strip Mall	8.74352 / 6.69866	37.0324	0.2863	6.9800e-003	46.2703
Total		73.3398	0.5669	0.0138	91.6348

8.0 Waste Detail**8.1 Mitigation Measures Waste**

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Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	65.2413	3.8557	0.0000	161.6326
Unmitigated	65.2413	3.8557	0.0000	161.6326

8.2 Waste by Land Use**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	31.44	6.3820	0.3772	0.0000	15.8112
Government (Civic Center)	135.03	27.4099	1.6199	0.0000	67.9068
Strip Mall	154.93	31.4494	1.8586	0.0000	77.9145
Total		65.2413	3.8557	0.0000	161.6325

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8.2 Waste by Land Use**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	31.44	6.3820	0.3772	0.0000	15.8112
Government (Civic Center)	135.03	27.4099	1.6199	0.0000	67.9068
Strip Mall	154.93	31.4494	1.8586	0.0000	77.9145
Total		65.2413	3.8557	0.0000	161.6325

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

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11.0 Vegetation

ATTACHMENT 4

**CalEEMod Output – Year 2035 Emissions –
Proposed Zoning**

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9348 Del Mar Zoning Amendment - Proposed Zoning, Residential
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1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	345.00	Dwelling Unit	21.66	345,000.00	987

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	40
Climate Zone	13			Operational Year	2035
Utility Company	San Diego Gas & Electric				
CO2 Intensity (lb/MW hr)	401.16	CH4 Intensity (lb/MW hr)	0.016	N2O Intensity (lb/MW hr)	0.003

1.3 User Entered Comments & Non-Default Data

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Project Characteristics - Energy intensity factors updated based on SDG&E renewable procurement - 50% by 2030
(401.16, 0.016, 0.003)

Land Use - NC - 15.73 acres
PC - 1.29 acres
PF - 4.63 acres

Construction Phase - Architectural coatings simultaneous with building construction

Demolition - 155,774 square feet existing
~30,000 square feet water tanks

Architectural Coating - SDAPCD Rule 67.0.1

Vehicle Trips - 5.64 mile trip length based on EMFAC2014 data for San Diego 2019

Woodstoves - No woodstoves or fireplaces

Area Coating - SDAPCD Rule 67.0.1

Energy Use -

Water And Wastewater - CalGreen requires a 20% decrease in indoor water use that is not accounted for in CalEEMod
(17,982,511.07 gallons)

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Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Residential_Exterior	250.00	150.00
tblArchitecturalCoating	EF_Residential_Interior	250.00	100.00
tblAreaCoating	Area_EF_Residential_Exterior	250	150
tblAreaCoating	Area_EF_Residential_Interior	250	100
tblConstructionPhase	NumDays	20.00	370.00
tblFireplaces	FireplaceDayYear	82.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	3,078.40	0.00
tblFireplaces	NumberGas	189.75	0.00
tblFireplaces	NumberNoFireplace	34.50	345.00
tblFireplaces	NumberWood	120.75	0.00
tblLandUse	LotAcreage	9.08	21.66
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.016
tblProjectCharacteristics	CO2IntensityFactor	720.49	401.16
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.003
tblVehicleTrips	HO_TL	7.50	5.64
tblVehicleTrips	HS_TL	7.30	5.64
tblVehicleTrips	HW_TL	10.80	5.64
tblVehicleTrips	ST_TR	6.39	8.00
tblVehicleTrips	SU_TR	5.86	8.00
tblVehicleTrips	WD_TR	6.65	8.00
tblWater	IndoorWaterUseRate	22,478,138.84	17,982,511.07
tblWoodstoves	NumberCatalytic	17.25	0.00
tblWoodstoves	NumberNoncatalytic	17.25	0.00
tblWoodstoves	WoodstoveDayYear	82.00	0.00
tblWoodstoves	WoodstoveWoodMass	3,019.20	0.00

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2.0 Emissions Summary**2.1 Overall Construction****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	1.7847	4.0956	3.6635	8.3200e-003	0.6062	0.1907	0.7969	0.1994	0.1788	0.3782	0.0000	745.1459	745.1459	0.1203	0.0000	748.1526
2021	1.4315	2.1623	2.4730	5.6800e-003	0.2292	0.1000	0.3292	0.0614	0.0944	0.1557	0.0000	507.7738	507.7738	0.0678	0.0000	509.4674
Maximum	1.7847	4.0956	3.6635	8.3200e-003	0.6062	0.1907	0.7969	0.1994	0.1788	0.3782	0.0000	745.1459	745.1459	0.1203	0.0000	748.1526

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	1.7847	4.0956	3.6635	8.3200e-003	0.6062	0.1907	0.7969	0.1994	0.1788	0.3782	0.0000	745.1454	745.1454	0.1203	0.0000	748.1521
2021	1.4315	2.1623	2.4729	5.6800e-003	0.2292	0.1000	0.3292	0.0614	0.0944	0.1557	0.0000	507.7735	507.7735	0.0678	0.0000	509.4671
Maximum	1.7847	4.0956	3.6635	8.3200e-003	0.6062	0.1907	0.7969	0.1994	0.1788	0.3782	0.0000	745.1454	745.1454	0.1203	0.0000	748.1521

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	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)
1	1-1-2020	3-31-2020	1.6805	1.6805
2	4-1-2020	6-30-2020	1.3813	1.3813
3	7-1-2020	9-30-2020	1.3964	1.3964
4	10-1-2020	12-31-2020	1.4043	1.4043
5	1-1-2021	3-31-2021	1.2858	1.2858
6	4-1-2021	6-30-2021	1.2931	1.2931
7	7-1-2021	9-30-2021	1.0236	1.0236
		Highest	1.6805	1.6805

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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	1.6666	0.0295	2.5527	1.4000e-004		0.0142	0.0142		0.0142	0.0142	0.0000	4.1844	4.1844	3.9800e-003	0.0000	4.2840
Energy	0.0138	0.1181	0.0503	7.5000e-004		9.5500e-003	9.5500e-003		9.5500e-003	9.5500e-003	0.0000	388.1855	388.1855	0.0127	4.3900e-003	389.8092
Mobile	0.3782	1.8467	4.0601	0.0166	1.8955	8.7100e-003	1.9042	0.5074	8.0900e-003	0.5155	0.0000	1,545.7706	1,545.7706	0.0783	0.0000	1,547.7270
Waste						0.0000	0.0000		0.0000	0.0000	32.2147	0.0000	32.2147	1.9038	0.0000	79.8105
Water						0.0000	0.0000		0.0000	0.0000	5.7050	71.2550	76.9600	0.5888	0.0144	95.9619
Total	2.0586	1.9943	6.6630	0.0174	1.8955	0.0325	1.9280	0.5074	0.0319	0.5393	37.9197	2,009.3955	2,047.3152	2.5875	0.0188	2,117.5926

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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	1.6666	0.0295	2.5527	1.4000e-004		0.0142	0.0142		0.0142	0.0142	0.0000	4.1844	4.1844	3.9800e-003	0.0000	4.2840
Energy	0.0138	0.1181	0.0503	7.5000e-004		9.5500e-003	9.5500e-003		9.5500e-003	9.5500e-003	0.0000	388.1855	388.1855	0.0127	4.3900e-003	389.8092
Mobile	0.3782	1.8467	4.0601	0.0166	1.8955	8.7100e-003	1.9042	0.5074	8.0900e-003	0.5155	0.0000	1,545.7706	1,545.7706	0.0783	0.0000	1,547.7270
Waste						0.0000	0.0000		0.0000	0.0000	32.2147	0.0000	32.2147	1.9038	0.0000	79.8105
Water						0.0000	0.0000		0.0000	0.0000	5.7050	71.2550	76.9600	0.5888	0.0144	95.9619
Total	2.0586	1.9943	6.6630	0.0174	1.8955	0.0325	1.9280	0.5074	0.0319	0.5393	37.9197	2,009.3955	2,047.3152	2.5875	0.0188	2,117.5926

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail**Construction Phase**

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Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2020	1/28/2020	5	20	
2	Site Preparation	Site Preparation	1/29/2020	2/11/2020	5	10	
3	Grading	Grading	2/12/2020	3/31/2020	5	35	
4	Building Construction	Building Construction	4/1/2020	8/31/2021	5	370	
5	Architectural Coating	Architectural Coating	4/1/2020	8/31/2021	5	370	
6	Paving	Paving	9/1/2021	9/28/2021	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 87.5

Acres of Paving: 0

Residential Indoor: 698,625; Residential Outdoor: 232,875; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0
(Architectural Coating – sqft)

OffRoad Equipment

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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

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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	15.00	0.00	845.00	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	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	248.00	37.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	50.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction**3.2 Demolition - 2020****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0926	0.0000	0.0926	0.0140	0.0000	0.0140	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0331	0.3320	0.2175	3.9000e-004		0.0166	0.0166		0.0154	0.0154	0.0000	33.9986	33.9986	9.6000e-003	0.0000	34.2386
Total	0.0331	0.3320	0.2175	3.9000e-004	0.0926	0.0166	0.1092	0.0140	0.0154	0.0294	0.0000	33.9986	33.9986	9.6000e-003	0.0000	34.2386

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3.2 Demolition - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.3800e-003	0.1202	0.0275	3.3000e-004	7.2300e-003	3.8000e-004	7.6100e-003	1.9900e-003	3.6000e-004	2.3500e-003	0.0000	32.5853	32.5853	2.9300e-003	0.0000	32.6586
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	5.5000e-004	4.1000e-004	4.0100e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.0873	1.0873	3.0000e-005	0.0000	1.0881
Total	3.9300e-003	0.1206	0.0315	3.4000e-004	8.4300e-003	3.9000e-004	8.8200e-003	2.3100e-003	3.7000e-004	2.6800e-003	0.0000	33.6726	33.6726	2.9600e-003	0.0000	33.7468

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					0.0926	0.0000	0.0926	0.0140	0.0000	0.0140	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0331	0.3320	0.2175	3.9000e-004		0.0166	0.0166		0.0154	0.0154	0.0000	33.9986	33.9986	9.6000e-003	0.0000	34.2385
Total	0.0331	0.3320	0.2175	3.9000e-004	0.0926	0.0166	0.1092	0.0140	0.0154	0.0294	0.0000	33.9986	33.9986	9.6000e-003	0.0000	34.2385

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3.2 Demolition - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.3800e-003	0.1202	0.0275	3.3000e-004	7.2300e-003	3.8000e-004	7.6100e-003	1.9900e-003	3.6000e-004	2.3500e-003	0.0000	32.5853	32.5853	2.9300e-003	0.0000	32.6586
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	5.5000e-004	4.1000e-004	4.0100e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.0873	1.0873	3.0000e-005	0.0000	1.0881
Total	3.9300e-003	0.1206	0.0315	3.4000e-004	8.4300e-003	3.9000e-004	8.8200e-003	2.3100e-003	3.7000e-004	2.6800e-003	0.0000	33.6726	33.6726	2.9600e-003	0.0000	33.7468

3.3 Site Preparation - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0204	0.2121	0.1076	1.9000e-004		0.0110	0.0110		0.0101	0.0101	0.0000	16.7153	16.7153	5.4100e-003	0.0000	16.8505
Total	0.0204	0.2121	0.1076	1.9000e-004	0.0903	0.0110	0.1013	0.0497	0.0101	0.0598	0.0000	16.7153	16.7153	5.4100e-003	0.0000	16.8505

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3.3 Site Preparation - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	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	3.3000e-004	2.5000e-004	2.4100e-003	1.0000e-005	7.2000e-004	1.0000e-005	7.3000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.6524	0.6524	2.0000e-005	0.0000	0.6529
Total	3.3000e-004	2.5000e-004	2.4100e-003	1.0000e-005	7.2000e-004	1.0000e-005	7.3000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.6524	0.6524	2.0000e-005	0.0000	0.6529

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					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0204	0.2121	0.1076	1.9000e-004		0.0110	0.0110		0.0101	0.0101	0.0000	16.7153	16.7153	5.4100e-003	0.0000	16.8505
Total	0.0204	0.2121	0.1076	1.9000e-004	0.0903	0.0110	0.1013	0.0497	0.0101	0.0598	0.0000	16.7153	16.7153	5.4100e-003	0.0000	16.8505

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3.3 Site Preparation - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	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	3.3000e-004	2.5000e-004	2.4100e-003	1.0000e-005	7.2000e-004	1.0000e-005	7.3000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.6524	0.6524	2.0000e-005	0.0000	0.6529
Total	3.3000e-004	2.5000e-004	2.4100e-003	1.0000e-005	7.2000e-004	1.0000e-005	7.3000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.6524	0.6524	2.0000e-005	0.0000	0.6529

3.4 Grading - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1518	0.0000	0.1518	0.0629	0.0000	0.0629	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0779	0.8785	0.5593	1.0900e-003		0.0380	0.0380		0.0350	0.0350	0.0000	95.3475	95.3475	0.0308	0.0000	96.1185
Total	0.0779	0.8785	0.5593	1.0900e-003	0.1518	0.0380	0.1898	0.0629	0.0350	0.0979	0.0000	95.3475	95.3475	0.0308	0.0000	96.1185

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3.4 Grading - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	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	1.2900e-003	9.6000e-004	9.3700e-003	3.0000e-005	2.8100e-003	2.0000e-005	2.8300e-003	7.5000e-004	2.0000e-005	7.6000e-004	0.0000	2.5371	2.5371	8.0000e-005	0.0000	2.5390
Total	1.2900e-003	9.6000e-004	9.3700e-003	3.0000e-005	2.8100e-003	2.0000e-005	2.8300e-003	7.5000e-004	2.0000e-005	7.6000e-004	0.0000	2.5371	2.5371	8.0000e-005	0.0000	2.5390

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					0.1518	0.0000	0.1518	0.0629	0.0000	0.0629	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0779	0.8785	0.5593	1.0900e-003		0.0380	0.0380		0.0350	0.0350	0.0000	95.3474	95.3474	0.0308	0.0000	96.1183
Total	0.0779	0.8785	0.5593	1.0900e-003	0.1518	0.0380	0.1898	0.0629	0.0350	0.0979	0.0000	95.3474	95.3474	0.0308	0.0000	96.1183

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3.4 Grading - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	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	1.2900e-003	9.6000e-004	9.3700e-003	3.0000e-005	2.8100e-003	2.0000e-005	2.8300e-003	7.5000e-004	2.0000e-005	7.6000e-004	0.0000	2.5371	2.5371	8.0000e-005	0.0000	2.5390
Total	1.2900e-003	9.6000e-004	9.3700e-003	3.0000e-005	2.8100e-003	2.0000e-005	2.8300e-003	7.5000e-004	2.0000e-005	7.6000e-004	0.0000	2.5371	2.5371	8.0000e-005	0.0000	2.5390

3.5 Building Construction - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2088	1.8898	1.6596	2.6500e-003		0.1100	0.1100		0.1035	0.1035	0.0000	228.1358	228.1358	0.0557	0.0000	229.5273
Total	0.2088	1.8898	1.6596	2.6500e-003		0.1100	0.1100		0.1035	0.1035	0.0000	228.1358	228.1358	0.0557	0.0000	229.5273

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3.5 Building Construction - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	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	0.0139	0.4154	0.1104	9.9000e-004	0.0242	2.0300e-003	0.0262	6.9800e-003	1.9400e-003	8.9200e-003	0.0000	96.1643	96.1643	7.3700e-003	0.0000	96.3486
Worker	0.0900	0.0667	0.6537	1.9600e-003	0.1959	1.4100e-003	0.1973	0.0521	1.3000e-003	0.0534	0.0000	177.0726	177.0726	5.3200e-003	0.0000	177.2055
Total	0.1039	0.4821	0.7640	2.9500e-003	0.2201	3.4400e-003	0.2235	0.0590	3.2400e-003	0.0623	0.0000	273.2369	273.2369	0.0127	0.0000	273.5541

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	0.2088	1.8898	1.6596	2.6500e-003		0.1100	0.1100		0.1035	0.1035	0.0000	228.1356	228.1356	0.0557	0.0000	229.5270
Total	0.2088	1.8898	1.6596	2.6500e-003		0.1100	0.1100		0.1035	0.1035	0.0000	228.1356	228.1356	0.0557	0.0000	229.5270

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3.5 Building Construction - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	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	0.0139	0.4154	0.1104	9.9000e-004	0.0242	2.0300e-003	0.0262	6.9800e-003	1.9400e-003	8.9200e-003	0.0000	96.1643	96.1643	7.3700e-003	0.0000	96.3486
Worker	0.0900	0.0667	0.6537	1.9600e-003	0.1959	1.4100e-003	0.1973	0.0521	1.3000e-003	0.0534	0.0000	177.0726	177.0726	5.3200e-003	0.0000	177.2055
Total	0.1039	0.4821	0.7640	2.9500e-003	0.2201	3.4400e-003	0.2235	0.0590	3.2400e-003	0.0623	0.0000	273.2369	273.2369	0.0127	0.0000	273.5541

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	0.1644	1.5079	1.4338	2.3300e-003		0.0829	0.0829		0.0780	0.0780	0.0000	200.3662	200.3662	0.0483	0.0000	201.5747
Total	0.1644	1.5079	1.4338	2.3300e-003		0.0829	0.0829		0.0780	0.0780	0.0000	200.3662	200.3662	0.0483	0.0000	201.5747

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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	9.9000e-003	0.3289	0.0877	8.6000e-004	0.0212	7.0000e-004	0.0219	6.1300e-003	6.7000e-004	6.8000e-003	0.0000	83.6739	83.6739	6.2100e-003	0.0000	83.8291
Worker	0.0746	0.0532	0.5359	1.6600e-003	0.1720	1.2200e-003	0.1732	0.0457	1.1200e-003	0.0468	0.0000	150.2761	150.2761	4.3100e-003	0.0000	150.3838
Total	0.0845	0.3821	0.6236	2.5200e-003	0.1933	1.9200e-003	0.1952	0.0518	1.7900e-003	0.0536	0.0000	233.9500	233.9500	0.0105	0.0000	234.2129

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	0.1644	1.5079	1.4338	2.3300e-003		0.0829	0.0829		0.0780	0.0780	0.0000	200.3660	200.3660	0.0483	0.0000	201.5745
Total	0.1644	1.5079	1.4338	2.3300e-003		0.0829	0.0829		0.0780	0.0780	0.0000	200.3660	200.3660	0.0483	0.0000	201.5745

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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	9.9000e-003	0.3289	0.0877	8.6000e-004	0.0212	7.0000e-004	0.0219	6.1300e-003	6.7000e-004	6.8000e-003	0.0000	83.6739	83.6739	6.2100e-003	0.0000	83.8291
Worker	0.0746	0.0532	0.5359	1.6600e-003	0.1720	1.2200e-003	0.1732	0.0457	1.1200e-003	0.0468	0.0000	150.2761	150.2761	4.3100e-003	0.0000	150.3838
Total	0.0845	0.3821	0.6236	2.5200e-003	0.1933	1.9200e-003	0.1952	0.0518	1.7900e-003	0.0536	0.0000	233.9500	233.9500	0.0105	0.0000	234.2129

3.6 Architectural Coating - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.2931					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0239	0.1659	0.1804	2.9000e-004		0.0109	0.0109		0.0109	0.0109	0.0000	25.1496	25.1496	1.9500e-003	0.0000	25.1982
Total	1.3169	0.1659	0.1804	2.9000e-004		0.0109	0.0109		0.0109	0.0109	0.0000	25.1496	25.1496	1.9500e-003	0.0000	25.1982

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3.6 Architectural Coating - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	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	0.0182	0.0134	0.1318	3.9000e-004	0.0395	2.8000e-004	0.0398	0.0105	2.6000e-004	0.0108	0.0000	35.7001	35.7001	1.0700e-003	0.0000	35.7269
Total	0.0182	0.0134	0.1318	3.9000e-004	0.0395	2.8000e-004	0.0398	0.0105	2.6000e-004	0.0108	0.0000	35.7001	35.7001	1.0700e-003	0.0000	35.7269

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	1.2931					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0239	0.1659	0.1804	2.9000e-004		0.0109	0.0109		0.0109	0.0109	0.0000	25.1495	25.1495	1.9500e-003	0.0000	25.1982
Total	1.3169	0.1659	0.1804	2.9000e-004		0.0109	0.0109		0.0109	0.0109	0.0000	25.1495	25.1495	1.9500e-003	0.0000	25.1982

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3.6 Architectural Coating - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	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	0.0182	0.0134	0.1318	3.9000e-004	0.0395	2.8000e-004	0.0398	0.0105	2.6000e-004	0.0108	0.0000	35.7001	35.7001	1.0700e-003	0.0000	35.7269
Total	0.0182	0.0134	0.1318	3.9000e-004	0.0395	2.8000e-004	0.0398	0.0105	2.6000e-004	0.0108	0.0000	35.7001	35.7001	1.0700e-003	0.0000	35.7269

3.6 Architectural Coating - 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					
Archit. Coating	1.1355					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0189	0.1321	0.1572	2.6000e-004		8.1400e-003	8.1400e-003		8.1400e-003	8.1400e-003	0.0000	22.0856	22.0856	1.5200e-003	0.0000	22.1235
Total	1.1545	0.1321	0.1572	2.6000e-004		8.1400e-003	8.1400e-003		8.1400e-003	8.1400e-003	0.0000	22.0856	22.0856	1.5200e-003	0.0000	22.1235

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3.6 Architectural Coating - 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	0.0150	0.0107	0.1081	3.4000e-004	0.0347	2.5000e-004	0.0349	9.2200e-003	2.3000e-004	9.4400e-003	0.0000	30.2976	30.2976	8.7000e-004	0.0000	30.3193
Total	0.0150	0.0107	0.1081	3.4000e-004	0.0347	2.5000e-004	0.0349	9.2200e-003	2.3000e-004	9.4400e-003	0.0000	30.2976	30.2976	8.7000e-004	0.0000	30.3193

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	1.1355					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0189	0.1321	0.1572	2.6000e-004		8.1400e-003	8.1400e-003		8.1400e-003	8.1400e-003	0.0000	22.0856	22.0856	1.5200e-003	0.0000	22.1235
Total	1.1545	0.1321	0.1572	2.6000e-004		8.1400e-003	8.1400e-003		8.1400e-003	8.1400e-003	0.0000	22.0856	22.0856	1.5200e-003	0.0000	22.1235

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3.6 Architectural Coating - 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	0.0150	0.0107	0.1081	3.4000e-004	0.0347	2.5000e-004	0.0349	9.2200e-003	2.3000e-004	9.4400e-003	0.0000	30.2976	30.2976	8.7000e-004	0.0000	30.3193
Total	0.0150	0.0107	0.1081	3.4000e-004	0.0347	2.5000e-004	0.0349	9.2200e-003	2.3000e-004	9.4400e-003	0.0000	30.2976	30.2976	8.7000e-004	0.0000	30.3193

3.7 Paving - 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	0.0126	0.1292	0.1465	2.3000e-004		6.7800e-003	6.7800e-003		6.2400e-003	6.2400e-003	0.0000	20.0235	20.0235	6.4800e-003	0.0000	20.1854
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0126	0.1292	0.1465	2.3000e-004		6.7800e-003	6.7800e-003		6.2400e-003	6.2400e-003	0.0000	20.0235	20.0235	6.4800e-003	0.0000	20.1854

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3.7 Paving - 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	5.2000e-004	3.7000e-004	3.7500e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.0508	1.0508	3.0000e-005	0.0000	1.0515
Total	5.2000e-004	3.7000e-004	3.7500e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.0508	1.0508	3.0000e-005	0.0000	1.0515

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	0.0126	0.1292	0.1465	2.3000e-004		6.7800e-003	6.7800e-003		6.2400e-003	6.2400e-003	0.0000	20.0235	20.0235	6.4800e-003	0.0000	20.1854
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0126	0.1292	0.1465	2.3000e-004		6.7800e-003	6.7800e-003		6.2400e-003	6.2400e-003	0.0000	20.0235	20.0235	6.4800e-003	0.0000	20.1854

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3.7 Paving - 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	5.2000e-004	3.7000e-004	3.7500e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.0508	1.0508	3.0000e-005	0.0000	1.0515
Total	5.2000e-004	3.7000e-004	3.7500e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.0508	1.0508	3.0000e-005	0.0000	1.0515

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.3782	1.8467	4.0601	0.0166	1.8955	8.7100e-003	1.9042	0.5074	8.0900e-003	0.5155	0.0000	1,545.7706	1,545.7706	0.0783	0.0000	1,547.7270
Unmitigated	0.3782	1.8467	4.0601	0.0166	1.8955	8.7100e-003	1.9042	0.5074	8.0900e-003	0.5155	0.0000	1,545.7706	1,545.7706	0.0783	0.0000	1,547.7270

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	2,760.00	2,760.00	2760.00	5,031,739	5,031,739
Total	2,760.00	2,760.00	2,760.00	5,031,739	5,031,739

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	5.64	5.64	5.64	41.60	18.80	39.60	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.617626	0.036451	0.176904	0.096837	0.011340	0.005282	0.018425	0.026503	0.001944	0.001632	0.005548	0.000800	0.000709

5.0 Energy Detail

 Historical Energy Use: N

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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	251.4186	251.4186	0.0100	1.8800e-003	252.2296
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	251.4186	251.4186	0.0100	1.8800e-003	252.2296
NaturalGas Mitigated	0.0138	0.1181	0.0503	7.5000e-004		9.5500e-003	9.5500e-003		9.5500e-003	9.5500e-003	0.0000	136.7669	136.7669	2.6200e-003	2.5100e-003	137.5797
NaturalGas Unmitigated	0.0138	0.1181	0.0503	7.5000e-004		9.5500e-003	9.5500e-003		9.5500e-003	9.5500e-003	0.0000	136.7669	136.7669	2.6200e-003	2.5100e-003	137.5797

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					
Apartments Mid Rise	2.56292e+006	0.0138	0.1181	0.0503	7.5000e-004		9.5500e-003	9.5500e-003		9.5500e-003	9.5500e-003	0.0000	136.7669	136.7669	2.6200e-003	2.5100e-003	137.5797
Total		0.0138	0.1181	0.0503	7.5000e-004		9.5500e-003	9.5500e-003		9.5500e-003	9.5500e-003	0.0000	136.7669	136.7669	2.6200e-003	2.5100e-003	137.5797

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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					
Apartments Mid Rise	2.56292e+006	0.0138	0.1181	0.0503	7.5000e-004		9.5500e-003	9.5500e-003		9.5500e-003	9.5500e-003	0.0000	136.7669	136.7669	2.6200e-003	2.5100e-003	137.5797
Total		0.0138	0.1181	0.0503	7.5000e-004		9.5500e-003	9.5500e-003		9.5500e-003	9.5500e-003	0.0000	136.7669	136.7669	2.6200e-003	2.5100e-003	137.5797

5.3 Energy by Land Use - Electricity**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	1.3817e+006	251.4186	0.0100	1.8800e-003	252.2296
Total		251.4186	0.0100	1.8800e-003	252.2296

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5.3 Energy by Land Use - Electricity**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	1.3817e+006	251.4186	0.0100	1.8800e-003	252.2296
Total		251.4186	0.0100	1.8800e-003	252.2296

6.0 Area Detail**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.6666	0.0295	2.5527	1.4000e-004		0.0142	0.0142		0.0142	0.0142	0.0000	4.1844	4.1844	3.9800e-003	0.0000	4.2840
Unmitigated	1.6666	0.0295	2.5527	1.4000e-004		0.0142	0.0142		0.0142	0.0142	0.0000	4.1844	4.1844	3.9800e-003	0.0000	4.2840

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6.2 Area by SubCategory**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.2429					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.3474					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
Landscaping	0.0763	0.0295	2.5527	1.4000e-004		0.0142	0.0142		0.0142	0.0142	0.0000	4.1844	4.1844	3.9800e-003	0.0000	4.2840
Total	1.6666	0.0295	2.5527	1.4000e-004		0.0142	0.0142		0.0142	0.0142	0.0000	4.1844	4.1844	3.9800e-003	0.0000	4.2840

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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	0.2429					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.3474					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
Landscaping	0.0763	0.0295	2.5527	1.4000e-004		0.0142	0.0142		0.0142	0.0142	0.0000	4.1844	4.1844	3.9800e-003	0.0000	4.2840
Total	1.6666	0.0295	2.5527	1.4000e-004		0.0142	0.0142		0.0142	0.0142	0.0000	4.1844	4.1844	3.9800e-003	0.0000	4.2840

7.0 Water Detail**7.1 Mitigation Measures Water**

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	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	76.9600	0.5888	0.0144	95.9619
Unmitigated	76.9600	0.5888	0.0144	95.9619

7.2 Water by Land Use**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	17.9825 / 14.171	76.9600	0.5888	0.0144	95.9619
Total		76.9600	0.5888	0.0144	95.9619

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7.2 Water by Land Use**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	17.9825 / 14.171	76.9600	0.5888	0.0144	95.9619
Total		76.9600	0.5888	0.0144	95.9619

8.0 Waste Detail

8.1 Mitigation Measures Waste**Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	32.2147	1.9038	0.0000	79.8105
Unmitigated	32.2147	1.9038	0.0000	79.8105

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8.2 Waste by Land Use**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	158.7	32.2147	1.9038	0.0000	79.8105
Total		32.2147	1.9038	0.0000	79.8105

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	158.7	32.2147	1.9038	0.0000	79.8105
Total		32.2147	1.9038	0.0000	79.8105

9.0 Operational Offroad

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

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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation



**Noise Analysis for the
City of Del Mar Zoning Ordinance
Amendment (ZA18-002) Program
Del Mar, California**

Prepared for
City of Del Mar
Planning and Community Development Department
1050 Camino del Mar
Del Mar, CA 92014

Prepared by
RECON Environmental, Inc.
1927 Fifth Avenue
San Diego, CA 92101
P 619.308.9333

RECON Number 9348
November 15, 2019

A handwritten signature in black ink that reads "Jessica Fleming". The signature is written in a cursive, flowing style.

Jessica Fleming,
Associate Environmental Analyst

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2:	SoundPLAN Data–Vehicle and Rail Traffic

Acronyms and Abbreviations

APN	Assessor's Parcel Number
CC	Central Commercial
CCR	California Code of Regulations
City	City of Del Mar
CNEL	Community Noise Equivalent Level
dB	decibels
dB(A)	A-weighted decibels
FHWA	Federal Highway Administration
HVAC	heating, ventilation, and air conditioning
L _{eq}	one-hour equivalent noise level
L _{max}	maximum sound level
LOS	Level of Service
LOSSAN	Los Angeles–San Diego–San Luis Obispo Rail Corridor Agency
mph	miles per hour
NC	North Commercial
NCTD	North County Transit District
PC	Professional Commercial
PF	Public Facilities
program	City of Del Mar Zoning Code Amendment (ZA18-002) Program
SoundPLAN	SoundPlan Essential, version 4.1

Executive Summary

This report evaluates potential noise impacts associated with the proposed City of Del Mar (City) Zoning Ordinance Amendment (ZA18-002) (program). The program proposes a General Plan Amendment, Zoning Code Amendment, and a Local Coastal Program Amendment to implement the City's Certified Housing Element by allowing multiple-dwelling unit residential as an allowed use within the existing North Commercial (NC) and Professional Commercial (PC) Zones (up to 20 dwelling units per acre). In addition to analyzing the proposed amendments, this report also analyzes the potential for future development of affordable housing (maximum 20 dwelling units per acre) within the Public Facilities (PF) zone (excluding Shores Park). However, no change to the existing PF zone development or development potential is included in the program at this time.

Construction

Noise associated with the demolition, excavation, grading, building, and paving for future development would potentially result in short-term impacts to surrounding sensitive receivers. As indicated in Section 9.20.050 of the City Municipal Code, construction activity shall not cause an hourly average sound level (L_{eq}) greater than 75 decibels (dB) on property zoned or used for residential purposes.

Although no specific construction or development is proposed at this time, construction noise impacts could occur as future development within the program area occurs. Due to the developed nature of the program area, there is a high likelihood that construction activities would take place adjacent to existing structures and that residential uses would be located in proximity to construction activities.

The City regulates construction noise through Section 9.20.050 of the Municipal Code, which puts limits on the days of the week and hours of operation allowed for construction. Residential uses are located adjacent to the affected parcels, therefore, future projects implemented pursuant to the proposed program could generate construction noise that would potentially exceed the Municipal Code hourly noise threshold of 75 A-weighted dB [dB(A)] L_{eq} at residential properties. However, future development within the program area would be required to comply with all Municipal Code regulations as well as undergo review by the Design Review Board, thereby ensuring future construction in proximity to residential uses would implement noise reduction measures to reduce noise levels to 75 dB(A) L_{eq} or less at residential properties. Thus, with these processes in place, construction noise impacts due to the program would be less than significant.

Vehicle Traffic

On-site Vehicle Traffic Noise

The City goals for transportation noise sources are published in the Community Plan Transportation Element, Noise Section. This section of the Community Plan identifies

65 Community Noise Equivalent Level (CNEL) as the maximum noise level compatible with residential land uses.

The main source of noise throughout the NC, PC and PF zones is vehicle traffic and rail traffic. The roadways bordering the program area include: Camino Del Mar, Jimmy Durante Boulevard, San Dieguito Drive, 15th Street, and Coast Boulevard. Amtrak operates Pacific Surfliner passenger trains and the North County Transit District operates Coaster commuter trains along the existing rail corridor that runs along the western portion of the City. Noise levels due to vehicle and rail traffic were calculated at each of the parcels in the program area. As calculated in this analysis, noise levels would exceed the residential compatibility level of 65 CNEL at the following locations: 2002 and 2010 Jimmy Durante Boulevard (Assessor Parcel Numbers [APN] 299-071-06 and 299-071-07) in the NC zone, and at 2809 28th Street (APN 299-030-12) in the PF zone. Should these parcels be redeveloped with residential uses, exterior noise levels closest to Jimmy Durante Boulevard and the railroad tracks would be incompatible, and noise impacts would be significant. The following mitigation measure is required:

NOISE-1: Prior to the issuance of building permits for residential development proposed in the NC zone at 2002 Jimmy Durante Boulevard (APN 299-071-07) and 2010 Jimmy Durante Boulevard (APN 299-071-06) and in the PF zone at 2809 28th Street (APN 299-030-12), a noise analysis shall be submitted demonstrating the exterior noise levels at any exterior use areas do not exceed 65 CNEL.

With implementation of this measure, exterior noise levels at any residential development proposed within these parcels in the NC and PF zones would be reduced to 65 CNEL or less.

Noise levels at all parcels in the PC zone and all parcels except 2809 28th Street in the PF zone would be 65 CNEL or less. Therefore, exterior noise impacts to residential uses constructed within the PC zone and all parcels of the PF zone except 2809 28th Street would be less than significant.

Interior noise levels can be reduced through standard construction techniques. Exterior noise levels at all affected lots would be 70 CNEL or less. Thus, with standard light-frame construction, interior noise levels would be reduced to 45 CNEL or less and would be compatible with City standards. Therefore, with standard construction techniques, interior noise levels at all affected parcels would be less than significant.

Off-site Vehicle Traffic Noise

This report considers the scenario in which residential uses would replace existing uses within the program area parcels. Based on this scenario, the program would generate less traffic than both the existing on-the-ground development and the existing zoning. Therefore, it can be concluded that the program would not result in an increase in ambient noise levels on the program area roadway network. Off-site vehicle traffic noise increases would be less than significant.

On-site Generated Noise

Section 9.20.040 of the City's Municipal Code specifies property line noise level limits for on-site stationary sources of noise. Stationary sources of noise include activities associated with a given land use. Various land uses contain on-site stationary noise sources, including rooftop heating, ventilation, and air conditioning equipment; mechanical equipment; emergency electrical generators; parking lot activities; loading dock operations; and recreation activities. The addition of multiple-dwelling unit residential uses to the existing mix of allowed uses could result in the exposure of residential uses to these stationary noise sources. Noise levels would have the potential to exceed the applicable Noise Ordinance limits. However, future development within the program area would be required to comply with all Municipal Code regulations as well as undergo review by the Design Review Board, thereby ensuring on-site generation noise levels would comply with applicable Noise Ordinance limits. Thus, with these processes in place, through implementation of the City's Noise Ordinance, stationary noise impacts due to the program would be less than significant.

1.0 Introduction

1.1 Description of Proposed Program

The analysis of impacts includes a project area consisting of 32 individual parcels located throughout the City within the Professional Commercial (PC), North Commercial (NC), and Public Facilities (PF) zones. The regional location of the program is shown in Figure 1. An aerial photograph of the program area is shown on Figure 2.

The program proposes a General Plan Amendment, Zoning Code Amendment and Local Coastal Program Amendment to implement the City's certified Housing Element by adding multiple-dwelling unit residential in the existing NC and PC zones as an allowed use (up to a maximum density of 20 dwelling units per acre). The addition of multiple-dwelling unit residential to the existing mix of allowed uses within the NC and PC zones would allow for properties to develop or redevelop with a mix of commercial and residential uses; or solely as multiple-dwelling unit residential, commercial development, or light-industrial development where allowed per the zoning code. The existing zoning setbacks, floor area ratio, lot coverage, and height limits that currently apply within the respective zones would still apply. The program does not include any physical development or construction component.

In addition to analyzing the proposed amendments, the report also analyzes the potential for future development of affordable housing (maximum 20 dwelling units per acre) within the PF zone (excluding Shores Park). However, no change to the existing PF zone development or development potential is included in the program.

This report considers the scenario in which residential uses would replace existing uses within the program area parcels.

1.1.1 North Commercial (NC)

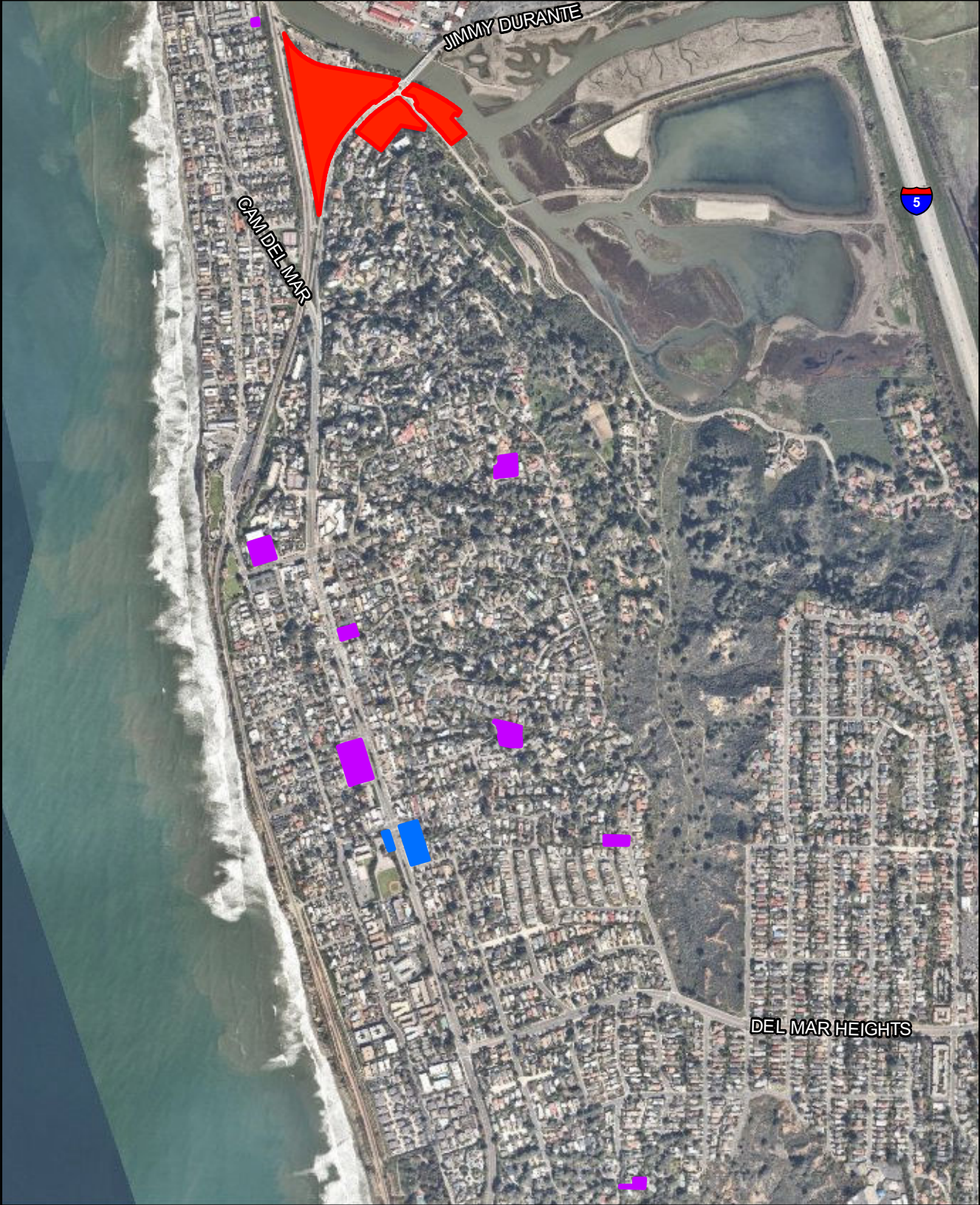
The NC zone comprises 16 legal lots of varying size measuring a combined 680,000 square feet (15.6 acres), with street frontage and property access from Jimmy Durante Boulevard or San Dieguito Drive. The associated parcel numbers within the NC zone are: 299-071-02, -06, and -07; 299-100-27, -28, -29, -30, -32, -33, -34, -35, -36, -47, -48, -49, and -50. The locations of the NC zoned parcels are shown in Figure 3.

The Del Mar Community Plan land use designation for NC currently is intended to allow activities that provide a service to the community. The proposed plan amendment would allow for residential in addition to the existing range of commercial and light industrial uses allowed.



✱ Project Location

FIGURE 1
Regional Location

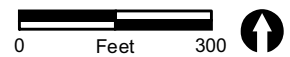


- North Commercial (NC) Zone
- Professional Commercial (PC) Zone
- Public Facilities (PF) Zone



FIGURE 2

Program Location on Aerial Photograph



North Commercial (NC) Zone

FIGURE 3
North Commercial (NC) Zone

Portions of the NC zone are located within the Floodplain Overlay Zone, the Bluff, Slope, and Canyon Overlay Zone, and the Lagoon Overlay Zone. There are eight vacant parcels under various public or private ownerships. The private properties that are developed contain various office and commercial uses. Existing buildings are of various ages and conditions. The North County Transit District (NCTD) owns two of the parcels, and has rights-of-way from former railroad spurs. A portion of the NCTD properties are currently used as public parking. The remaining portion of the properties remains unimproved as wetlands. The NC zone is surrounded by the Floodway Zone (FW–San Dieguito River) to the north and east; Very Low Density Residential (R1-40) to the east; Low Density Residential (R1-10) to the south; and Medium Density Mixed Residential (RM-East), and the Railroad Right-of-Way (RR zone) to the west.

Based on current height, floor area ratio, and lot coverage regulations, maximum residential buildout within the NC zone in accordance with the proposed amendment could total 227 residential units.

1.1.2 Professional Commercial (PC)

The PC zone comprises four legal lots of varying size measuring a combined 55,000 square feet (1.25 acres), with street frontage and property access from either Camino Del Mar, 8th Street or 9th Street in the downtown corridor. The associated parcel numbers within the PC zone are: 300-200-24; 300-222-31, -32, and -33. The locations of the PC zoned parcels are shown in Figure 4.

The Del Mar Community Plan land use for designation for PC currently is intended to allow commercial office uses. The proposed plan amendment would allow for residential in addition to the existing commercial office uses allowed.

All properties within the PC zone are currently developed with office buildings of various ages and conditions. The PC zone is surrounded by Medium Density Mixed Residential (RM-Central) and Low Density Residential (R1-10) to the east; Public Facilities (PF-Shores Park) to the west; and Central Commercial (CC) to the north.

Based on current height, floor area ratio, and lot coverage regulations, maximum residential buildout within the PC zone in accordance with the proposed amendment could total 26 residential units.

1.1.3 Public Facilities (PF)

The program includes the potential addition of affordable housing within 12 parcels in the PF zone, and specifically excludes the Shores Park parcels from the analysis. Four of the parcels (300-093-15, -16, -17, and -18) comprise lands developed with and utilized for the City of Del Mar Civic Center. Two of the seven parcels (300-020-06 and -07) comprise lands developed with and utilized for the Del Mar Library.



Professional Commercial (PC) Zone

FIGURE 4
Professional Commercial (PC) Zone

A single parcel (299-310-02) is developed with and utilized by the United States Postal Service post office. The remaining five parcels (299-260-45; 300-243-10; 300-272-07; and 299-030-12) comprise other City owned properties. The locations of the PF zoned parcels are shown in Figure 5.

Based on existing height, floor area ratio, and lot coverage regulations applicable to the PF zone, up to 93 dwelling units total could be developed on the 12 analyzed parcels if the Municipal Code is further amended to allow residential development up to a maximum density of 20 dwelling units per acre.

1.2 Fundamentals of Noise

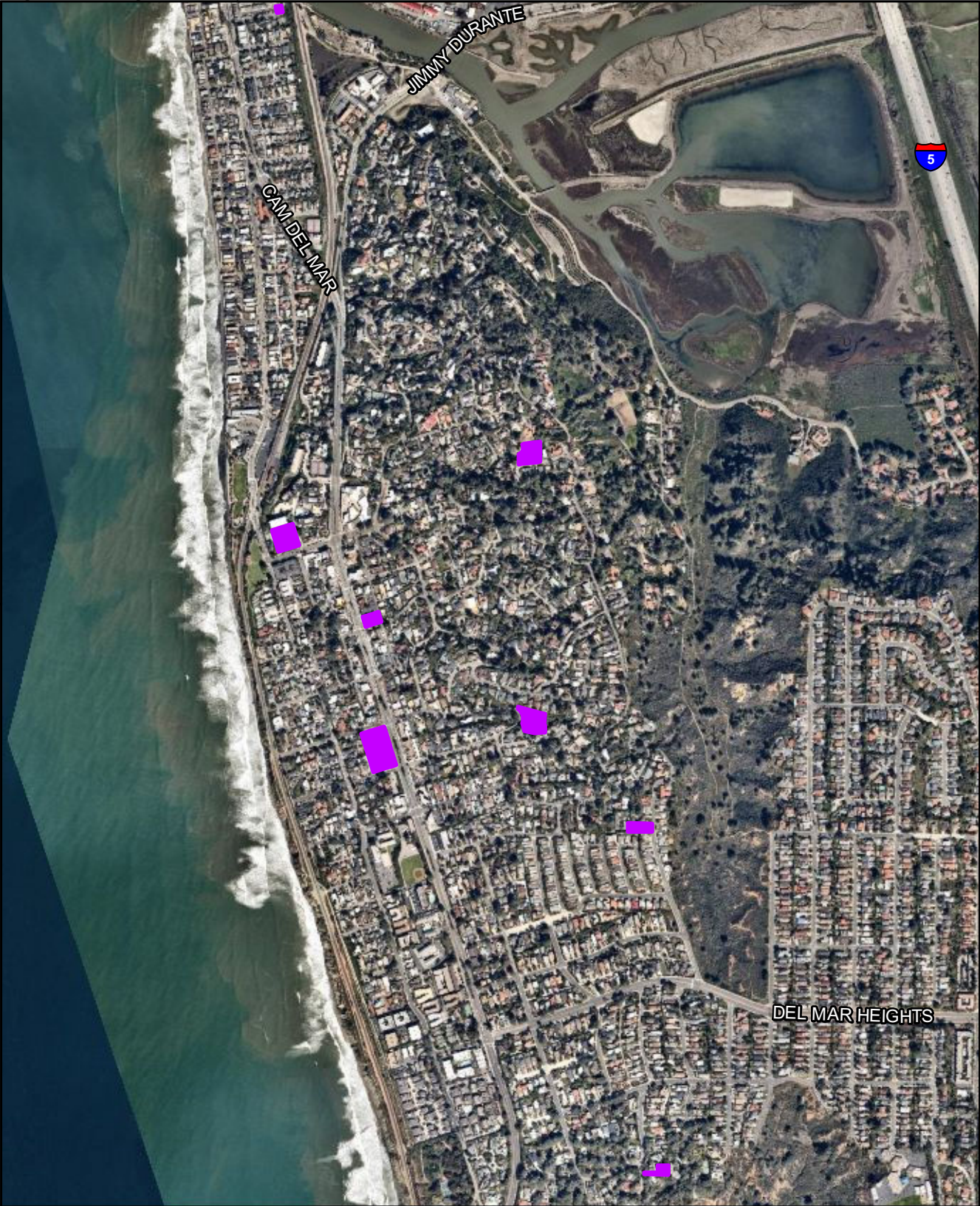
Sound levels are described in units called the decibel (dB). Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used for earthquake magnitudes. Thus, a doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dB; a halving of the energy would result in a 3 dB decrease. However, human perception of noise has no simple correlation with acoustical energy. A change in noise levels is generally perceived as follows: 3 A-weighted dB [dB(A)] barely perceptible, 5 dB(A) readily perceptible, and 10 dB(A) perceived as a doubling or halving of noise (California Department of Transportation 2013).

In technical terms, sound levels are described as either a “sound power level” or a “sound pressure level,” which while commonly confused, are two distinct characteristics of sound. Both share the same unit of measure, the dB. However, sound power, expressed as L_{pw} , is the energy converted into sound by the source. As sound energy travels through the air, it creates a sound wave that exerts pressure on receivers such as an eardrum or microphone, the sound pressure level. Sound measurement instruments only measure sound pressure, and limits used in standards are generally sound pressure levels.

The human ear is not equally sensitive to all frequencies within the sound spectrum. To accommodate this phenomenon, the A-scale, which approximates the frequency response of the average young ear when listening to most ordinary everyday sounds, was devised. When people make relative judgments of the loudness or annoyance of a sound, their judgments correlate well with the A-scale sound levels of those sounds. Therefore, the “A-weighted” noise scale is used for measurements and standards involving the human perception of noise. Noise levels using A-weighted measurements are designated with the notation dB(A).

1.2.1 Descriptors

The impact of noise is not a function of loudness alone. The time of day when noise occurs and the duration of the noise are also important. In addition, most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors has been developed. The noise descriptors used for this study are the equivalent noise level (L_{eq}) and the community noise equivalent level (CNEL).



 Public Facilities (PF) Zone

FIGURE 5

Public Facility (PF) Zone
(Does not include Shores Park Parcels)

The L_{eq} is the equivalent steady-state noise level in a stated period of time that is calculated by averaging the acoustic energy over a time period; when no period is specified, a 1-hour period is assumed.

The CNEL is a 24-hour equivalent sound level. The CNEL calculation applies an additional 5 dB(A) penalty to noise occurring during evening hours, between 7:00 p.m. and 10:00 p.m., and a 10 dB(A) penalty is added to noise occurring during the night, between 10:00 p.m. and 7:00 a.m. These increases for certain times are intended to account for the added sensitivity of humans to noise during the evening and night.

1.2.2 Propagation

Sound from a localized source (approximating a “point” source) radiates uniformly outward as it travels away from the source in a spherical pattern, known as geometric spreading. The sound level decreases or drops off at a rate of 6 dB(A) for each doubling of the distance.

Traffic noise is not a single, stationary point source of sound. The movement of vehicles makes the source of the sound appear to emanate from a line (line source) rather than a point when viewed over some time interval. The drop-off rate for a line source is 3 dB(A) for each doubling of distance.

The propagation of noise is also affected by the intervening ground, known as ground absorption. A hard site (such as parking lots or smooth bodies of water) receives no additional ground attenuation, and the changes in noise levels with distance (drop-off rate) are simply the geometric spreading of the source. A soft site (such as soft dirt, grass, or scattered bushes and trees) provides an additional ground attenuation value of 1.5 dB(A) per doubling of distance. Thus, a point source over a soft site would drop off at 7.5 dB(A) per doubling of distance.

2.0 Applicable Standards

2.1 Del Mar Community Plan Noise Element

The City goals for transportation noise sources are published in the Community Plan Transportation Element, Noise Section (March 1976, including 1985 amendments). This section of the Community Plan identifies 65 CNEL as the maximum noise level compatible with residential land uses. The Community Plan has no transportation noise source requirements applicable to compatibility with commercial and retail uses.

2.2 Del Mar Municipal Code

2.2.1 Operation

Section 9.20.040 of the City's Municipal Code identifies noise limits based on zoning and states that:

- A. Unless otherwise specified, it shall be unlawful for any person(s) to cause noise by any means to the extent that the one-hour average sound level exceeds the applicable limit given in the following table at any location in the City of Del Mar beyond the premises on which the noise is produced, as measured pursuant to the provisions of this Chapter. The noise subject to these limits is that part of the total noise at the specified location that is due solely to the action of said person(s).
- B. The noise limits specified in subsection (A) above shall be adjusted as follows to account for the effects of time and duration on the impact of noise levels:
 - 1. Noise that is produced for no more than a cumulative period of 30 minutes in any hour may exceed the noise limit by 3 decibels.
 - 2. Noise that is produced for no more than a cumulative period of 15 minutes in any hour may exceed the noise limit by 6 decibels.
 - 3. Noise that is produced for no more than a cumulative period of 10 minutes in any hour may exceed the noise limit by 8 decibels.
 - 4. Noise that is produced for no more than a cumulative period of 5 minutes in any hour may exceed the noise limit by 11 decibels.
 - 5. Noise that is produced for no more than a cumulative period of 2 minutes in any hour may exceed the noise limit by 15 decibels.
- C. For purposes of this chapter, the peak decibel reading for a noise with a fluctuating noise level (such as live or recorded music) shall be considered as the noise level for the entire cumulative period of noise. Likewise, the time between repetitive intermittent noises (such as banging, pounding, or hammering) shall be included in the cumulative of the noise.
- D. If the measured ambient level exceeds the applicable limit noted above, the allowable one-hour average sound level shall be the ambient noise level.
- E. The sound level limit at a location on a boundary between two zoning districts is the arithmetic mean of the respective limits of the two districts.
- F. Fixed-location public utility distribution or transmission facilities located on or adjacent to a property line shall be subject to the noise level limits of this Chapter, measured at or beyond six (6) feet from the boundary of the easement upon which the equipment is located.

The applicable noise limits are summarized in Table 1.

Table 1 City of Del Mar Municipal Code Section 9.20.040 Noise Level Limits		
Property Receiving Noise	Time of Day	One-Hour Average Sound Level (dBA) Limit
R1-5–Medium Density Single-Family Residential R1-5B–Medium Density Single-Family Residential–Beach R1-10–Low Density Residential R1-10B–Low Density Residential–Beach R-2–High Density Mixed Residential R1-14–Modified Low Density Residential R1-40–Very Low Density Residential RM-East–Medium Density Single-Mixed Residential–East RM-West–Medium Density Mixed Residential–West RM-Central–Medium Density Mixed Residential–Central RM-South–Medium Density Mixed Residential–South OS Overlay–Open Space Overlay Zone	7:00 a.m. to 10:00 p.m. 10:00 p.m. to 7:00 a.m.	50 40
NC–North Commercial Zone RC–Residential-Commercial Zone CC–Central Commercial Zone PC–Professional Commercial Zone BC–Beach Commercial Zone VC–Visitor Commercial Zone	7:00 a.m. to 10:00 p.m. 10:00 p.m. to 7:00 a.m.	60 50
RR – Railroad Right-of-Way Zone	7:00 a.m. to 10:00 p.m. 10:00 p.m. to 7:00 a.m.	60 55
SOURCE: Del Mar Municipal Code Section 9.20.040.		

2.2.2 Construction

Section 9.20.050 of the City’s Municipal Code identifies construction noise level limits and states that:

Any person who operates powered construction or landscape equipment and/or who erects, constructs, demolishes, excavates for, alters or repairs any building or structure within the City of Del Mar in such a manner as to cause noise to be received beyond the boundaries of the property on which the construction work is occurring shall comply with the following:

- A. No construction work shall be performed on Sundays or City holidays.
- B. No construction work shall be performed before 9:00 a.m. or after 7:00 p.m. on Saturday.
- C. No construction work shall be performed before 7:00 a.m. or after 7:00 p.m. on Monday through Friday.
- D. Construction activity shall not cause an hourly average sound level greater than 75 decibels on property zoned or used for residential purposes.
- E. Exception: A person may perform construction work on the person's own property, provided such construction activity is not carried on for profit or livelihood, between the hours of 10:00 a.m. and 5:00 p.m. on Sundays and City holidays.

2.3 California Code of Regulations

Interior noise levels for habitable rooms are regulated also by Title 24 of the California Code of Regulations (CCR), California Noise Insulation Standards. Title 24, Chapter 12, Section 1207.4, of the California Building Code requires that interior noise levels attributable to exterior sources not exceed 45 CNEL in any habitable room within a residential structure. A habitable room is a room used for living, sleeping, eating, or cooking. Bathrooms, closets, hallways, utility spaces, and similar areas are not considered habitable rooms for this regulation (24 CCR 1207 2016).

For non-residential structures, Title 24, Chapter 12, Section 1207.5 refers to 2016 California Green Building Standards, Chapter 5–Nonresidential Mandatory Measures, Division 5.5–Environmental Quality, Section 5.507–Environmental Comfort, Subsection 5.507.4–Acoustical Control. Pursuant to these standards, all nonresidential building construction shall employ building assemblies and components that achieve a composite sound transmission class rating of at least 50 or shall otherwise demonstrate that exterior noise shall not result in interior noise environment where noise levels exceed 50 dB(A) L_{eq} in occupied areas during any hour of operation (24 CCR 1207.5 2016).

3.0 Existing Conditions

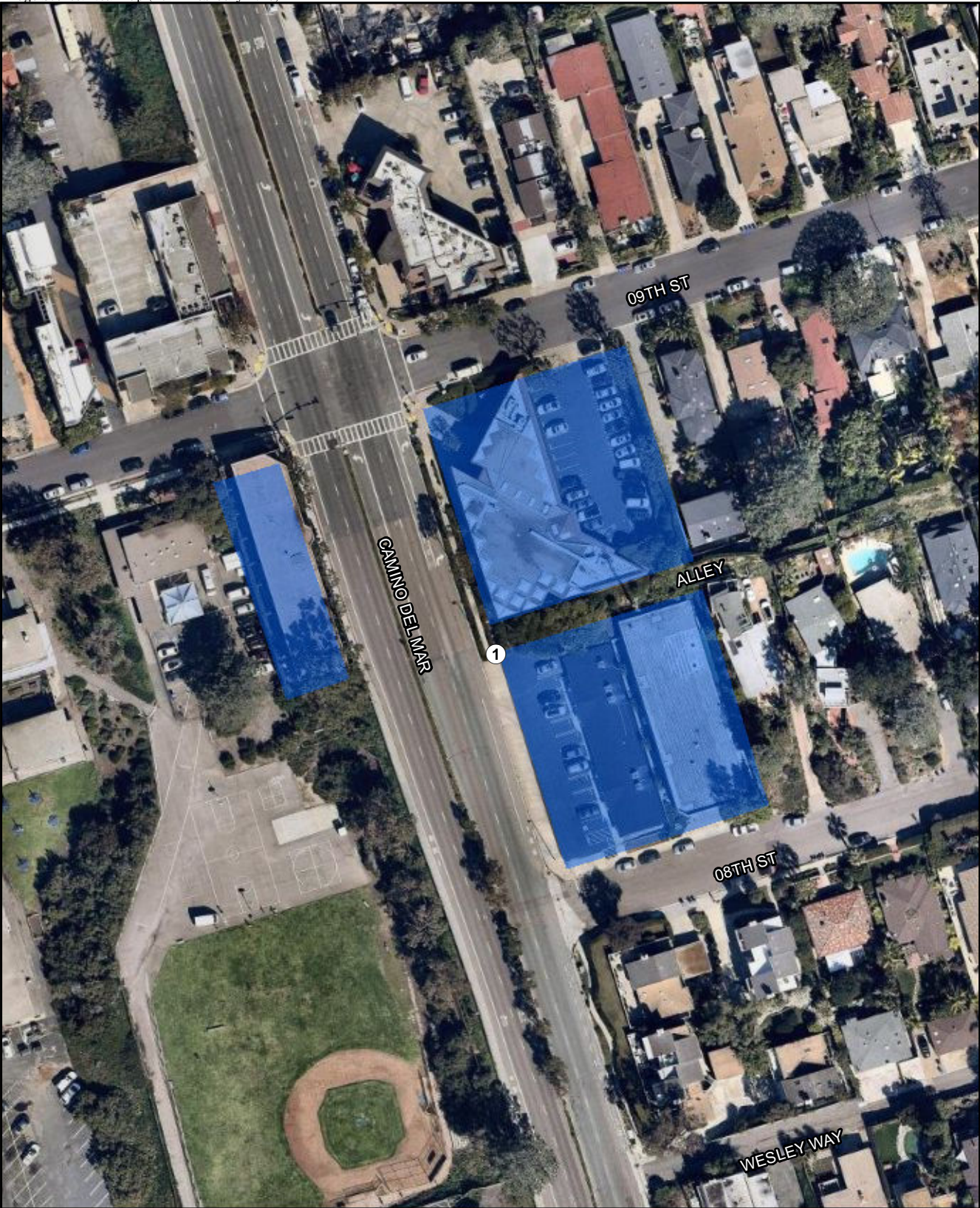
Existing noise levels in the vicinity of the program area were measured on May 8, 2019, using one Larson-Davis Model LxT, Type 1 Integrating Sound Level Meter, serial numbers 3827. The following parameters were used:

Filter:	A-weighted
Response:	Slow
Interval Period	1 minute
Time History Period:	5 seconds

The meters were calibrated before the measurements. The meter was set 5 feet above the ground level for each measurement. Noise measurements were taken to obtain typical ambient noise levels at the program sites and in the vicinity. The weather was cool and overcast. Three measurements were taken, as described below. The measurement locations are shown on Figures 6 and 7, and detailed data is contained in Attachment 1.

Measurement 1 was located adjacent to the PC parcels, approximately 55 feet east of Camino Del Mar (Figure 6). The main source of noise at this location was vehicle traffic on Camino Del Mar. Secondary sources of noise included pedestrians and a basketball at Shores Park. Noise levels were measured for 15-minutes, and vehicle traffic on Camino Del Mar was counted. The average measured noise level was 66.9 dB(A) L_{eq} .

Measurement 2 was located adjacent to the NC parcels, approximately 75 feet south of the traffic circle located at the intersection of Jimmy Durante Boulevard and San Dieguito Road (Figure 7). The main source of noise at this location was vehicle traffic on Jimmy Durante Boulevard and San Dieguito Road. Secondary sources of noise included aircraft and bird calls from the nearby exotic bird store. Noise levels were measured for 15-minutes, and vehicle traffic on the traffic circle was counted. The average measured noise level was 59.8 dB(A) L_{eq} .



- Measurement Location
- Professional Commercial (PC) Zone

FIGURE 6

Camino Del Mar Measurement Location

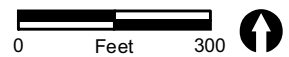
It should be noted that a portion of Jimmy Durante Boulevard at the intersection of Camino Del Mar was closed to northbound traffic due to construction activities. Construction noise was not audible at the measurement location; however, typical traffic volumes in the vicinity of the measurement location would be greater than what was observed during the measurement period due to this roadway closure.

Measurement 3 was located adjacent to the NC parcels, approximately 50 feet from the centerline of the railroad tracks (see Figure 7). The main source of noise at this location was train traffic. Two Amtrak Pacific Surfliner trains and one Coaster were observed during the measurement period. Secondary sources of noise included minor construction activities at the adjacent office building that is currently being remodeled. Noise levels were measured for 40 minutes. The average measured noise level was 61.5 dB(A) L_{eq} . The maximum measured noise levels during the train pass-bys were 77.8 dB(A) maximum sound level (L_{max}) for the first Amtrak train, 79.8 dB(A) L_{max} for the second Amtrak train, and 82.2 dB(A) L_{max} for the Coaster.

Noise measurements are summarized in Table 2. Vehicle traffic counts are summarized in Table 3.

Table 2 Noise Measurements				
Measurement	Location	Time	Noise Sources	L_{eq}
1	PC Zone, 55 feet east of Camino Del Mar	11:39 a.m.–11:54 a.m.	Vehicle traffic on Camino Del Mar	66.9
2	NC zone, 75 feet south of Jimmy Durante Boulevard and San Dieguito Road traffic circle	12:23 p.m.–12:38 p.m.	Vehicle traffic on Jimmy Durante Boulevard and San Dieguito Road	59.8
3	NC zone, 50 feet east of railroad tracks	12:48 p.m.–1: 28 p.m.	Amtrak Pacific Surfliner and Coaster	61.5
NOTE: Noise measurement data are contained in Attachment 1.				

Table 3 15-minute Traffic Counts							
Measurement	Roadway	Direction	Autos	Medium Trucks	Heavy Trucks	Buses	Motorcycles
1	Camino Del Mar	Southbound	144	4	0	1	1
		Northbound	167	1	4	0	1
2	Jimmy Durante Boulevard and San Dieguito Road Traffic Circle		113	6	3	0	1



- Measurement Location
- North Commercial (NC) Zone

FIGURE 7

North Commercial Measurement Locations

4.0 Analysis Methodology

4.1 Construction

No specific construction or development is proposed at this time but would occur when future development is proposed. Future development as allowed under the proposed zoning could potentially result in temporary ambient noise increase due to construction activities.

Construction noise has the potential to result in temporary ambient noise increase due to construction activities. Construction noise is generated by diesel-powered construction equipment used for site preparation and grading, removal of existing structures and pavement, loading, unloading, and placing materials and paving. Diesel engine-driven trucks also bring materials to the site and remove the spoils from excavation. Table 4 summarizes typical construction equipment noise levels.

Table 4 Typical Construction Equipment Noise Levels		
Equipment	Noise Level at 50 Feet [dB(A) L_{eq}]	Typical Duty Cycle
Auger Drill Rig	85	20%
Backhoe	80	40%
Blasting	94	1%
Chain Saw	85	20%
Clam Shovel	93	20%
Compactor (ground)	80	20%
Compressor (air)	80	40%
Concrete Mixer Truck	85	40%
Concrete Pump	82	20%
Concrete Saw	90	20%
Crane (mobile or stationary)	85	20%
Dozer	85	40%
Dump Truck	84	40%
Excavator	85	40%
Front End Loader	80	40%
Generator (25 kilovolt ampts or less)	70	50%
Generator (more than 25 kilovolt amps)	82	50%
Grader	85	40%
Hydra Break Ram	90	10%
Impact Pile Driver (diesel or drop)	95	20%
In situ Soil Sampling Rig	84	20%
Jackhammer	85	20%
Mounted Impact Hammer (hoe ram)	90	20%
Paver	85	50%
Pneumatic Tools	85	50%
Pumps	77	50%
Rock Drill	85	20%
Roller	74	40%
Scraper	85	40%
Tractor	84	40%
Vacuum Excavator (vac-truck)	85	40%
Vibratory Concrete Mixer	80	20%
Vibratory Pile Driver	95	20%
Source: Federal Highway Administration 2006. dB(A) L_{eq} = A-weighted decibels average noise level		

Construction equipment would generate maximum noise levels between 70 and 95 dB(A) L_{max} at 50 feet from the source when in operation. During excavation, grading, and paving operations, equipment moves to different locations and goes through varying load cycles, and there are breaks for the operators and for non-equipment tasks, such as measurement. Average construction noise levels were calculated for the simultaneous operation of three common pieces of construction equipment: backhoe, excavator, and loader. The usage factors were applied to the maximum noise level at 50 feet for each piece of equipment, and then noise levels were added logarithmically. Hourly average noise levels would be approximately 83 dB(A) L_{eq} at 50 feet from the center of construction activity when assessing three pieces of common construction equipment working simultaneously. Noise levels would vary depending on the nature of the construction including the duration of specific activities, nature of the equipment involved, location of the particular receiver, and nature of intervening barriers.

Impacts are assessed in this analysis by identifying potential construction noise levels and buffer distances at which construction noise levels would be less than the noise levels identified in the City's Municipal Code (75 dB L_{eq} at residential uses).

4.2 Vehicle Traffic

Noise level predictions and contour mapping were developed using noise modeling software, SoundPlan Essential, version 4.1 (SoundPLAN; Navcon Engineering 2018). SoundPLAN calculates noise propagation based on the International Organization for Standardization method (ISO 9613-2–Acoustics, Attenuation of Sound during Propagation Outdoors). The model calculates noise levels at selected receiver locations using input parameter estimates such as total noise generated by each noise source; distances between sources, barriers, and receivers; and shielding provided by intervening terrain, barriers, and structures. The model outputs can be developed as noise level contour maps or noise levels at specific receivers. In all cases, receivers were modeled at 5 feet above ground elevation, which represents the average height of the human ear.

The SoundPLAN program uses the Federal Highway Administration (FHWA) Traffic Noise Model algorithms and reference levels to calculate traffic noise levels at selected receiver locations. The model uses various input parameters, such as projected hourly average traffic rates; vehicle mix, distribution, and speed; roadway lengths and gradients; distances between sources, barriers, and receivers; and shielding provided by intervening terrain, barriers, and structures. As a conservative analysis, topography and shielding provided by buildings or barriers was not taken into account.

The main source of traffic noise throughout the program area is vehicle traffic and rail traffic. Rail traffic parameters are discussed in Section 4.3. The main roadways bordering a majority of the parcels include: Camino Del Mar, Jimmy Durante Boulevard, San Dieguito Drive, 15th Street, and Coast Boulevard. Four of the PF parcels (299-260-45; 300-243-10; and 300-272-07) are located off of small residential roadways that do not carry a significant amount of traffic including Pine Needles Drive, Crest Road, 11th Street, and Zuni Drive. Noise levels adjacent to these roadways and at these four parcels would be well less than 65

CNEL and were not included in the SoundPLAN vehicle traffic noise calculations. For the purpose of the future traffic noise compatibility analysis, the noisiest condition is represented as the maximum level of service (LOS) C traffic volume. This condition represents a condition where the maximum number of vehicles are using the roadway at the maximum speed. LOS A and B categories allow full travel speed but do not have as many vehicles, while LOS E and F have a greater number of vehicles, but due to the traffic volume travel at reduced speeds, thus generating less noise.

In addition to traffic volumes and speeds, traffic noise levels are calculated based the day, evening, and nighttime distribution of vehicle traffic and the vehicle classification mixes. A standard 24-hour traffic distribution of 77 percent of vehicles traveling during the daytime hours (7:00 a.m. to 7:00 p.m.), 10 percent during the evening hours (7:00 p.m. to 10:00 p.m.), and 13 percent during the nighttime hours (10:00 p.m. to 7:00 a.m.) was modeled. A standard vehicle classification mix of 94 percent automobiles, 2 percent medium trucks, 1 percent heavy trucks, 1 percent buses, and 1 percent motorcycles was also modeled for all roadways. Based on field traffic counts, this is conservative.

Table 5 summarizes the vehicle traffic parameters used for modeling on-site noise levels.

Table 5 Vehicle Traffic Parameters			
Roadway	Roadway Classification	Maximum LOS C Volume	Speed (mph)
Camino Del Mar	4-Lane Collector	25,000	30
Jimmy Durante Boulevard	2-Lane Collector	13,000	40
South of Del Mar Fairgrounds	4-Lane Collector	25,000	40
North of Del Mar Fairground	2-Lane Collector (commercial-industrial fronting)	6,500	25
San Dieguito Drive	2-Lane Local	2,200	25
15 th Street	2-Lane Local	2,200	25
Coast Boulevard	2-Lane Local	2,200	25

LOS = Level of Service; mph = miles per hour

4.3 Rail Traffic

An existing rail corridor runs along the western portion of the City, generally parallel to the Pacific Ocean. Railway noise results from trolley travel, horns, emergency signaling devices, and stationary bells at grade crossings. Amtrak operates Pacific Surfliner passenger trains and the NCTD operates Coaster commuter trains along this rail corridor daily. The Burlington Northern Santa Fe Railway Company also operates freight trains along the corridor daily. Noise generated by the rail traffic was modeled using the SoundPLAN program. SoundPLAN calculates trolley noise levels based on train speed, length, and the number of pass-bys that occur during the daytime, evening, and nighttime hours.

The number of daily pass-bys for commuter rail traffic was obtained from published Coaster and Amtrak schedules. Freight trains do not operate on a set schedule; however, all freight

traffic general occurs during the nighttime hours when the Coaster and Amtrak are not operating. The number of nightly freight train pass-bys was obtained from the Los Angeles–San Diego–San Luis Obispo (LOSSAN) Rail Corridor Agency Strategic Implementation Plan (LOSSAN 2012). The number of daytime, evening, and nighttime train pass-bys is summarized in Table 6.

Table 6			
Number of Daily Trains			
Train	Daytime 7:00 p.m. to 7:00 p.m.	Evening 7:00 p.m. to 10:00 p.m.	Nighttime 10:00 p.m. to 7:00 a.m.
Coaster	16	4	6
Amtrak	16	4	6
Freight	0	0	6

Coaster and Amtrak trains were modeled at a speed of 40 miles per hour with a train length of approximately 175 meters, which includes one 25-meter engine and six 25-meter cars. Freight trains were modeled as a speed of 40 miles per hour with a train length of approximately 550 meters, which includes two 25-meter engine and twenty 25-meter cars.

5.0 Future Acoustical Environment and Impacts

5.1 Construction Noise

Although no specific construction or development is proposed at this time, construction noise impacts could occur as future development within the program area occurs. Due to the developed nature of the program area, there is a high likelihood that construction activities would take place adjacent to existing structures and that residential uses would be located in proximity to construction activities.

Construction noise typically occurs intermittently and varies depending upon the nature or phase of construction (e.g., demolition; land clearing, grading, and excavation; erection). Construction noise would be short term and would include noise from activities such as site preparation, truck hauling of material, pouring of concrete, and the use of power tools. Noise would also be generated by construction equipment use, including earthmovers, material handlers, and portable generators, and could reach high noise levels for brief periods.

As discussed in Section 4.1, hourly average noise levels would be approximately 83 dB(A) L_{eq} at 50 feet from the center of construction activity when assessing three pieces of common construction equipment working simultaneously. Noise levels would vary depending on the nature of the construction activities including the duration of specific activities, the equipment involved, the location of the sensitive receivers, and the presence of intervening barriers. Construction noise levels of 83 dB(A) L_{eq} at 50 feet would attenuate to 75 dB(A) L_{eq} at 120 feet. Therefore, significant impacts could occur if residential uses are located closer than 120 feet of construction activities.

The City regulates construction noise through Section 9.20.050 of the Municipal Code, which puts limits on the days of the week and hours of operation allowed for construction. Residential uses are located adjacent to the parcels within the program area. Therefore, the future projects could generate construction noise that would potentially exceed the Municipal Code hourly noise threshold of 75 dB(A) L_{eq} at residential properties. However, future development allowed by the program would be required to comply with the Municipal Code and design review process to incorporate noise abatement measures as necessary to limit construction noise to 75 dB(A) L_{eq} or below at residences. Possible measures to reduce construction noise include the following:

- All construction equipment shall be equipped with improved noise muffling, and have the manufacturers' recommended noise abatement measures, such as mufflers, engine covers, and engine vibration isolators in good working condition;
- If possible, hydraulic equipment instead of pneumatic impact tools and electric powered equipment instead of diesel-powered equipment shall be used for all exterior construction work; and
- All equipment shall be turned off if not in use.

As required by the Municipal Code, construction activities would occur during daytime hours of 7:00 a.m. and 7:00 p.m., Monday through Friday, and Saturday between the hours of 9:00 a.m. and 7:00 p.m., and no work would be conducted on Sundays or City-designated holidays. Future development within the program area would be required to comply with all Municipal Code regulations as well as undergo review by the Design Review Board, thereby ensuring future construction in proximity to residential uses would implement noise reduction measures to reduce noise levels to 75 dB(A) L_{eq} or less at residential properties. Thus, with these processes in place, construction noise impacts due to the program would be less than significant.

5.2 Vehicle and Rail Traffic

5.2.1 On-site Noise Compatibility

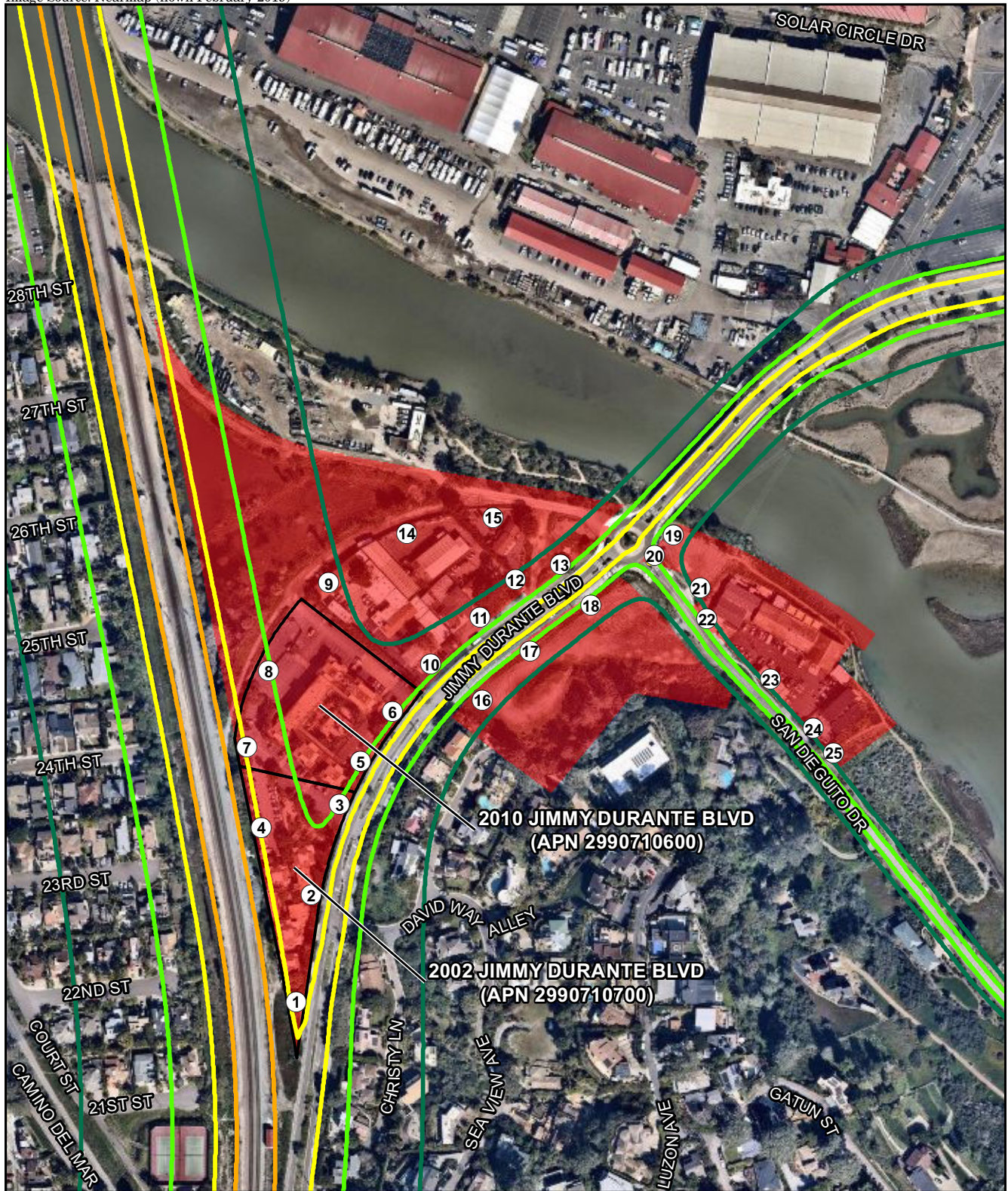
5.2.1.1 Exterior Noise

On-site traffic noise contours due to vehicle traffic and rail traffic were developed using the SoundPLAN program. Noise level contours were modeled at the first-floor level of each affect parcel. Noise levels were also modeled as specific receiver locations on each parcel. SoundPLAN data are contained in Attachment 2. Exterior noise levels are summarized in Table 7.

Table 7 Future Vehicle and Rail Traffic Noise Levels (CNEL)	
Receiver	Noise Level
NC-1	69
NC-2	67
NC-3	65
NC-4	70
NC-5	65
NC-6	64
NC-7	70
NC-8	65
NC-9	61
NC-10	63
NC-11	62
NC-12	61
NC-13	63
NC-14	58
NC-15	57
NC-16	62
NC-17	63
NC-18	63
NC-19	62
NC-20	65
NC-21	59
NC-22	62
NC-23	58
NC-24	58
NC-25	58
PC-1	62
PC-2	62
PC-3	62
PC-4	62
PC-5	62
PC-6	62
PF-1	62
PF-2	62
PF-3	62
PF-4	62
PF-5	60
PF-6	61
PF-7	63
PF-8	67
CNEL = community noise equivalent level	
Bold = Exceeds 65 CNEL	

North Commercial Zone

Figure 8 shows the vehicle and rail traffic noise contours for the NC zone. As shown, noise levels at southernmost parcel (2002 Jimmy Durante Boulevard, APN 299-071-07, Receivers NC-1 through NC-4) would exceed 65 CNEL. This parcel is currently developed with commercial office and retail uses. Noise levels would also exceed 65 CNEL within the southwest portion, and the eastern edge of the adjacent parcel (2010 Jimmy Durante Boulevard, APN 299-071-06, Receivers NC-8 through NC-5) closest to the railroad tracks.



Vehicle/Railroad Traffic

- 60 CNEL
- 65 CNEL
- 70 CNEL
- 75 CNEL

○ NC Receivers

■ North Commercial (NC) Zone

0 Feet 300



FIGURE 8

North Commercial Noise Contours

This parcel is also developed with commercial office and retail uses. Noise levels are compatible with the current zoning for these parcels. However, should these parcels be redeveloped with residential uses, exterior noise levels closest to Jimmy Durante Boulevard and the railroad tracks would be incompatible, and noise impacts would be significant.

At any specific location the actual existing noise depends on the nature of the path from the source to the sensitive receptor. Buildings, walls, dense vegetation, and other barriers would block the direct line of sight and reduce noise levels at the receptor. As an example, a first row of buildings would reduce traffic noise levels at receptors by 3 to 5 dB(A) behind those structures depending on the building-to-gap ratio. Large continuous structures can provide substantially greater attenuation of traffic and rail noise. Multi-family and mixed-use developments could be designed such that proposed buildings shield exterior use areas from adjacent roadways and railroad tracks, thereby reducing exterior noise levels to 65 CNEL or less. However, no development is proposed at this time, therefore actual noise levels at exterior use areas cannot be determined. Thus, for the NC zone, the following mitigation is required:

NOISE-1: Prior to the issuance of building permits for residential development proposed in the NC zone at 2002 Jimmy Durante Boulevard (APN 299-071-07) and 2010 Jimmy Durante Boulevard (APN 299-071-06) and in the PF zone at 2809 28th Street (APN 299-030-12), a noise analysis shall be submitted demonstrating the exterior noise levels at any exterior use areas do not exceed 65 CNEL.

Professional Commercial Zone

Figure 9 shows the vehicle and rail traffic noise contours for the PC zone. As shown in Figure 9 and Table 7, noise levels at the PC zone would be 65 CNEL or less at all parcels. Therefore, exterior noise impacts to residential uses constructed within the PC zone would be less than significant.

Public Facilities Commercial Zone

Figures 10a and 10b show the vehicle and rail traffic noise contours for the PF zone. As shown in Figures 10a and 10b and Table 7, noise levels at the PF zone would be 65 CNEL or less at the City Hall (Receivers PF-1 through PF-3) and United States Postal Service (Receiver PF-4) parcels located adjacent to Camino Del Mar and the library parcel (Receivers PF-5 through PF-7) located adjacent to 15th Street and Coast Boulevard. Additionally, the four easternmost PF zone parcels are not located adjacent to any major roadways, and noise levels would be less than 65 CNEL. Therefore, exterior noise impacts to residential uses constructed all parcels within the PF zone except for the northern vacant City parcel (Receiver PF-8, 2809 28th Street, APN 299-030-12) would be less than significant.

The northernmost PF parcel (Receiver PF-8, 299-030-12) is located adjacent to the railroad tracks. Noise levels due to rail traffic would exceed 65 CNEL across most of the parcel. Should residential uses be constructed on this parcel, exterior noise levels closest to the railroad tracks would be incompatible, and noise impacts would be significant. Therefore, mitigation measure NOISE-1 would be required to demonstrate that exterior noise levels at the exterior use areas would be reduced to 65 CNEL or less.



Vehicle/Railroad Traffic

- 60 CNEL
- 65 CNEL
- 70 CNEL
- 75 CNEL

○ PC Receivers

■ Professional Commercial (PC) Zone

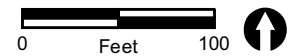


FIGURE 9

Professional Commercial Noise Contours



Vehicle/Railroad Traffic

- 60 CNEL
- 65 CNEL
- 70 CNEL
- 75 CNEL

○ PF Receivers

Public Facilities (PF) Zone

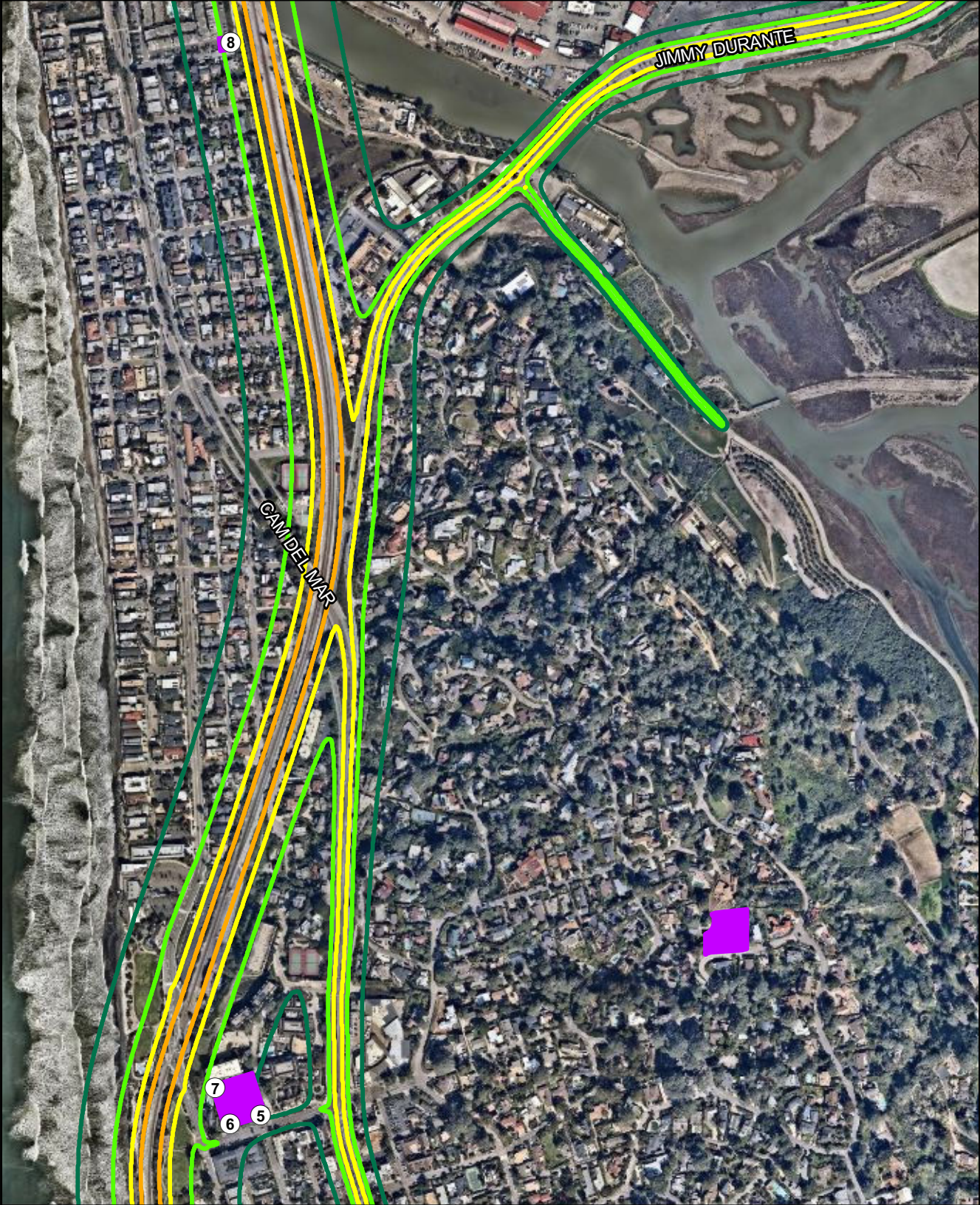
0 Feet 600



RECON

M:\JOBS5\9348\common_gis\fig10a_nos.mxd 9/19/2019 bma

FIGURE 10a
Public Facility Noise Contours - South



Vehicle/Railroad Traffic

- 60 CNEL
- 65 CNEL
- 70 CNEL
- 75 CNEL

○ PF Receivers

Public Facilities (PF) Zone

0 Feet 600



RECON

FIGURE 10b
Public Facility Noise Contours - North

5.2.1.2 Interior Noise

Interior noise levels can be reduced through standard construction techniques. When windows are closed, standard construction techniques provide various exterior-to-interior noise level reductions depending on the type of structure and window. According to the FHWA's *Highway Traffic Noise Analysis and Abatement Guidance*, buildings with masonry façades and double glazed windows can be estimated to provide a noise level reduction of 35 dB, while light-frame structures with double glazed windows may provide noise level reductions of 25 dB (FHWA 2011). As shown in Table 7, exterior noise levels at all parcels throughout the program area would be 70 CNEL or less. Thus, with standard light-frame construction, interior noise levels would be reduced to 45 CNEL or less and would be compatible with City standards. Therefore, with standard construction techniques, interior noise levels at all affected parcels would be less than significant.

5.2.2 Off-site Vehicle Traffic Noise

Off-site vehicle traffic noise impacts would occur if a future project would increase vehicle traffic volumes on area roadways enough to result in a 3 dB or more increase in ambient noise levels. The program would allow for increased construction of residential uses throughout the program area, which generally generates less traffic than commercial office and retail uses. Table 8 summarizes the trip generation associated with the existing on-the-ground uses, the existing zoning, and the proposed zoning (assuming residential uses would replace the existing commercial/retail uses).

Table 8 Trip Generation		
Land Use	Amount (square feet or dwelling units for residential)	Daily Trips
Existing On-the-Ground Development		
Specialty Commercial	8,687	348
Commercial Office	107,625	2,153
Restaurant	4,378	700
Auto Repair	3,310	66
Storage	1,000	2
Medical Office	7,085	354
Government (Civic Center)	11,894	357
Library	4,795	240
Post Office	7,000	630
Other City Properties (including water tanks)	N/A	
Total Trips		4,850
Existing Zoning		
Commercial Retail (Strip Mall)	147,554	5,902
Commercial Office	33,814	676
Public Facilities (Civic Center)	23,689	711
Total Trips		7,289
Proposed Zoning – All Residential		
Residential (6–20 du/acre)	345	2,760
Total Trips		2,760
du/acre = dwelling units per acre		
Source: Linscott, Law & Greenspan, Engineers 2019		

As shown, buildout of the program as analyzed herein would generate less traffic than both the existing on-the-ground development and the existing zoning. Therefore, it can be concluded that the program would not result in an increase in ambient noise levels on the program area roadway network. Off-site vehicle traffic noise increases would be less than significant.

5.3 On-site Generated Noise

Stationary sources of noise include activities associated with a given land use. Various land uses contain on-site stationary noise sources, including rooftop heating, ventilation, and air conditioning (HVAC) equipment; mechanical equipment; emergency electrical generators; parking lot activities; loading dock operations; and recreation activities. Stationary noise is considered a “point source” and attenuates over distance at a rate of 6 dB(A) for each doubling of distance. The exact location and nature of future stationary noise sources is not known at this time and can, therefore, not be calculated in this analysis.

Residential uses are generally not a significant stationary source of noise as they typically do not include large noise-generating mechanical equipment. However, the addition of multiple-dwelling unit residential uses to the existing mix of allowed uses could result in the exposure of residential uses to the stationary noise sources listed above. Noise levels would have the potential to exceed the applicable Noise Ordinance limits in the NC and PC zones.

However, future development within the program area would be required to comply with all Municipal Code regulations as well as undergo review by the Design Review Board, thereby ensuring on-site generation noise levels would comply with applicable Noise Ordinance limits. Thus, with these processes in place, through implementation of the City’s Noise Ordinance, stationary noise impacts due to the program would be less than significant.

6.0 Conclusions

6.1 Construction

Although no specific construction or development is proposed at this time, construction noise impacts could occur as future development within the program area occurs. Due to the developed nature of the program area, there is a high likelihood that construction activities would take place adjacent to existing structures and that residential uses would be located in proximity to construction activities.

The City regulates construction noise through Section 9.20.050 of the Municipal Code, which puts limits on the days of the week and hours of operation allowed for construction. Residential uses are located adjacent to the affected parcels, therefore, the future projects could generate construction noise that would potentially exceed the Municipal Code hourly noise threshold of 75 dB(A) L_{eq} at residential properties. However, future development within the program area would be required to comply with all Municipal Code regulations as well

as undergo review by the Design Review Board, thereby ensuring future construction in proximity to residential uses would implement noise reduction measures to reduce noise levels to 75 dB(A) L_{eq} or less at residential properties. Thus, with these processes in place, construction noise impacts due to the program would be less than significant.

6.2 Vehicle Traffic

6.2.1 On-site Vehicle Traffic Noise

The main source of noise throughout the program area is vehicle traffic and rail traffic. The roadways bordering the affected parcels include: Camino Del Mar, Jimmy Durante Boulevard, San Dieguito Drive, 15th Street, and Coast Boulevard. Amtrak operates Pacific Surfliner passenger trains and the NCTD operates Coaster commuter trains along the existing rail corridor that runs along the western portion of the city of Del Mar. Noise levels due to vehicle and rail traffic were calculated at each of the parcels in the program area. As shown in Figure 8, Figure 10a, Figure 10b, and Table 7, noise levels would exceed the residential compatibility level of 65 CNEL at 2002 and 2010 Jimmy Durante Boulevard (APNs 299-071-06 and 299-071-07) in the NC zone and at 2809 28th Street (APN 299-030-12) in the PF zone. Should these parcels be redeveloped with residential uses, exterior noise levels closest to Jimmy Durante Boulevard and the railroad tracks would be incompatible, and noise impacts would be significant. The following mitigation measure is required:

NOISE-1: Prior to the issuance of building permits for residential development proposed in the NC zone at 2002 Jimmy Durante Boulevard (APN 299-071-07) and 2010 Jimmy Durante Boulevard (APN 299-071-06) and in the PF zone at 2809 28th Street (APN 299-030-12), a noise analysis shall be submitted demonstrating the exterior noise levels at any exterior use areas do not exceed 65 CNEL.

With implementation of this measure, exterior noise levels at any residential development proposed within these portions of the NC and PF zones would be reduced to 65 CNEL or less.

As shown in Table 7 and Figures 9 and 10, noise levels at all parcels in the PC zone and all parcels except 2809 28th Street in the PF zone would be 65 CNEL or less. Therefore, exterior noise impacts to residential uses constructed within the PC zone and all parcels of the PF zone except 2809 28th Street would be less than significant.

Interior noise levels can be reduced through standard construction techniques. Exterior noise levels at all affected lots would be 70 CNEL or less. Thus, with standard light-frame construction, interior noise levels would be reduced to 45 CNEL or less and would be compatible with City standards. Therefore, with standard construction techniques, interior noise levels at all affected parcels would be less than significant.

6.2.2 Off-site Vehicle Traffic Noise

The program would generate less traffic than both the existing on-the-ground development and the existing zoning. Therefore, it can be concluded that the program would not result in an increase in ambient noise levels on the program area roadway network. Off-site vehicle traffic noise increases would be less than significant.

6.3 On-site Generated Noise

Stationary sources of noise include activities associated with a given land use. Various land uses contain on-site stationary noise sources, including rooftop HVAC equipment; mechanical equipment; emergency electrical generators; parking lot activities; loading dock operations; and recreation activities. The addition of multiple-dwelling unit residential uses to the existing mix of allowed uses could result in the exposure of residential uses to these stationary noise sources. Noise levels would have the potential to exceed the applicable Noise Ordinance limits. However, future development within the program area would be required to comply with all Municipal Code regulations as well as undergo review by the Design Review Board, thereby ensuring on-site generation noise levels would comply with applicable Noise Ordinance limits. Thus, with these processes in place, through implementation of the City's Noise Ordinance, stationary noise impacts due to the program would be less than significant.

7.0 References Cited

California Code of Regulations

- 2016 2016 *California Building Code, California Code of Regulations, Title 24, Chapter 12 Interior Environment, Section 1207, Sound Transmission*, accessed at <http://www.bsc.ca.gov/codes.aspx>.

California Department of Transportation (Caltrans)

- 2013 Technical Noise Supplement. November.

Federal Highway Administration (FHWA)

- 2006 FHWA Highway Construction Noise Handbook. Prepared by U.S. Department of Transportation Research and Innovative Technology Administration. Prepared for FHWA Office of Natural and Human Environment. FHWA-HEP-06-015. Final Report August 2006.
- 2011 Highway Traffic Noise: Analysis and Abatement Guidance. FHWA-HEP-10-025. December 2011.

Linscott, Law, and Greenspan (LLG)

- 2019 Transportation Impact Analysis for the Del Mar Zoning Amendment. LLG Ref: 3-19-3057. April 17, 2019.

Los Angeles–San Diego–San Luis Obispo (LOSSAN) Rail Corridor Agency

- 2012 LOSSAN Corridorwide Strategic Implementation Plan. April 2012.

Navcon Engineering, Inc.

- 2018 SoundPLAN Essential version 4.1.

ATTACHMENTS

ATTACHMENT 1

Noise Measurement Data

9348 Del Mar Zoning Amendment
Noise Measurement Data

Summary

Filename LxT_Data.009
Serial Number 3827
Model SoundExpert™ LxT
Firmware Version 2.301
User jlf
Location Del Mar Zoning Amendment
Job Description 9348.0
Note
Measurement Description
Start 2019/05/08 11:38:28
Stop 2019/05/08 11:53:51
Duration 0:15:06.1
Run Time 0:15:06.1
Pause 0:00:00.0

Pre Calibration 2019/05/08 10:26:35
Post Calibration None
Calibration Deviation ---

Overall Settings

RMS Weight A Weighting
Peak Weight A Weighting
Detector Slow
Preamp PRMLxT1L
Microphone Correction Off
Integration Method Linear
OBA Range Normal
OBA Bandwidth 1/1 and 1/3
OBA Freq. Weighting A Weighting
OBA Max Spectrum At Lmax
Overload 121.8 dB
A C Z
Under Range Peak **78.1** 75.1 80.1 dB
Under Range Limit **26.0** 25.2 32.0 dB
Noise Floor 16.3 16.1 22.0 dB

Results

L_{Aeq} 66.9 dB
L_{AE} 96.5 dB
E_A 497.307 µPa²h
L_{Apeak} (max) 2019/05/08 11:41:53 91.0 dB
L_{ASmax} 2019/05/08 11:52:16 78.4 dB
L_{ASmin} 2019/05/08 11:40:54 47.7 dB
SEA -99.9 dB

L_{AS} > 85.0 dB (Exceedence Counts / Duration) 0 0.0 s
L_{AS} > 115.0 dB (Exceedence Counts / Duration) 0 0.0 s
L_{Apeak} > 135.0 dB (Exceedence Counts / Duration) 0 0.0 s
L_{Apeak} > 137.0 dB (Exceedence Counts / Duration) 0 0.0 s
L_{Apeak} > 140.0 dB (Exceedence Counts / Duration) 0 0.0 s

Community Noise

	L _{dn}	L _{Day} 07:00-22:00	L _{Night} 22:00-07:00	L _{den}	L _{Day} 07:00-19:00	L _{Evening} 19:00-22:00	L _{Night} 22:00-07:00
	66.9	66.9	-99.9	66.9	66.9	-99.9	-99.9
L _{Ceq}	75.3 dB						
L _{Aeq}	66.9 dB						
L _{Ceq} - L _{Aeq}	8.4 dB						
L _{Aleq}	68.2 dB						
L _{Aeq}	66.9 dB						
L _{Aleq} - L _{Aeq}	1.2 dB						
# Overloads	0						
Overload Duration	0.0 s						
# OBA Overloads	0						
OBA Overload Duration	0.0 s						

Statistics

L_{AS5.00} 72.1 dB
L_{AS10.00} 70.5 dB
L_{AS33.30} 66.5 dB
L_{AS50.00} 64.3 dB
L_{AS66.60} 61.8 dB
L_{AS90.00} 53.9 dB

9348 Del Mar Zoning Amendment
Noise Measurement Data

Summary

Filename LxT_Data.010
Serial Number 3827
Model SoundExpert™ LxT
Firmware Version 2.301
User jlf
Location Del Mar Zoning Amendment
Job Description 9348.0
Note
Measurement Description
Start 2019/05/08 12:23:12
Stop 2019/05/08 12:38:23
Duration 0:15:04.2
Run Time 0:15:04.2
Pause 0:00:00.0

Pre Calibration 2019/05/08 10:26:35
Post Calibration None
Calibration Deviation ---

Overall Settings

RMS Weight A Weighting
Peak Weight A Weighting
Detector Slow
Preamp PRMLxT1L
Microphone Correction Off
Integration Method Linear
OBA Range Normal
OBA Bandwidth 1/1 and 1/3
OBA Freq. Weighting A Weighting
OBA Max Spectrum At Lmax
Overload 121.8 dB
A C Z
Under Range Peak **78.1** 75.1 80.1 dB
Under Range Limit **26.0** 25.2 32.0 dB
Noise Floor 16.3 16.1 22.0 dB

Results

LAeq 66.2 dB* ***Meter was bumped at beginning of measurement, causing a spike in noise.**
LAE 95.7 dB **Actual measured noise level without this interference is 59.8**
EA 417.164 µPa²h
LApeak (max) 2019/05/08 12:23:46 107.5 dB
LASmax 2019/05/08 12:23:47 91.5 dB
LASmin 2019/05/08 12:28:52 42.5 dB
SEA -99.9 dB

LAS > 85.0 dB (Exceedence Counts / Duration) 1 3.6 s
LAS > 115.0 dB (Exceedence Counts / Duration) 0 0.0 s
LApeak > 135.0 dB (Exceedence Counts / Duration) 0 0.0 s
LApeak > 137.0 dB (Exceedence Counts / Duration) 0 0.0 s
LApeak > 140.0 dB (Exceedence Counts / Duration) 0 0.0 s

Community Noise

Ldn LDay 07:00-22:00 LNight 22:00-07:00 Lden LDay 07:00-19:00 LEvening 19:00-22:00 LNight 22:00-07:00
66.2 66.2 -99.9 66.2 66.2 -99.9 -99.9
LCeq 75.7 dB
LAeq 66.2 dB
LCeq - LAeq 9.5 dB
LAeq 69.8 dB
LAeq 66.2 dB
LAeq - LAeq 3.6 dB
Overloads 0
Overload Duration 0.0 s
OBA Overloads 0
OBA Overload Duration 0.0 s

Statistics

LAS5.00 65.9 dB
LAS10.00 62.3 dB
LAS33.30 57.1 dB
LAS50.00 54.5 dB
LAS66.60 52.1 dB
LAS90.00 46.1 dB

9348 Del Mar Zoning Amendment
Noise Measurement Data

Summary

Filename LxT_Data.011
Serial Number 3827
Model SoundExpert™ LxT
Firmware Version 2.301
User jlf
Location Del Mar Zoning Amendment
Job Description 9348.0
Note
Measurement Description
Start 2019/05/08 12:47:24
Stop 2019/05/08 13:27:56
Duration 0:40:28.1
Run Time 0:40:28.1
Pause 0:00:00.0

Pre Calibration 2019/05/08 10:26:35
Post Calibration None
Calibration Deviation ---

Overall Settings

RMS Weight A Weighting
Peak Weight A Weighting
Detector Slow
Preamp PRMLxT1L
Microphone Correction Off
Integration Method Linear
OBA Range Normal
OBA Bandwidth 1/1 and 1/3
OBA Freq. Weighting A Weighting
OBA Max Spectrum At Lmax
Overload 121.8 dB
A C Z
Under Range Peak **78.1** 75.1 80.1 dB
Under Range Limit **26.0** 25.2 32.0 dB
Noise Floor 16.3 16.1 22.0 dB

Results

L_{Aeq} 61.5 dB
L_{AE} 95.4 dB
E_A 384.053 µPa²h
L_{Apeak} (max) 2019/05/08 13:05:40 99.3 dB
L_{ASmax} 2019/05/08 13:27:29 85.6 dB
L_{ASmin} 2019/05/08 12:49:49 44.9 dB
SEA -99.9 dB

L_{AS} > 85.0 dB (Exceedence Counts / Duration) 1 1.7 s
L_{AS} > 115.0 dB (Exceedence Counts / Duration) 0 0.0 s
L_{Apeak} > 135.0 dB (Exceedence Counts / Duration) 0 0.0 s
L_{Apeak} > 137.0 dB (Exceedence Counts / Duration) 0 0.0 s
L_{Apeak} > 140.0 dB (Exceedence Counts / Duration) 0 0.0 s

Community Noise

	L _{dn}	L _{Day} 07:00-22:00	L _{Night} 22:00-07:00	L _{den}	L _{Day} 07:00-19:00	L _{Evening} 19:00-22:00	L _{Night} 22:00-07:00
	61.5	61.5	-99.9	61.5	61.5	-99.9	-99.9
L _{Ceq}	70.3 dB						
L _{Aeq}	61.5 dB						
L _{Ceq} - L _{Aeq}	8.8 dB						
L _{Aleq}	64.2 dB						
L _{Aeq}	61.5 dB						
L _{Aleq} - L _{Aeq}	2.6 dB						
# Overloads	0						
Overload Duration	0.0 s						
# OBA Overloads	0						
OBA Overload Duration	0.0 s						

Statistics

L_{AS5.00} 61.9 dB
L_{AS10.00} 57.2 dB
L_{AS33.30} 52.4 dB
L_{AS50.00} 51.2 dB
L_{AS66.60} 50.3 dB
L_{AS90.00} 48.8 dB

ATTACHMENT 2

SoundPLAN Data–Vehicle and Rail Traffic

9348 Del Mar Zoning Amendments
SoundPLAN - Vehicle and Rail Traffic

Station km	ADT Veh/24h	Traffic values Vehicles type	Vehicle nar day Veh/h	evening Veh/h	night Veh/h	Speed km/h	Control device	Constr. Speed km/h	Affect. veh. %	Road surface	Gradient Min / Max %
Camino Del Mar Traffic direction: In entry direction											
0+000	24996	Total	-	1604	833	361 -	none	-	-	Average (of DGAC and PCC)	0
0+000	24996	Automobiles	-	1524	791	343	48 none	-	-	Average (of DGAC and PCC)	0
0+000	24996	Medium trucks	-	32	17	7	48 none	-	-	Average (of DGAC and PCC)	0
0+000	24996	Heavy trucks	-	16	8	4	48 none	-	-	Average (of DGAC and PCC)	0
0+000	24996	Buses	-	16	8	4	48 none	-	-	Average (of DGAC and PCC)	0
0+000	24996	Motorcycles	-	16	8	4	48 none	-	-	Average (of DGAC and PCC)	0
0+000	24996	Auxiliary vehicle	-	-	-	-	none	-	-	Average (of DGAC and PCC)	0
1+654	-	-	-	-	-	-	-	-	-	-	-
15th Street Traffic direction: In entry direction											
0+000	2199	Total	-	141	73	32 -	none	-	-	Average (of DGAC and PCC)	0
0+000	2199	Automobiles	-	134	69	30	40 none	-	-	Average (of DGAC and PCC)	0
0+000	2199	Medium trucks	-	3	1	1	40 none	-	-	Average (of DGAC and PCC)	0
0+000	2199	Heavy trucks	-	1	1	0	40 none	-	-	Average (of DGAC and PCC)	0
0+000	2199	Buses	-	1	1	0	40 none	-	-	Average (of DGAC and PCC)	0
0+000	2199	Motorcycles	-	1	1	0	40 none	-	-	Average (of DGAC and PCC)	0
0+000	2199	Auxiliary vehicle	-	-	-	-	none	-	-	Average (of DGAC and PCC)	0
0+184	-	-	-	-	-	-	-	-	-	-	-
Ocean Boulevard Traffic direction: In entry direction											
0+000	2199	Total	-	141	73	32 -	none	-	-	Average (of DGAC and PCC)	0
0+000	2199	Automobiles	-	134	69	30	40 none	-	-	Average (of DGAC and PCC)	0
0+000	2199	Medium trucks	-	3	1	1	40 none	-	-	Average (of DGAC and PCC)	0
0+000	2199	Heavy trucks	-	1	1	0	40 none	-	-	Average (of DGAC and PCC)	0
0+000	2199	Buses	-	1	1	0	40 none	-	-	Average (of DGAC and PCC)	0
0+000	2199	Motorcycles	-	1	1	0	40 none	-	-	Average (of DGAC and PCC)	0
0+000	2199	Auxiliary vehicle	-	-	-	-	none	-	-	Average (of DGAC and PCC)	0
0+366	-	-	-	-	-	-	-	-	-	-	-
Jimmy Durante Boulevard Traffic direction: In entry direction											
0+000	12999	Total	-	834	433	188 -	none	-	-	Average (of DGAC and PCC)	0
0+000	12999	Automobiles	-	792	411	179	64 none	-	-	Average (of DGAC and PCC)	0
0+000	12999	Medium trucks	-	17	9	4	64 none	-	-	Average (of DGAC and PCC)	0
0+000	12999	Heavy trucks	-	8	4	2	64 none	-	-	Average (of DGAC and PCC)	0
0+000	12999	Buses	-	8	4	2	64 none	-	-	Average (of DGAC and PCC)	0
0+000	12999	Motorcycles	-	8	4	2	64 none	-	-	Average (of DGAC and PCC)	0
0+000	12999	Auxiliary vehicle	-	-	-	-	none	-	-	Average (of DGAC and PCC)	0
0+890	24996	Total	-	1604	833	361 -	none	-	-	Average (of DGAC and PCC)	0
0+890	24996	Automobiles	-	1524	791	343	64 none	-	-	Average (of DGAC and PCC)	0
0+890	24996	Medium trucks	-	32	17	7	64 none	-	-	Average (of DGAC and PCC)	0
0+890	24996	Heavy trucks	-	16	8	4	64 none	-	-	Average (of DGAC and PCC)	0
0+890	24996	Buses	-	16	8	4	64 none	-	-	Average (of DGAC and PCC)	0
0+890	24996	Motorcycles	-	16	8	4	64 none	-	-	Average (of DGAC and PCC)	0
0+890	24996	Auxiliary vehicle	-	-	-	-	none	-	-	Average (of DGAC and PCC)	0
1+510	-	-	-	-	-	-	-	-	-	-	-
San Dieguito Drive Traffic direction: In entry direction											
0+000	6501	Total	-	417	217	94 -	none	-	-	Average (of DGAC and PCC)	0
0+000	6501	Automobiles	-	396	206	89	40 none	-	-	Average (of DGAC and PCC)	0
0+000	6501	Medium trucks	-	8	4	2	40 none	-	-	Average (of DGAC and PCC)	0
0+000	6501	Heavy trucks	-	4	2	1	40 none	-	-	Average (of DGAC and PCC)	0
0+000	6501	Buses	-	4	2	1	40 none	-	-	Average (of DGAC and PCC)	0
0+000	6501	Motorcycles	-	4	2	1	40 none	-	-	Average (of DGAC and PCC)	0
0+000	6501	Auxiliary vehicle	-	-	-	-	none	-	-	Average (of DGAC and PCC)	0
0+423	-	-	-	-	-	-	-	-	-	-	-

9348 Del Mar Zoning Amendments
SoundPLAN - Vehicle and Rail Traffic

Track Station km	Coordinates of track axis			Track type [dB]	Curve radius [dB]	Multiple reflections [dB]	Corrected Emission level		
	X	Y	Z				day	Evening	night
Railroad	Rail track:			Section: 1	Km: 0+000				
Train type	Number of trains			Speed	Length per		Emission level		
	day	Evening	night	km/h	train	Max	day	Evening	night
					m		dB(A)	dB(A)	dB(A)
Coaster		16	4	6	64	175 yes	61.8	61.8	58.7
Amtrak		16	4	6	64	175 -	61.8	61.8	58.7
Freight		0	0	6	64	550 -	-	-	67
0+000	475030.4	3648552	-	-	-	-	-	64.8	64.8
2+875	475231.4	3645764	-	-	-	-	-	64.8	64.8

9348 Del Mar Zoning Amendments
SoundPLAN - Vehicle and Rail Traffic

No.	Receiver name	Coordinates		Floor	Height m	Day	Level w/o NP		Lden
		X	Y				Evening	Night	
		in meter					dB(A)		
1	NC-1	475218.93	3647751.28	1.FI	1.5	62.6	61.2	62.8	69.4
2	NC-2	475227.93	3647818.55	1.FI	1.5	61.0	59.1	59.8	66.6
3	NC-3	475245.46	3647875.88	1.FI	1.5	61.3	58.9	58.0	65.2
4	NC-4	475196.19	3647861.19	1.FI	1.5	60.4	60.1	63.4	69.7
5	NC-5	475258.25	3647903.35	1.FI	1.5	61.0	58.5	57.1	64.5
6	NC-6	475278.15	3647934.62	1.FI	1.5	60.7	58.1	56.2	63.8
7	NC-7	475186.71	3647911.88	1.FI	1.5	60.1	59.9	63.4	69.6
8	NC-8	475199.98	3647960.20	1.FI	1.5	56.0	55.7	59.0	65.2
9	NC-9	475237.40	3648015.64	1.FI	1.5	52.2	51.4	54.2	60.5
10	NC-10	475302.31	3647964.94	1.FI	1.5	60.0	57.3	55.2	62.9
11	NC-11	475333.10	3647994.79	1.FI	1.5	59.1	56.4	54.1	61.9
12	NC-12	475355.37	3648018.95	1.FI	1.5	57.6	54.9	52.8	60.5
13	NC-13	475383.80	3648028.43	1.FI	1.5	60.6	57.8	54.8	62.9
14	NC-14	475286.68	3648047.38	1.FI	1.5	50.8	49.5	51.3	57.8
15	NC-15	475341.16	3648057.80	1.FI	1.5	52.1	49.9	50.0	56.9
16	NC-16	475335.00	3647942.68	1.FI	1.5	59.0	56.3	54.1	61.9
17	NC-17	475364.85	3647973.94	1.FI	1.5	60.7	58.0	55.1	63.1
18	NC-18	475403.22	3648002.84	1.FI	1.5	60.6	57.9	54.8	62.9
19	NC-19	475454.86	3648047.38	1.FI	1.5	59.7	56.9	53.8	61.9
20	NC-20	475443.02	3648034.59	1.FI	1.5	62.6	59.8	56.5	64.7
21	NC-21	475471.92	3648014.21	1.FI	1.5	56.1	53.4	50.8	58.7
22	NC-22	475476.18	3647994.79	1.FI	1.5	59.4	56.6	53.5	61.6
23	NC-23	475516.92	3647956.89	1.FI	1.5	55.4	52.7	50.1	58.0
24	NC-24	475543.93	3647926.09	1.FI	1.5	55.7	53.0	50.2	58.2
25	NC-25	475556.72	3647910.93	1.FI	1.5	55.5	52.8	50.0	58.0
26	PC-1	475410.07	3646120.65	1.FI	1.5	59.5	56.7	53.7	61.8
27	PC-2	475418.65	3646094.47	1.FI	1.5	59.4	56.7	53.7	61.7
28	PC-3	475445.43	3646134.95	1.FI	1.5	59.7	56.9	53.7	61.9
29	PC-4	475453.86	3646108.01	1.FI	1.5	59.8	57.0	53.9	62.0
30	PC-5	475462.89	3646079.27	1.FI	1.5	59.9	57.1	53.9	62.1
31	PC-6	475471.32	3646050.99	1.FI	1.5	60.0	57.2	54.0	62.2
32	PF-1	475362.10	3646275.37	1.FI	1.5	59.8	57.0	54.0	62.1
33	PF-2	475350.95	3646310.73	1.FI	1.5	59.7	57.0	54.0	62.1
34	PF-3	475337.69	3646353.40	1.FI	1.5	59.8	57.0	54.0	62.1
35	PF-4	475285.61	3646635.72	1.FI	1.5	59.7	57.0	54.0	62.1
36	PF-5	475107.06	3646831.56	1.FI	1.5	53.3	51.7	53.2	59.8
37	PF-6	475068.24	3646820.22	1.FI	1.5	53.7	52.6	55.0	61.4
38	PF-7	475048.45	3646866.15	1.FI	1.5	54.5	54.0	57.2	63.4
39	PF-8	475059.10	3648214.20	1.FI	1.5	57.2	57.2	60.7	66.9

9348 Del Mar Zoning Amendments
SoundPLAN - Vehicle and Rail Traffic

Source name				Level w/o NP						
				Day	Evening	Night	Lden			
				dB(A)						
NC-1	1.FI	62.6	61.2	62.8	69.4	0.0	0.0	0.0	0.0	
15th Street				9.1	6.2	2.6	11			
Camino Del Mar				33	30.1	26.5	34.9			
Jimmy Durante Boulevard				60.3	57.5	53.9	62.2			
Ocean Boulevard				14.1	11.3	7.7	16.1			
Railroad				58.7	58.7	62.3	68.4			
San Dieguito Drive				28.6	25.8	22.2	30.5			
NC-2	1.FI	61.0	59.1	59.8	66.6	0.0	0.0	0.0	0.0	
15th Street				8.2	5.4	1.8	10.2			
Camino Del Mar				31.7	28.8	25.2	33.6			
Jimmy Durante Boulevard				59.7	56.9	53.2	61.6			
Ocean Boulevard				13.1	10.3	6.7	15.1			
Railroad				55.2	55.2	58.8	64.9			
San Dieguito Drive				29.9	27.1	23.5	31.8			
NC-3	1.FI	61.3	58.9	58.0	65.2	0.0	0.0	0.0	0.0	
15th Street				7.7	4.9	1.3	9.7			
Camino Del Mar				30.7	27.8	24.2	32.6			
Jimmy Durante Boulevard				60.7	57.8	54.2	62.6			
Ocean Boulevard				12.3	9.5	5.9	14.2			
Railroad				52.1	52.1	55.6	61.8			
San Dieguito Drive				31.3	28.5	24.8	33.2			
NC-4	1.FI	60.4	60.1	63.5	69.7	0.0	0.0	0.0	0.0	
15th Street				7.9	5	1.4	9.8			
Camino Del Mar				30.9	28	24.4	32.8			
Jimmy Durante Boulevard				51.4	48.6	44.9	53.3			
Ocean Boulevard				12.7	9.8	6.2	14.6			
Railroad				59.8	59.8	63.4	69.6			
San Dieguito Drive				29.3	26.5	22.9	31.2			
NC-5	1.FI	61.0	58.5	57.1	64.5	0.0	0.0	0.0	0.0	
15th Street				7.5	4.6	1.1	9.4			
Camino Del Mar				30.2	27.4	23.7	32.1			
Jimmy Durante Boulevard				60.6	57.7	54.1	62.5			
Ocean Boulevard				12	9.1	5.5	13.9			
Railroad				50.6	50.6	54.1	60.3			
San Dieguito Drive				32.2	29.3	25.7	34.1			
NC-6	1.FI	60.7	58.1	56.2	63.8	0.0	0.0	0.0	0.0	
15th Street				7.2	4.4	0.8	9.2			
Camino Del Mar				29.8	26.9	23.3	31.7			
Jimmy Durante Boulevard				60.4	57.5	53.9	62.3			
Ocean Boulevard				11.5	8.7	5.1	13.5			
Railroad				48.9	48.9	52.4	58.6			
San Dieguito Drive				33.5	30.7	27	35.4			
NC-7	1.FI	60.1	59.9	63.4	69.6	0.0	0.0	0.0	0.0	
15th Street				7.5	4.6	1	9.4			
Camino Del Mar				30.1	27.2	23.6	32			
Jimmy Durante Boulevard				48.4	45.5	41.9	50.3			
Ocean Boulevard				12	9.2	5.6	14			
Railroad				59.8	59.8	63.3	69.5			
San Dieguito Drive				29.4	26.6	22.9	31.3			
NC-8	1.FI	56.0	55.7	59.0	65.2	0.0	0.0	0.0	0.0	
15th Street				7.1	4.3	0.7	9			
Camino Del Mar				29.5	26.6	23	31.4			
Jimmy Durante Boulevard				47.4	44.5	40.9	49.3			

Contributions

9348 Del Mar Zoning Amendments
SoundPLAN - Vehicle and Rail Traffic

Ocean Boulevard				11.5	8.6	5	13.4		
Railroad				55.4	55.4	58.9	65.1		
San Dieguito Drive				30.1	27.2	23.6	32		
NC-9 1.FI	52.2	51.5		54.2	60.5	0.0	0.0	0.0	0.0
15th Street				6.7	3.8	0.2	8.6		
Camino Del Mar				28.7	25.9	22.3	30.6		
Jimmy Durante Boulevard				47.1	44.2	40.6	49		
Ocean Boulevard				10.8	8	4.4	12.8		
Railroad				50.5	50.5	54	60.2		
San Dieguito Drive				31.6	28.8	25.2	33.6		
NC-10 1.FI	60.0	57.3		55.2	62.9	0.0	0.0	0.0	0.0
15th Street				7	4.1	0.6	8.9		
Camino Del Mar				29.3	26.5	22.9	31.2		
Jimmy Durante Boulevard				59.7	56.8	53.2	61.6		
Ocean Boulevard				11.2	8.3	4.7	13.1		
Railroad				47.3	47.3	50.8	57		
San Dieguito Drive				35.1	32.3	28.7	37		
NC-11 1.FI	59.1	56.4		54.1	61.9	0.0	0.0	0.0	0.0
15th Street				6.7	3.9	0.3	8.7		
Camino Del Mar				28.9	26.1	22.4	30.8		
Jimmy Durante Boulevard				58.9	56	52.4	60.8		
Ocean Boulevard				10.8	7.9	4.4	12.7		
Railroad				45.8	45.8	49.2	55.4		
San Dieguito Drive				37.4	34.6	30.9	39.3		
NC-12 1.FI	57.6	54.9		52.8	60.5	0.0	0.0	0.0	0.0
15th Street				6.5	3.7	0.1	8.5		
Camino Del Mar				28.6	25.8	22.1	30.5		
Jimmy Durante Boulevard				57.3	54.4	50.8	59.2		
Ocean Boulevard				10.5	7.7	4.1	12.4		
Railroad				44.8	44.8	48.3	54.5		
San Dieguito Drive				39.4	36.6	33	41.3		
NC-13 1.FI	60.6	57.8		54.8	62.9	0.0	0.0	0.0	0.0
15th Street				6.4	3.6	0	8.4		
Camino Del Mar				28.5	25.6	22	30.4		
Jimmy Durante Boulevard				60.4	57.6	53.9	62.3		
Ocean Boulevard				10.3	7.5	3.9	12.3		
Railroad				43.8	43.8	47.3	53.5		
San Dieguito Drive				43	40.1	36.5	44.9		
NC-14 1.FI	50.9	49.5		51.3	57.8	0.0	0.0	0.0	0.0
15th Street				6.4	3.6	0	8.3		
Camino Del Mar				28.4	25.6	21.9	30.3		
Jimmy Durante Boulevard				48.2	45.3	41.7	50.1		
Ocean Boulevard				10.5	7.6	4	12.4		
Railroad				47.3	47.3	50.8	57		
San Dieguito Drive				33.9	31.1	27.5	35.8		
NC-15 1.FI	52.1	50.0		50.0	57.0	0.0	0.0	0.0	0.0
15th Street				6.3	3.4	-0.1	8.2		
Camino Del Mar				28.2	25.4	21.8	30.1		
Jimmy Durante Boulevard				50.9	48.1	44.4	52.8		
Ocean Boulevard				10.2	7.4	3.8	12.1		
Railroad				45	45	48.5	54.7		
San Dieguito Drive				37.4	34.6	31	39.3		
NC-16 1.FI	59.0	56.3		54.1	61.9	0.0	0.0	0.0	0.0
15th Street				7.1	4.3	0.7	9		
Camino Del Mar				29.6	26.7	23.1	31.5		
Jimmy Durante Boulevard				58.7	55.9	52.2	60.6		

Contributions

9348 Del Mar Zoning Amendments
SoundPLAN - Vehicle and Rail Traffic

Ocean Boulevard					11.3	8.4	4.8	13.2		
Railroad					46.1	46.1	49.5	55.7		
San Dieguito Drive					36.8	34	30.4	38.7		
NC-17	1.FI	60.7	58.0		55.1	63.1	0.0	0.0	0.0	0.0
15th Street					6.9	4	0.4	8.8		
Camino Del Mar					29.1	26.3	22.6	31		
Jimmy Durante Boulevard					60.6	57.7	54.1	62.5		
Ocean Boulevard					10.7	7.9	4.3	12.7		
Railroad					44.8	44.8	48.2	54.4		
San Dieguito Drive					39.7	36.9	33.2	41.6		
NC-18	1.FI	60.6	57.9		54.8	62.9	0.0	0.0	0.0	0.0
15th Street					6.6	3.7	0.1	8.5		
Camino Del Mar					28.7	25.9	22.2	30.6		
Jimmy Durante Boulevard					60.4	57.6	54	62.3		
Ocean Boulevard					10.5	7.6	4	12.4		
Railroad					43.4	43.4	46.9	53		
San Dieguito Drive					45.3	42.5	38.9	47.2		
NC-19	1.FI	59.7	56.9		53.8	62.0	0.0	0.0	0.0	0.0
15th Street					6.2	3.3	-0.2	8.1		
Camino Del Mar					28.1	25.3	21.7	30		
Jimmy Durante Boulevard					59.1	56.3	52.6	61		
Ocean Boulevard					10	7.1	3.6	11.9		
Railroad					41.9	41.9	45.3	51.5		
San Dieguito Drive					50.1	47.3	43.7	52		
NC-20	1.FI	62.6	59.8		56.5	64.7	0.0	0.0	0.0	0.0
15th Street					6.3	3.4	-0.1	8.2		
Camino Del Mar					28.3	25.4	21.8	30.2		
Jimmy Durante Boulevard					59	56.2	52.6	61		
Ocean Boulevard					10.1	7.3	3.7	12		
Railroad					42.2	42.2	45.7	51.9		
San Dieguito Drive					60	57.2	53.5	61.9		
NC-21	1.FI	56.1	53.4		50.8	58.7	0.0	0.0	0.0	0.0
15th Street					6.4	3.5	0	8.3		
Camino Del Mar					28.4	25.6	21.9	30.3		
Jimmy Durante Boulevard					52.2	49.3	45.7	54.1		
Ocean Boulevard					10.2	7.3	3.7	12.1		
Railroad					41.6	41.6	45.1	51.2		
San Dieguito Drive					53.6	50.8	47.1	55.5		
NC-22	1.FI	59.4	56.6		53.5	61.6	0.0	0.0	0.0	0.0
15th Street					6.5	3.7	0.1	8.4		
Camino Del Mar					28.6	25.7	22.1	30.5		
Jimmy Durante Boulevard					50.2	47.3	43.7	52.1		
Ocean Boulevard					10.3	7.4	3.8	12.2		
Railroad					41.6	41.6	45	51.2		
San Dieguito Drive					58.7	55.9	52.3	60.6		
NC-23	1.FI	55.4	52.7		50.1	58.0	0.0	0.0	0.0	0.0
15th Street					6.7	3.8	0.2	8.6		
Camino Del Mar					28.8	26	22.4	30.7		
Jimmy Durante Boulevard					46.1	43.2	39.6	48		
Ocean Boulevard					10.4	7.6	4	12.3		
Railroad					40.8	40.8	44.2	50.4		
San Dieguito Drive					54.7	51.8	48.2	56.6		
NC-24	1.FI	55.7	53.0		50.2	58.2	0.0	0.0	0.0	0.0
15th Street					6.8	4	0.4	8.7		
Camino Del Mar					29.1	26.2	22.6	31		
Jimmy Durante Boulevard					44.1	41.2	37.6	46		

Contributions

9348 Del Mar Zoning Amendments
SoundPLAN - Vehicle and Rail Traffic

Ocean Boulevard				10.5	7.7	4.1	12.5		
Railroad				40.3	40.3	43.8	49.9		
San Dieguito Drive				55.2	52.4	48.8	57.1		
NC-25 1.FI	55.5	52.8		50.0	58.0	0.0	0.0	0.0	0.0
15th Street				6.9	4	0.5	8.8		
Camino Del Mar				29.2	26.3	22.7	31.1		
Jimmy Durante Boulevard				43.3	40.4	36.8	45.2		
Ocean Boulevard				10.6	7.7	4.2	12.5		
Railroad				40.1	40.1	43.5	49.7		
San Dieguito Drive				55.1	52.3	48.6	57		
PC-1 1.FI	59.5	56.7		53.8	61.8	0.0	0.0	0.0	0.0
15th Street				11.7	8.8	5.2	13.6		
Camino Del Mar				59.4	56.5	52.9	61.3		
Jimmy Durante Boulevard				23.1	20.2	16.6	25		
Ocean Boulevard				12.3	9.4	5.8	14.2		
Railroad				42.9	42.9	46.4	52.6		
San Dieguito Drive				11.7	8.8	5.2	13.6		
PC-2 1.FI	59.4	56.7		53.8	61.8	0.0	0.0	0.0	0.0
15th Street				11.2	8.4	4.8	13.2		
Camino Del Mar				59.3	56.5	52.9	61.3		
Jimmy Durante Boulevard				22.9	20.1	16.5	24.9		
Ocean Boulevard				11.9	9.1	5.5	13.9		
Railroad				42.9	42.9	46.4	52.6		
San Dieguito Drive				11.5	8.7	5.1	13.4		
PC-3 1.FI	59.7	56.9		53.8	61.9	0.0	0.0	0.0	0.0
15th Street				11.7	8.8	5.2	13.6		
Camino Del Mar				59.6	56.8	53.1	61.5		
Jimmy Durante Boulevard				23.1	20.3	16.7	25		
Ocean Boulevard				12.2	9.4	5.8	14.1		
Railroad				42.1	42.1	45.6	51.8		
San Dieguito Drive				11.8	8.9	5.3	13.7		
PC-4 1.FI	59.9	57.1		54.0	62.1	0.0	0.0	0.0	0.0
15th Street				11.2	8.3	4.8	13.1		
Camino Del Mar				59.8	56.9	53.3	61.7		
Jimmy Durante Boulevard				23	20.2	16.5	24.9		
Ocean Boulevard				11.9	9	5.5	13.8		
Railroad				42.1	42.1	45.6	51.7		
San Dieguito Drive				11.6	8.8	5.1	13.5		
PC-5 1.FI	59.9	57.1		54.0	62.2	0.0	0.0	0.0	0.0
15th Street				10.7	7.9	4.3	12.7		
Camino Del Mar				59.9	57	53.4	61.8		
Jimmy Durante Boulevard				22.9	20	16.4	24.8		
Ocean Boulevard				11.6	8.7	5.1	13.5		
Railroad				42.1	42.1	45.6	51.7		
San Dieguito Drive				11.5	8.6	5	13.4		
PC-6 1.FI	60.1	57.3		54.2	62.3	0.0	0.0	0.0	0.0
15th Street				10.3	7.5	3.9	12.2		
Camino Del Mar				60	57.2	53.5	61.9		
Jimmy Durante Boulevard				22.7	19.9	16.3	24.6		
Ocean Boulevard				11.2	8.4	4.8	13.2		
Railroad				42.1	42.1	45.6	51.8		
San Dieguito Drive				11.3	8.5	4.9	13.3		
PF-1 1.FI	59.8	57.0		54.1	62.1	0.0	0.0	0.0	0.0
15th Street				14.6	11.8	8.2	16.5		
Camino Del Mar				59.7	56.9	53.2	61.6		
Jimmy Durante Boulevard				23.9	21	17.4	25.8		

Contributions

9348 Del Mar Zoning Amendments
SoundPLAN - Vehicle and Rail Traffic

Ocean Boulevard				14.6	11.8	8.2	16.6		
Railroad				43	43	46.5	52.7		
San Dieguito Drive				12.4	9.6	6	14.3		
PF-2 1.FI 59.8	57.0			54.0	62.1	0.0	0.0	0.0	0.0
15th Street				15.4	12.6	9	17.3		
Camino Del Mar				59.7	56.8	53.2	61.6		
Jimmy Durante Boulevard				24	21.2	17.6	25.9		
Ocean Boulevard				15.3	12.4	8.8	17.2		
Railroad				43	43	46.5	52.7		
San Dieguito Drive				12.6	9.8	6.1	14.5		
PF-3 1.FI 59.8	57.0			54.1	62.1	0.0	0.0	0.0	0.0
15th Street				16.4	13.6	10	18.3		
Camino Del Mar				59.7	56.8	53.2	61.6		
Jimmy Durante Boulevard				24.3	21.4	17.8	26.2		
Ocean Boulevard				16.1	13.2	9.6	18		
Railroad				43.1	43.1	46.6	52.8		
San Dieguito Drive				12.8	10	6.4	14.7		
PF-4 1.FI 59.7	57.0			54.0	62.1	0.0	0.0	0.0	0.0
15th Street				25.6	22.8	19.2	27.5		
Camino Del Mar				59.6	56.8	53.1	61.5		
Jimmy Durante Boulevard				26.1	23.3	19.6	28		
Ocean Boulevard				22.3	19.4	15.8	24.2		
Railroad				43.1	43.1	46.7	52.8		
San Dieguito Drive				14.5	11.7	8	16.4		
PF-5 1.FI 53.3	51.7			53.2	59.8	0.0	0.0	0.0	0.0
15th Street				48.4	45.6	42	50.4		
Camino Del Mar				47.8	45	41.3	49.7		
Jimmy Durante Boulevard				27.9	25.1	21.5	29.8		
Ocean Boulevard				36	33.1	29.5	37.9		
Railroad				48.9	48.9	52.5	58.7		
San Dieguito Drive				15.4	12.6	8.9	17.3		
PF-6 1.FI 53.7	52.6			55.0	61.4	0.0	0.0	0.0	0.0
15th Street				47.8	44.9	41.4	49.7		
Camino Del Mar				45.3	42.4	38.8	47.2		
Jimmy Durante Boulevard				27.7	24.8	21.2	29.6		
Ocean Boulevard				41.1	38.2	34.6	43		
Railroad				51.1	51.1	54.7	60.9		
San Dieguito Drive				15.2	12.4	8.7	17.1		
PF-7 1.FI 54.5	54.0			57.2	63.5	0.0	0.0	0.0	0.0
15th Street				37.9	35.1	31.5	39.9		
Camino Del Mar				44.5	41.6	38	46.4		
Jimmy Durante Boulevard				28.1	25.3	21.7	30		
Ocean Boulevard				43.2	40.3	36.8	45.1		
Railroad				53.5	53.5	57.1	63.3		
San Dieguito Drive				15.4	12.6	9	17.3		
PF-8 1.FI 57.2	57.2			60.7	66.9	0.0	0.0	0.0	0.0
15th Street				5.4	2.5	-1	7.3		
Camino Del Mar				26.8	23.9	20.3	28.7		
Jimmy Durante Boulevard				36.2	33.4	29.7	38.1		
Ocean Boulevard				9.5	6.6	3.1	11.4		
Railroad				57.1	57.1	60.7	66.9		
San Dieguito Drive				23.7	20.9	17.3	25.6		

Contributions