GREENHOUSE GAS ASSESSMENT

Otay Mesa Central Village Specific Plan Update to the Otay Mesa Community Planning Area

City of San Diego, CA

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EXECUTIVE SUMMARY

The City of San Diego certified a Final Environmental Impact Report for the Otay Mesa Community Plan Update in 2014 (EIR). The EIR disclosed potential greenhouse gas (GHG) emission impacts that would result from implementing the Otay Mesa Community Plan Update (March 2014, "OMCPU") and presented mitigation measures to address the impacts. The EIR concluded that future projects implemented in accordance with the OMCPU would need to demonstrate consistency with applicable GHG plans, policies, and regulations, but nonetheless, even with adherence to the OMCPU's Mitigation Framework, the City's General Plan, and OMCPU policies, GHG emissions from implementing projects could still be significant and unavoidable.

The OMCPU requires the City of San Diego to adopt a Specific Plan for the Central Village portion of the community. The purpose of this Greenhouse Gas report is to evaluate the currently proposed Central Village Specific Plan (CVSP) and determine if expected GHG emissions fall within the scope of impacts disclosed in the OMCPU EIR, and whether any additional mitigation measures beyond those presented in the EIR are warranted. Neither the OMCPU nor the proposed CVSP authorize the construction of any development. Future development proposals in the CVSP area would require discretionary approvals and be subject to additional CEQA review, including project-specific evaluations of GHG emissions through the City of San Diego's Climate Action Plan (CAP) ~~Consistency Checklist~~ Conformance Evaluation for Community Plan Updates.

The program level analysis presented in this report is consistent with the City of San Diego's Climate Action Plan (CAP), which was prepared in conformance with the guidelines and recommendations established within the California Global Warming Solutions Act of 2006 – Assembly Bill 32 (AB32), Senate Bill 97 (SB97), and California Environmental Quality Act (CEQA). GHGs analyzed in this study are Carbon Dioxide (CO_2), Methane (CH_4), and Nitrous Oxide (N_2O). To simplify GHG calculations, both CH_4 and N_2O are converted to equivalent amounts of CO_2 and are identified as CO_2e. In other words, CO_2e is an equivalent volume or mass of CO_2 converted from global warming potentials of other gases that may cause equivalent warming.

The OMCPU and associated EIR assumed the following land uses within the Central Village portion of the OMCPU area:

- ~~5,246~~ 4,768 multi-family dwelling units
- 32.7 ksf of community commercial
- ~~32.3~~ 18.16 acres of active park space
- 1 elementary school

The CVSP is proposing to change the land uses within the Central Village area to the following:

- 425 multi-family dwelling units (<20 du/ac)
- 4,060 multi-family dwelling units (>20 du/ac)
- 139.7 ksf of community commercial
- 16.1 acres of active park space
- 1 elementary school

The land use modifications proposed by the CVSP in comparison to the mix of land uses assumed for the Central Village by the OMCPU EIR are summarized below.

- A reduction of ~~761~~ 283 Multi-family dwelling units
- An increase of 107 ksf of community commercial floor space
- A reduction of ~~16.2~~ 2.06 acres of active park space

Based on the findings of this report, operational GHG emissions associated with buildout of the proposed CVSP project will be reduced by roughly ~~5,144.44~~ 8,749.83 ~~million~~ metric tons (MT) of carbon dioxide equivalent (CO_2e) per year in comparison to amount of annual GHG emissions disclosed for the Central Village by the OMCPU EIR. Depending on the category of emissions evaluated, implementation of the proposed CVSP would result in a ~~6.8~~ 5% to ~~14~~ 16% reduction in GHG emissions as compared to GHG emissions disclosed in the OMCPU EIR for the Central Village. Given this, no additional GHG impacts would be expected by making the land use modifications proposed by the CVSP.

It should be noted that this analysis is still a program level analysis, and specific project-level mitigation measures are not analyzed within this study; rather, the purpose of this study is to determine whether buildout of the proposed CVSP project would result in new or more severe environmental impacts related to GHG emissions as compared to what was evaluated and disclosed for the Central Village by the OMCPU EIR. In December 2015, the City of San Diego adopted a Climate Action Plan (CAP) that outlines the actions that the City will undertake to achieve its proportional share of State GHG emission reductions. Under the CAP, the City has developed ~~policy and a consistency checklist~~ a conformance evaluation to provide new developments better guidance on reducing GHGs for compliance with CEQA.

The CVSP's proposed arrangement of land uses and its proposed Policies and Design Standards take steps to increase success of the CAP's implementation. This report contains a detailed analysis of the CVSP's compliance with the CAP, which demonstrates that the CVSP is CAP-compliant. The land use arrangement and many of the CVSP's Policies and Design Standards promote the use of public transit, biking, and walking, which will reduce project-related and regional vehicle miles traveled (VMT) by reducing the need to drive a motor vehicle and shortening vehicle trip lengths. Refer to the CAP compliance analysis contained herein for more information. Because a main source of GHG emissions is from mobile sources (vehicles), reducing VMT through the CVSP's land use design and the

implementation of CVSP Policies and Design Features would reduce GHG emissions.

Under the City's CAP, the OMCPU EIR, and per the findings of this analysis, all implementing development projects within the Central Village will be required to complete GHG studies consistent with the City's CAP and General Plan Conservation Element (the CAP requires that any development project that would emit at least 900 MT of CO2e is required to conduct a GHG analysis). Thus, all development projects that implement the CVSP will be subjected to a project-specific GHG analysis and be required to show necessary mitigation measures per the City's CAP Checklists to reduce GHG impacts. For the purposes of the analysis herein at the program level, impacts associated with the contribution of GHG emissions to cumulative statewide emissions would remain significant and unavoidable (even though the CVSP would reduce GHG emissions in comparison to the quantity disclosed for the Central Village by the OMCPU EIR). This significance conclusion is consistent with conclusion disclosed in the OMCPU EIR.

1.0 INTRODUCTION

1.1 Purpose of this Study

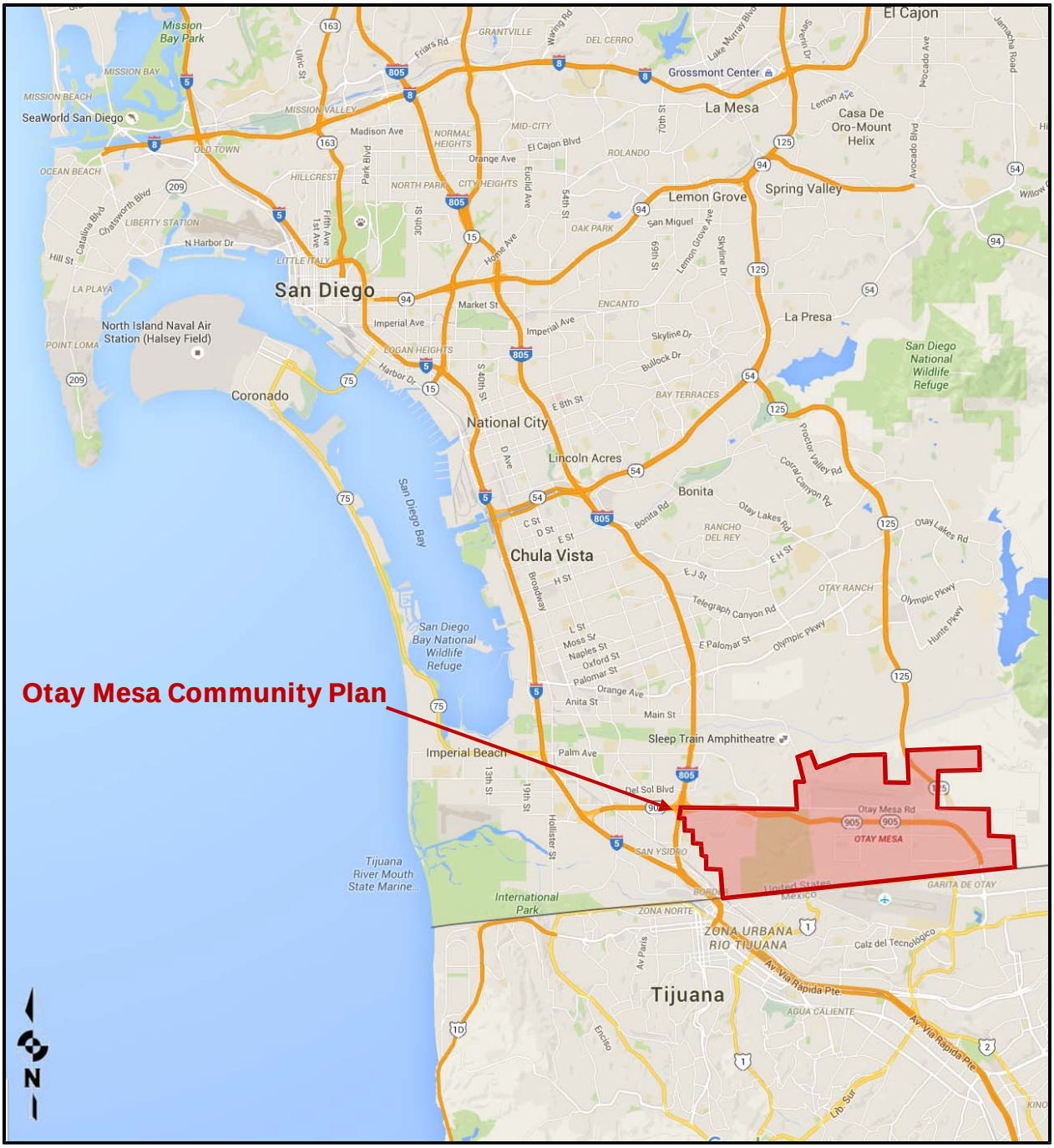
The City of San Diego certified a Final Environmental Impact Report for the Otay Mesa Community Plan Update in 2014 (EIR). The EIR disclosed potential greenhouse gas (GHG) emission impacts that would result from implementing the Otay Mesa Community Plan Update (March 2014, "OMCPU") and presented mitigation measures to address the impacts. The EIR concluded that future projects implemented in accordance with the OMCPU would need to demonstrate consistency with applicable GHG plans, policies, and regulations, but nonetheless, even with adherence to the OMCPU's Mitigation Framework, the City's General Plan, and OMCPU policies, GHG emissions from implementing projects could still be significant and unavoidable.

The purpose of this GHG study is to determine potential GHG impacts that may result from implementation of the proposed Central Village Specific Plan (CVSP) project, which seeks to modify the land use designations applied to the 229.2-acre Central Village Area by the Otay Mesa Community Plan Update (OMCPU). This analysis focuses on relative changes in GHG emissions that would result from implementation of the CVSP project, based on a comparison of the CVSP's Construction and Operational GHG emissions to the level of Construction and Operational GHG emissions disclosed by the OMCPU EIR. The analysis herein is conducted at a program level because neither the OMCPU nor the proposed CVSP authorize the construction of any development. Future development proposals in the CVSP area would require discretionary approval and be subject to additional CEQA review, including project-specific evaluations of GHG emissions.

1.2 Project Location

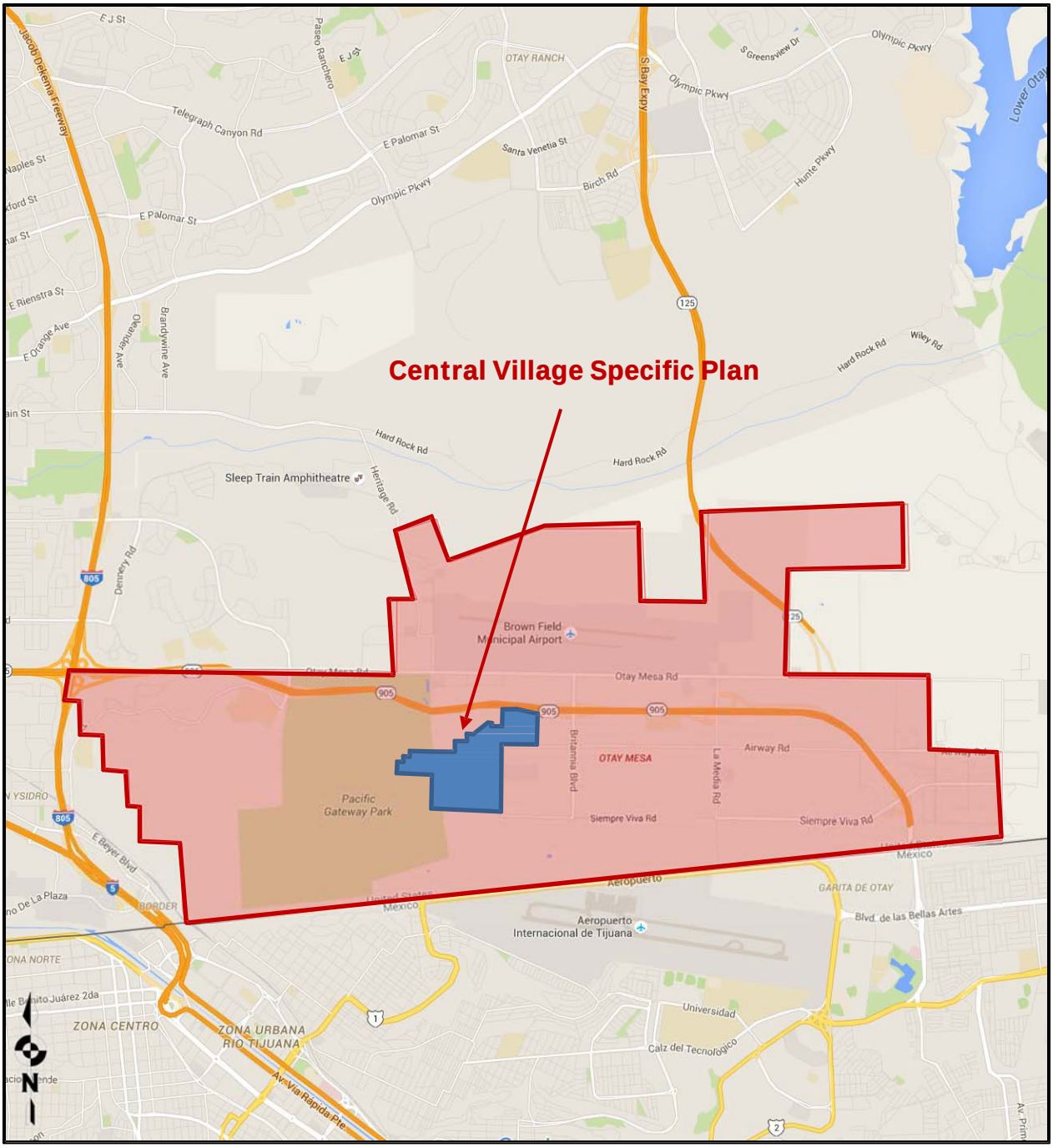
The Central Village Specific Plan (CVSP) area is located in the southern portion of the City of San Diego, within Otay Mesa Community. The CVSP is situated immediately south of California State Route 905 (SR-905), approximately 2.4 miles east of Interstate 805 (I-805) and Interstate 5 (I-5), and 0.5 mile north of the United States and Mexico International Border. Specifically, the CVSP area is bordered by SR-905 and Airway Road to the north, Cactus Road and Continental Road to the east, and Siempre Viva Road to the south, which terminates at Cactus Road. A general vicinity map showing the Otay Mesa Community Plan boundaries is shown in Figure 1–A on the following page and a map showing the CVSP within the Otay Mesa Community Plan is shown in Figure 1-B.

Figure 1-A: Otay Mesa Community Plan Location



Source: (Google 2016)

Figure 1-B: Central Village Specific Plan Location



Source: (Google 2016)

1.3 Project Description

The City of San Diego certified a Final Environmental Impact Report for the Otay Mesa Community Plan Update (OMCPU) in 2014 (FEIR; City of San Diego [City] 2014). The OMCPU requires the City to adopt a Specific Plan for the Central Village portion of the community. The purpose of this report is to evaluate the currently proposed Central Village Specific Plan (CVSP). Adoption of the proposed CVSP would develop up to 4,485 multi-family homes, 139,700 square feet (sf) of commercial space, a 13.1-acre combined school/recreation site, 16.1 acres of population-based park land uses, 15.9 acres of open space, and approximately 24.1 acres of major roadways within the 229.2-acre CVSP Area (SPA) (T&B Planning, Inc. 2017). The Project includes the adoption of the CVSP as an amendment to the Otay Mesa Community Plan and a rezoning program to implement the designated land uses. The land uses proposed by the CVSP are generally in conformance with the land uses analyzed in the EIR for the SPA, which assumed up to ~~5,246~~ 4,768 multi-family homes and up to 32,700 sf of commercial uses arranged as a predominately residential community with core areas of mixed uses and public spaces sited along Airway Road.

The OMCPU and associated EIR assumed the following land uses within the Central Village portion of the OMCPU area:

- ~~5,246~~ 4,768 multi-family dwelling units
- 32.7 ksf of community commercial
- ~~32.3~~ 18.16 acres of active park space
- 1 elementary school

The CVSP is proposing to change the land uses within the Central Village area to the following:

- 425 multi-family dwelling units (<20 du/ac)
- 4,060 multi-family dwelling units (>20 du/ac)
- 139.7 ksf of community commercial
- 16.1 acres of active park space
- 1 elementary school

The land use modifications proposed by the CVSP in comparison to the mix of land uses assumed for the Central Village by the OMCPU EIR are summarized below.

- A reduction of ~~761~~ 283 Multi-family dwelling units
- An increase of 107 ksf of community commercial floor space
- A reduction of ~~16.2~~ 2.06 acres of active park space

Because the development area (229.2 acres) assumed by the OMCPU EIR and the development area (229.2 acres) proposed by the CVSP are the same, it is assumed that construction activities associated with buildout of the Central Village would largely remain the same as assumed by the

OMCPU EIR in the Central Village area. The EIR's consideration of construction-related GHG emissions assumed that sources of construction-related emissions would include: a) fugitive dust from grading activities; b) construction equipment exhaust; c) construction-related trips by workers, delivery trucks, and material-hauling trucks; and d) construction-related power consumption. (RECON, 2013). Based on industry-standard construction practices, these are reasonable assumptions for sources of construction activity air emissions in the Central Village.

In regards to long-term operation of land uses in the CVSP, the proposed land use changes described above were analyzed in the CVSP's *Transportation Facilities Trigger Analysis* (Chen Ryan & Associates, 2017), and as stated therein, the CVSP is calculated to generate 36,345 average daily vehicular trips (ADT), which is less traffic than was assumed for the Central Village by the OMCPU EIR, at ~~45,429~~ 41,109 ADT. Also, the transportation analysis found that the increased commercial square footage would increase internal traffic from 4.67% to 9.4% or an additional 1,547 ADT. Given this, fewer vehicles will travel outside of the CVSP boundaries. Less external traffic means that vehicles will travel fewer miles, resulting in less vehicle miles traveled (VMT) and a lesser quantity of mobile source (vehicle tailpipe) GHG emissions.

Also, it should be noted, the proposed CVSP's arrangement of land uses provides four times as much commercial area along the more heavily traveled Airway Road as compared to the less traveled Cactus Avenue as originally planned for by the OMCPU. Because Airway Road will carry higher traffic volumes than Cactus Road, it is expected that the CVSP will increase pass-by trip usage. A pass-by trip means that a vehicle that is already on the road will stop to use a convenience use (to shop, get food, etc.) and reduce the need for an additional trip or longer trip for that purpose. Increased pass-by trips along Airway Road may ultimately reduce the number of trips from origin and destination points outside the CVSP boundaries. Less regional traffic means that vehicles will travel fewer miles, resulting in a less VMT and a lesser quantity of mobile source (vehicle tailpipe) GHG emissions.

Additionally, by providing fewer residential units and more commercial square footage within the CVSP compared to the number of residential units and amount of commercial floor space assumed under the OMCPU, the "Jobs to Housing" ratio within the CVSP area would improve from 0.018 to 1.89 ratio. This means that more people residing in the CVSP and OMCPU would have access to employment near their homes, reducing commute distances and potentially allowing for walking and biking to/from work. Shorter home/work commute distances and the encouragement of walking and biking also means that means that vehicles will travel fewer miles, resulting in a less VMT and a lesser quantity of mobile source (vehicle tailpipe) GHG emissions.

The CVSP was planned in accordance with the Otay Mesa Community Plan which identifies the vision for the Central Village Community as:

"*a medium to high density residential community centered along Airway Road, and*

focused around school and park uses, as well as village-scale retail"

The proposed CVSP includes many Polices and Design Standards to encourage walking, biking, and the use of transit, which also would reduce VMT and associated mobile source air emissions. Some of these Policies and Design Standards are provided below as examples and can be found in CVSP Section 2.3, *Mobility Element*, and Section 2.5, *Urban Design Element*. Please refer to the CVSP for a full list.

"Policy 2.3-1 If possible, include transit stops to support transit use within the Central Village."

"Policy 2.3-3 Design street corners to accommodate safe pedestrian crossings. Include ample unobstructed space at the street corner for people waiting to cross the street. Where there is demand for a pedestrian street crossing that does not align with an intersection, apply a mid-block crossing."

"Design Standard 2.2-13 Drive-through commercial site design is prohibited within Central Village."

"Policy 2.3-4 Provide interconnected streets and pedestrian walkways. Avoid barriers to pedestrian access…."

"Policy 2.3-10 Incorporate traffic calming measures at intersections with pedestrian crossings."

"Policy 2.3-14 Design trails to include major gateways and intersections to enable trail users to connect to other segments of the on-site pedestrian network."

"Design Standard 2.3-13 Sidewalk widths shall be 8 or 10-feet wide where transit stops and shelters are proposed and shall extend for 25 feet parallel to the curb measured from the bus stop sign to provide adequate clearance to accommodate bus lifts for disabled persons."

"Design Standard 2.3-15 Bus facilities shall be developed in accordance with the standards provided in the City of San Diego Street Design Manual."

"Design Standard 2.3-16 Rapid Transit stops shall be designed to allow pedestrians to cross the street safely and within proximity to the stop."

"Design Standard 2.3-17 Rapid Transit facilities shall be developed in accordance with the standards provided in the City of San Diego Street Design Manual."

"Design Standard 2.3-18 Class I and Class II bike lanes shall be developed in locations shown on [CVSP] Figure 2.3-4, Alternative Transportation Plan…."

"Policy 2.5-1 Pedestrian plazas, either within the interior of the development or at building street corners, should be provided where possible to help activate street corners, provide a foreground to building entrances, and/or to serve adjacent uses (such as a retail space, café, or office use)."

"Policy 2.5-5 Pedestrian paseos are encouraged in all developments to provide enhanced connectivity and usable open space."

"Policy 2.5-7 Incorporate informal outdoor gathering areas and pedestrian nodes into design plans in ways that allow these spaces to function as community gathering spaces."

"Policy 2.5-14 Orient development in ways that create compact blocks and lots. A 'block' is defined as an area of development that is delineated on all sides by public streets, paseos, trails, parks, community facilities, landscaped setbacks, and/or private internal streets. Except where site-specific circumstances preclude it, blocks within the Central Village shall have a maximum of perimeter of 2,000 feet."

"Policy 2.5-16 Developments should incorporate safe pedestrian connections to adjoining residential developments, commercial projects, and open space areas."

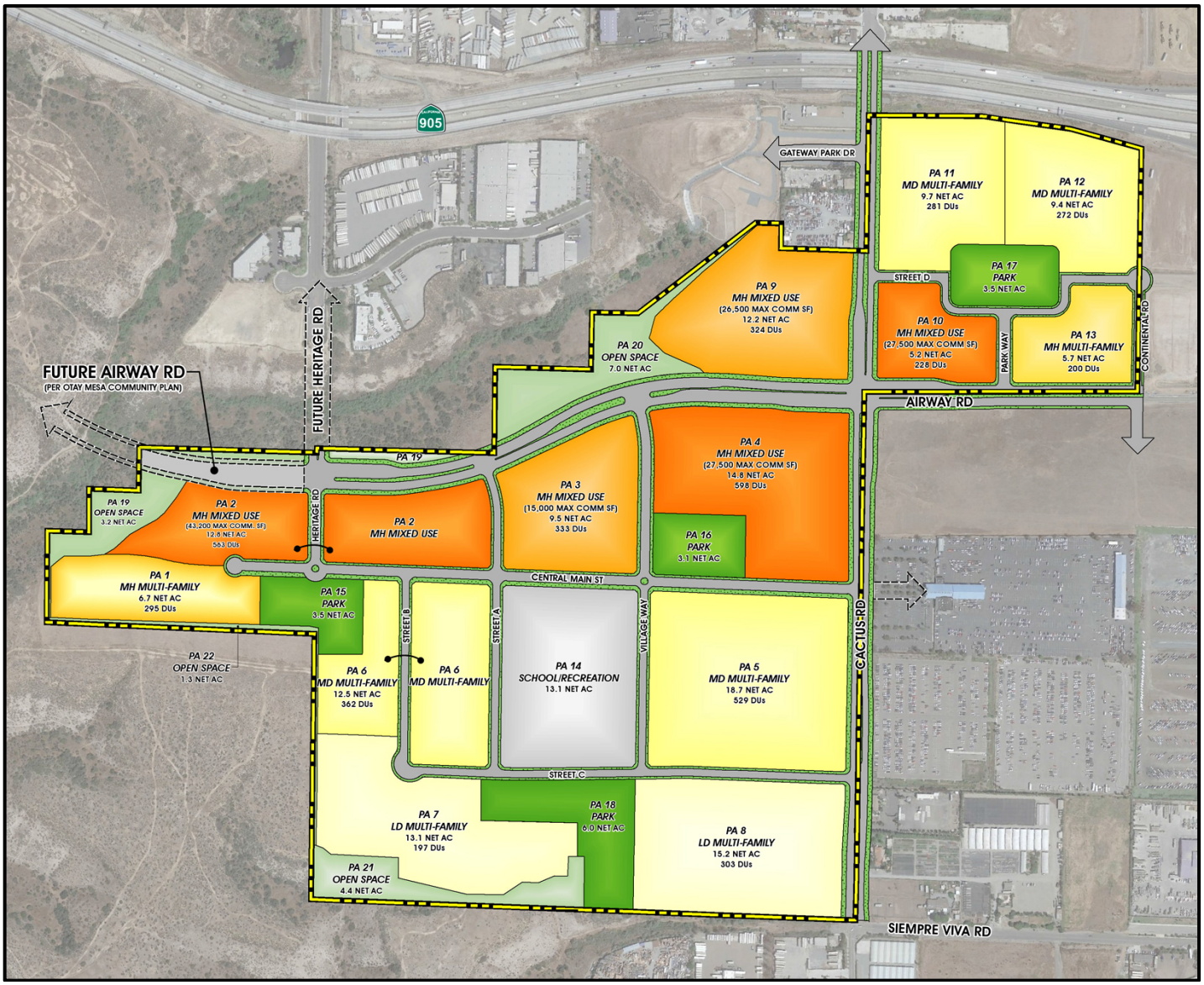
"Policy 2.5-19 Proposed developments should provide an interconnected system of paths, sidewalks, corridors, and walkways that create a safe and pleasant pedestrian environment, connect dwelling units and common areas, are well-integrated with the surrounding neighborhood, and provide multiple pedestrian access points."

"Policy 2.5-101 The following amenities may be provided to support bicyclists and pedestrians: street furniture, public art, bike paths, multiple access points, and safe street crossing opportunities."

"Policy 2.5-169 Pedestrian scaled lighting, such as low profile bollards, should be selected from highly durable materials that contribute to the overall design theme of Central Village."

Finally, the street sections illustrated in the proposed CVSP for Airway Road, Cactus Road, Heritage Road, Village Entry Streets, and Green Streets, all include bike lanes and sidewalks. Sidewalks are planned along every street interior to the Central Village, except alleys. Refer to the CVSP's Vehicular Mobility Plan (CVSP Figure 2.3-1), Street Cross-Sections (CVSP Figures 2.3-2 and 2.3-3), and Alternative Transportation Plan (CVSP Figure 2.3-4).

Figure 1-C: Central Village Specific Plan Land Use Plan



2.0 EXISTING ENVIRONMENTAL SETTING

2.1 Understanding Greenhouse Gasses

Greenhouse gases such as water vapor and carbon dioxide are abundant in the earth's atmosphere. These gases are called "Greenhouse Gases" because they absorb and emit thermal infrared radiation which acts like an insulator to the planet. Without these gases, the earth ambient temperature would either be extremely hot during the day or blistering cold at night. However, because these gases can both absorb and emit heat, the earth's temperature does not sway too far in either direction.

Over the years as human activities require the use of burning fossil fuels stored carbon is released into the air in the form of CO_2 and to a much lesser extent CO. Additionally, over the years scientist have measured this rise in Carbon Dioxide and fear that it may be heating the planet too. Additionally, it is thought that other greenhouse gases such as Methane and Nitrous Oxide are to blame.

Greenhouse Gasses of concern as analyzed in this study are Carbon Dioxide (CO_2), Methane (CH_4), and Nitrous Oxide (N_2O). To simplify greenhouse gas calculations, both CH_4 and N_2O can be converted to an equivalent amount of CO_2 or CO_2e. CO_2e is calculated by multiplying the predicted levels of CH_4 and N_2O by a Global Warming Potential (GWP) or a multiplication factor measure of how much a given mass of greenhouse gas is estimated to contribute to global warming relative to the same mass of carbon dioxide (whose GWP is by convention equal to 1). The exact calculations are complicated however; the U.S. Environmental Protection Agency publishes GWPs for various GHGs and reports that the GWP for CH_4 and N_2O is 21 and 310, respectively.

2.2 Existing Setting

In 2015 when the CVSP document was prepared, the 229.2-acre property was primarily characterized by large areas of undeveloped land and several scattered buildings and structures associated with agricultural crop production in the southeastern portion of the property. The site is surrounded by the Spring Canyon system to the north, west, and south, which physically separates the area from the Otay Mesa Community Plan's Southwest Specific Plan Area. Industrial land uses with pockets of undeveloped land are located north, east, and south of the site. At the time this report was written, the existing setting remains largely the same.

2.3 Climate and Meteorology

Climate within the SDAB area often varies dramatically over short geographical distances due to the county's size and topography. Most of southern California is dominated by high pressure systems for much of the year, which keeps San Diego mostly sunny and warm.

Typically during the winter months, the high pressure system drops to the south and brings cooler, moister weather from the north.

It is common for inversion layers to develop within high pressure areas which mostly define pressure patterns over the SDAB. These inversions are caused when a thin layer of the atmosphere increases in temperature with height. An inversion acts like a lid preventing vertical mixing of air through convective overturning.

Daytime temperature highs within the Otay Community Plan is most like that of nearby Chula Vista. The project areas typically range between 68 ºF in the winter to approximately 80 ºF in the summer with the month of August usually being the hottest month. Median temperatures range from approximately 57 ºF in the winter to approximately 72 ºF in the summer. Chula Vista usually receives approximately 10 inches of rain per year with the month of March usually being the wettest month of the year. The average humidity is approximately 65% in the winter and about 73% in the summer (City-Data, 2016).

3.0 CLIMATE CHANGE REGULATORY ENVIRONMENT

3.1 Regulatory Standards (Assembly Bill 32)

The Global Warming Solutions Act of 2006 (AB 32), requires that by 2020 the state's greenhouse gas emissions be reduced to 1990 levels or roughly a 28.3% reduction. Significance thresholds have not been adopted but are currently being discussed. AB 32 is specific as to when thresholds shall be defined. The pertinent Sections are referenced within Part 4 of AB 32 Titled *Greenhouse Gas Emissions Reductions* are shown below:

Section 38560.5 (b) states:

On or before January 1, 2010, the state board shall adopt regulations to implement the measures identified on the list published pursuant to subdivision (a).

Section 38562 states:

(A) On or before January 1, 2011, the state board shall adopt greenhouse gas emission limits and emission reduction measures by regulation to achieve the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions in furtherance of achieving the statewide greenhouse gas emissions limit, to become operative beginning on January 1, 2012.

(B) In adopting regulations pursuant to this Section and Part 5 (commencing with Section (38570), to the extent feasible and in furtherance of achieving the statewide greenhouse gas emissions limit, the state board shall do all of the following:

1. *Design the regulations, including distribution of emissions allowances where appropriate, in a manner that is equitable, seeks to minimize costs and maximize the total benefits to California, and encourages early action to reduce greenhouse gas emissions.*
2. *Ensure that activities undertaken to comply with the regulations do not disproportionately impact low-income communities.*
3. *Ensure that entities that have voluntarily reduced their greenhouse gas emissions prior to the implementation of this Section receive appropriate credit for early voluntary reductions.*
4. *Ensure that activities undertaken pursuant to the regulations complement, and do not interfere with, efforts to achieve and maintain federal and state ambient air quality standards and to reduce toxic air contaminant emissions.*
5. *Consider cost-effectiveness of these regulations.*
6. *Consider overall societal benefits, including reductions in other air pollutants, diversification of energy sources, and other benefits to the economy, environment, and public health.*
7. *Minimize the administrative burden of implementing and complying with these regulations.*
8. *Minimize leakage.*
9. *Consider the significance of the contribution of each source or category of sources to statewide emissions of greenhouse gases.*

(C) In furtherance of achieving the statewide greenhouse gas emissions limit, by January 1, 2011, the state board may adopt a regulation that establishes a system of market-based declining annual aggregate emission limits for sources or categories of sources that emit greenhouse gas emissions, applicable from January 1, 2012, to December 31, 2020, inclusive, that the state board determines will achieve the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions, in the aggregate, from those sources or categories of sources.

(D) Any regulation adopted by the state board pursuant to this part or Part 5 (commencing with Section 38570) shall ensure all of the following:

1. *The greenhouse gas emission reductions achieved are real, permanent, quantifiable, verifiable, and enforceable by the state board.*
2. *For regulations pursuant to Part 5 (commencing with Section 38570), the reduction is in addition to any greenhouse gas emission reduction otherwise required by law or regulation, and any other greenhouse gas emission reduction that otherwise would occur.*
3. *If applicable, the greenhouse gas emission reduction occurs over the same time period and is equivalent in amount to any direct emission reduction required pursuant to this division.*

3.2 Regulatory Standards (Assembly Bill 341)

This bill makes a legislative declaration that it is the policy goal of the state that not less than 75% of solid waste generated be source reduced, recycled, or composted by the year 2020, and would require the California Department of Resources Recycling and Recovery (CalRecycle), by January 1, 2014, to provide a report to the Legislature that provides strategies to achieve that policy goal and also includes other specified information and recommendations.

This bill will increase diversion requirements by an additional 25% over Business as Usual as was defined under AB 939 and SB 1322 which were signed into law as the Integrated Waste Management Act of 1989, which as of the year 2000 only required 50 percent diversion.

3.3 Regulatory Standards (Senate Bill 97)

SB 97 requires the Office of Planning and Research (OPR) to prepare and transmit to the Resources Agency, guidelines and directed amendments to the CEQA statute specifically for the mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions.

3.4 AB 1493 (Pavley Standards)

AB 1493 regulations are similar to CAFE Standards however are expected to produce a Greenhouse Gas Benefit greater to that of the CAFE Standard and would be expected to double the amount of GHGs saved under CAFE. The Pavley rules or also referred to as

California Standards are designed to regulate GHG emissions while the federal standards are aimed at reducing the nation's fuel consumption.

Under Pavley starting with vehicles produced in 2009, manufactures have the flexibility in meeting California standards through a combination of reducing tailpipe emissions of Carbon Dioxide, Nitrous Oxide, Methane and hydrofluorocarbons from vehicle air conditions systems. Furthermore, the California standards are estimated to increase fuel efficiency to 35.7 miles per gallon by (California Air Resource Board, 2013).

3.5 Advanced Clean Car Program

Pavley II along with other low-Emission Vehicle (LEV) regulations including new approaches to increase zero emission vehicles and hybrids have since been combined into a single effort program termed Advanced Clean Cars (California Air Resource Board, 2014). The new effort uses a number of emission control programs to control smog, soot and global warming and would be in effect from 2017 to 2025. This program is estimated to reduce GHGs by 4.0 Million or roughly 2.4% beyond that of Pavley I (California Air Resource Board, 2011).

3.6 Vehicle Efficiency Measures

Additional vehicle efficiency measures within the Scoping Plan include Low Friction Oil, Tire Pressure Regulation, Tire Tread Program, and Solar Reflective Automotive Paint and specialized window glazing and according to the scooping plan will reduce GHGs by 4.5 MMTCO2e in 2020. To date however, some of the reduction measures under Vehicle Efficacy are still under review with the exception of the Tire Pressure Regulations which estimate to remove 0.6 MMTCO2e by 2020.

3.7 Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 (P.L. 110-140, H.R. 6) is an energy policy law adopted by congress which consists mainly of provisions designed to increase energy efficiency and the availability of renewable energy. The law will require automakers to boost fleet wide gas mileage averages from the current 25 miles per gallon (mpg) to 35 mpg by 2020. The rule was updated in 2010 which required fleet-wide fuel economy standard to be set at 34.1 mpg by 2016 and affect cars built in 2012 through 2016. Also, in October 2012, the rules were further changed to 54.5 mpg for cars and light-duty trucks by Model Year 2025. This fleet wide average is known as the Corporate Average Fuel Economy (CAFE) standard.

3.8 Executive Order S-3-05

Executive Order S-3-05 was signed by Governor Arnold Schwarzenegger in June 2005. That the following greenhouse gas emission reduction targets are hereby established for California: by 2010, reduce GHG emissions to 2000 levels; by 2020, reduce GHG emissions to 1990 levels; by 2050, reduce GHG emissions to 80 percent below 1990 levels.

3.9 Executive Order S-01-07

Executive Order S-01-07 was signed by Governor Arnold Schwarzenegger in January 2007 and is effectively known as the Low Carbon Fuel Standard or LCFS. The executive order seeks to reduce the carbon intensity of California's passenger vehicle fuels by at least 10% by 2020. The LCFS will require fuel providers in California to ensure that the mix of fuel they sell into the California market meet, on average, a declining standard for GHG emissions measured in CO_2e grams per unit of fuel energy sold.

3.10 Executive Order B-30-15

Executive Order B-30-15 established a statewide emissions reduction target of 40% below 1990 levels by 2030. This interim measure was identified by the Governor as one way to keep the State on a trajectory needed to meet the 2050 goal of reducing GHG emissions to 80% below 1990 levels by 2050 pursuant to Executive Order S-3-05. The 2030 and 2050 goals described in both these Executive Orders are an expression of executive policy and (and not adopted legislative or regulatory action). (Office of Governor Edmund G. Brown Jr., 2015).

3.11 Executive Order S-14-08

Executive Order S-14-08 was signed by Governor Arnold Schwarzenegger and is effectively known as the Renewable Portfolio Standard (RPS). According to S-14-08, the RPS will require that all retail sellers of electricity shall serve 33 percent of their load with renewable energy by 2020. State government agencies are hereby directed to take all appropriate actions to implement this target in all regulatory proceedings, including siting, permitting, and procurement for renewable energy power plants and transmission lines.

It should be noted that Governor Jerry Brown is committed to increasing this regulation such that the renewable portfolio in 2030 would be at least 50%. This commitment was entered into agreement with multiple international states signed on May 19, 2015 by California. (Subnational Global Climate Leadership Memorandum of Understanding, 2015). Though this is not law, for purposes of speculative GHG forecasting into 2030 and 2050, it's reasonable to assume that it will be a requirement. For purposes of the post-2020 analysis, the emission reduction benefits of achieving a 50 percent RPS by 2030 has been quantified as a 17 percent increase over RPS in 2020 and 30 percent over what has already been achieved.

3.12 Title 24 Standards

The California Energy Code, or Title 24, Part 6 of the California Code of Regulations, also titled The Energy Efficiency Standards for Residential and Nonresidential Buildings, were established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods (California Energy Code, 2015)

The Energy Commission adopted the 2008 changes to the Building Energy Efficiency Standards for some of the following reasons and would reduce both Natural Gas and Electrical demand:

1. *To provide California with an adequate, reasonably-priced, and environmentally-sound supply of energy.*
2. *To respond to Assembly Bill 32, the Global Warming Solutions Act of 2006, which mandates that California must reduce its greenhouse gas emissions to 1990 levels by 2020.*
3. *To pursue California energy policy that energy efficiency is the resource of first choice for meeting California's energy needs.*
4. *To act on the findings of California's Integrated Energy Policy Report (IEPR) that Standards are the most cost effective means to achieve energy efficiency, expects the Building Energy Efficiency Standards to continue to be upgraded over time to reduce electricity and peak demand, and recognizes the role of the Standards in reducing energy related to meeting California's water needs and in reducing greenhouse gas emissions.*
5. *To meet the West Coast Governors' Global Warming Initiative commitment to include aggressive energy efficiency measures into updates of state building codes.*
6. *To meet the Executive Order in the Green Building Initiative to improve the energy efficiency of nonresidential buildings through aggressive standards.*

Title 24 2008 has been found reduce electrical emissions by 22.7% when comparing prototype buildings built to the minimum standards in 2005 and then comparing the prototypes within duplicate models built to standards in 2008. (Architectural Energy Corporation for California Energy Commission, November 7, 2007). Title 24 2010 incorporated Cal Green standards and added a voluntary tiered approach which compared efficiency over Title 24 2008. (California Building Standards Commission, June 2010).

The latest standards are Title 24 2013 and are effective as of July 1, 2014. Looking at the entire construction outlook for low-rise single-family detached homes, electricity use is reduced by 36.4 percent and 23.3 percent for multi-family uses and natural gas consumption is reduced by 6.5 percent for single family developments and 3.8% for multi-family structures (Architectural Energy Corporation (AEC), 2013). Nonresidential Newly Constructed Buildings would have a reduction from the 2008 Standards of 21.8 percent for electricity and 16.8 percent for natural gas.

In addition, the CEC currently anticipates adopting the 2016 Title 24 standards in 2015, and assigning those standards with an effective date of January 1, 2017 Further, both the CEC and CPUC remain committed to their goal that all new residential construction in California achieves zero net energy standards by 2020 It is likely that a subsequent, more rigorous iteration of the Title 24 standards will apply to the project at the time of building permit issuance. The GHG emission and energy savings associated with those standards have not been quantified at this time because the savings are unknown.

3.13 California Environmental Quality Act (CEQA) Requirements

As directed by SB 97, the Natural Resources Agency adopted Amendments to Title 14 Division 6 Chapter 3 CEQA Guidelines for greenhouse gas emissions on December 30, 2009. On February 16, 2010, the Office of Administrative Law approved the Amendments, and filed them with the Secretary of State for inclusion in the California Code of Regulations. The amendments became effective on March 18, 2010. The pertinent Sections are shown below:

Section 15064.4 - Determining the Significance of Impacts from Greenhouse Gas

(A) The determination of the significance of greenhouse gas emissions calls for a careful judgment by the lead agency consistent with the provisions in Section 15064. A lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project. A lead agency shall have discretion to determine, in the context of a particular project, whether to:

1. *Use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use. The lead agency has discretion to select the model or methodology it considers most appropriate provided it supports its decision with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use; and/or*
2. *Rely on a qualitative analysis or performance-based standards.*

(B) A lead agency should consider the following factors, among others, when assessing the significance of impacts from greenhouse gas emissions on the environment:

1. *The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;*
2. *Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.*
3. *The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.*

General Questions recommended within the environmental checklist are:

(a) Will the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

(b) Will the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

3.14 ARB Scoping Plan Measures

In response to AB 32, California Air Resource Board (ARB) developed the Climate Change Scoping Plan. In that plan, the Board developed GHG emission reduction strategies which expanded energy efficiency programs, increased utility renewable energy requirements, developed clean car and Low Carbon Fuel Standards (LCFS), developed the cap-and-trade program and identified adopted discretionary measures to assist the state in meeting the 2020 limits established by AB 32.

In May 2014, the ARB adopted the first update to the original scoping plan which was necessary to help establish long-term GHG policies to make deep GHG emission reductions to help achieve goals established in S-3-05. The update includes key recommendations for six key economic sectors (energy, transportation, agriculture, water, waste management, and natural and working lands) as well as short-lived climate pollutants, green buildings, and the Cap-and-Trade Program. The findings largely affect regulatory measures that will indirectly reduce GHG emissions and generate a need to update local policies.

3.15 City of San Diego Conservation Element

There are no specific local quantitative regulations that have been promulgated to control GHG emissions; however, both the City of San Diego and SANDAG have adopted policies and standards to reduce emissions in the area. The City of San Diego first adopted climate change policies in its *City of San Diego Climate Protection Action Plan* (City of San Diego 2005). That plan identified sources of GHGs within the City and identified policies and developed recommendations to reduce GHG emissions. The City of San Diego's General Plan (2008) addresses climate change in the Conservation Element of the plan. Policies that address local GHG mitigation strategies in San Diego are integrated within the General Plan, and applicable to development projects. Together, this collection of policies support and promote the adopted recommendations outlined in the City's Climate Protection Action Plan.

As part of the Conservation Element, the City's policies pertinent and related to Climate Change and Sustainable Development with respect to a private development project are:

CE.A.5:

Employ sustainable or "green" building techniques for the construction and operation of buildings.

a. Develop and implement sustainable building standards for new and significant remodels of residential and commercial buildings to maximize energy efficiency, and to achieve overall net zero energy consumption by 2020 for new residential buildings and 2030 for new commercial buildings. This can be accomplished through factors including, but not limited to:

- *Designing mechanical and electrical systems that achieve greater energy efficiency with currently available technology;*
  Minimizing energy use through innovative site design and building orientation that addresses factors such as sun-shade patterns, prevailing winds, landscape, and sun-screens;
- *Employing self-generation of energy using renewable technologies;*
- *Combining energy efficient measures that have longer payback periods with measures that have shorter payback periods;*
- *Reducing levels of non-essential lighting, heating and cooling; and*
- *Using energy efficient appliances and lighting.*

b. Provide technical services for "green" buildings in partnership with other agencies and organizations.

CE.A.9:

Reuse building materials, use materials that have recycled content, or use materials that are derived from sustainable or rapidly renewable sources to the extent possible, through factors including:

- *Scheduling time for deconstruction and recycling activities to take place during project demolition and construction phases;*
- *Using life cycle costing in decision-making for materials and construction techniques. Life cycle costing analyzes the costs and benefits over the life of a particular product, technology, or system;*
- *Removing code obstacles to using recycled materials in buildings and for construction; and*
- *Implementing effective economic incentives to recycle construction and demolition debris (see also Public Facilities Element, Policy PF-I.2).*

CE.A.10:

Include features in buildings to facilitate recycling of waste generated by building occupants and associated refuse storage areas.

- *Provide permanent, adequate, and convenient space for individual building occupants to collect refuse and recyclable material.*
- *Provide a recyclables collection area that serves the entire building or project. The space should allow for the separation, collection and storage of paper, glass, plastic, metals, yard waste and other materials as needed.*

CE.A.11:

Implement sustainable landscape design and maintenance.

- *Use integrated pest management techniques, where feasible, to delay, reduce, or eliminate dependence on the use of pesticides, herbicides, and synthetic fertilizers.*
- *Encourage composting efforts through education, incentives, and other activities.*
- *Decrease the amount of impervious surfaces in developments, especially where public places, plazas and amenities are proposed to serve as recreation opportunities (see also Recreation Element, Policy RE-A.6 and A.7).*
- *Strategically plant deciduous shade trees, evergreen trees, and drought tolerant native vegetation, as appropriate, to contribute to sustainable development goals.*
- *Reduce use of lawn types that require high levels of irrigation.*
- *Strive to incorporate existing mature trees and native vegetation into site designs.*
- *Minimize the use of landscape equipment powered by fossil fuels.*
- *Implement water conservation measures in site/building design and landscaping.*
- *Encourage the use of high efficiency irrigation technology, and recycled site water to reduce the use of potable water for irrigation. Use recycled water to meet the needs of development projects to the maximum extent feasible. (See Policy CE-A.12).*

CE.A.12:

Reduce the San Diego Urban Heat Island, through actions such as:

- *Using cool roofing materials, such as reflective, low heat retention tiles, membranes and coatings, or vegetated eco-roofs to reduce heat build-up;*
- *Planting trees and other vegetation, to provide shade and cool air temperatures. In particular, properly position trees to shade buildings, air conditioning units, and parking lots; and*
- *Reducing heat buildup in parking lots through increased shading or use of cool paving materials as feasible (see also Urban Design Element, Policy UD-A.12).*

3.16 SANDAG – Climate Action Strategy

SANDAG's Climate Action Strategy is a guide for SANDAG on climate change policy. The Strategy identifies a range of potential policy measures for consideration as SANDAG updates long-term planning documents like the Regional Transportation Plan and Regional Comprehensive Plan, and as local jurisdictions update their General Plans and other community plans. The goals of the Climate Action Strategy include the reduction of vehicle miles traveled and use of alternatives modes of transportation. SANDAG has also developed in accordance with California Senate Bill 375 (SB 375); the Sustainable Communities Strategy (SCS) is a new element of the 2050 Regional Transportation Plan (RTP).

The legislation requires Metropolitan Planning Organizations (MPO) to prepare a SCS as part of their RTPs, along with the traditional policy, action, and financial requirements. After more than two years of extensive public input, the SANDAG Board of Directors adopted the final RTP with a SCS on October 28, 2011, making it the first agency in California to do so. The RTP was found to violate CEQA in December 2012.

The SCS lays out how the region will meet greenhouse gas (GHG) reduction targets set by the California Air Resources Board (CARB). CARB's targets call for the region to reduce per capita emissions seven percent by 2020 and 13 percent by 2035 from a 2005 baseline. There are no mandated targets beyond 2035.

Under SB 375, which went into effect in 2009, a SCS must demonstrate how development patterns and transportation network, policies, and programs can work together to achieve greenhouse gas emission reduction targets for cars and light trucks, if there is a feasible way to do so. If a MPO cannot meet the targets through a SCS, then the region is required to develop an alternative planning strategy that demonstrates how targets could be achieved. In essence, the SCS includes four building blocks:

1. *A land use component that accommodates the Regional Housing Needs Assessment (RHNA) and includes the protection of sensitive resources, including areas protected under habitat conservation plans;*
2. *Transportation networks including highways, transit, and local streets and roads;*
3. *Transportation demand management strategies; and*
4. *Transportation system management programs and policies.*

3.17 City of San Diego Climate Action Plan (CAP)

The City of San Diego adopted a Climate Action Plan (CAP) in December 2015 that outlines the actions that the City will undertake to achieve its proportional share of State GHG emission reductions. In accordance with the recommendations from the State of California and the California Air Resources Board, the City's CAP includes a target to achieve a 15 percent reduction from 2010 GHG baseline levels by the year 2020. The CAP also includes the City's 2050 GHG

emissions reduction target at 80 percent below the 2010 baseline. The CAP identifies five strategies to reduce GHG emissions to achieve the 2020 and 2050 reduction targets. The five strategies include: energy and water efficient buildings; clean and renewable energy; bicycling, walking, transit, and land use; zero waste (gas and waste management); and climate resiliency. In order to ensure that future development projects comply with the CAP, the City adopted a CAP ~~a Consistency Checklist as an amendment to the CAP~~ Conformance Evaluation for Community Plan Updates. The ~~Checklist~~ Conformance Evaluation is part of the CAP and contains measures that are to be implemented on a project-by-project basis to ensure that the CAP's specified emissions targets are achieved. With the implementation of these measures identified in the CAP, new development can be found consistent with the CAP's assumptions for relevant CAP strategies directed toward achieving the identified Citywide GHG reduction targets. Projects that are consistent with the CAP as determined through the use of the ~~Checklist~~ Conformance Evaluation may rely on the CAP to conclude that the project would have less than cumulatively considerable and less than significant impacts associated with GHG emissions.

4.0 METHODOLOGY

4.1 Construction CO_2e Emissions Calculation Methodology

The mix of land uses proposed by the CVSP in comparison to the mix of land uses assumed for the Central Village by the OMCPU EIR are similar, and contain residential uses, mixed-use areas accommodating commercial uses, parks, trails, and one elementary school. The land uses changes proposed by the CVSP include:

- A reduction of ~~761~~ 283 Multi-family dwelling units
- An increase of 107 ksf of community commercial floor space
- A reduction of ~~16.2~~ 2.06 acres of active park space

Because the mix of land uses assumed by the OMCPU EIR and the land uses proposed by the CVSP are substantially similar, it is assumed that construction activities associated with buildout of the Central Village would largely remain the same as assumed by the OMCPU EIR in the Central Village area. The EIR's analysis of construction activity assumed that sources of construction-related air emissions would include: a) fugitive dust from grading activities; b) construction equipment exhaust; c) construction-related trips by workers, delivery trucks, and material-hauling trucks; and d) construction-related power consumption. (RECON, 2013). Based on industry-standard construction practices, these are reasonable assumptions for sources of construction activity air emissions in the Central Village. Thus, the CVSP would not result in an increase of construction emissions as compared to what was assumed in the OMCPU EIR. For this reason, detailed construction-related GHG emissions modeling is not required, because the results for the Central Village would be identical to those reported in the OMCPU EIR. Because daily and total construction-related GHG emissions associated with the CVSP would not increase in relation to what was evaluated and disclosed in the OMCPU EIR, no new or more severe construction-related GHG impacts would result.

4.2 Operational Vehicular Emissions Calculation Methodology

The largest changes in GHG emission quantities associated with the land use changes proposed by the CVSP would be expected during the operational life of the CVSP project. GHG emissions from daily operations would include sources such as Area, Energy, Mobile, and Solid Waste and Water uses, which are calculated within CalEEMod. Area Source emissions include emissions from consumer products, landscaping maintenance equipment, and architectural coatings (such as painting) as part of regular maintenance activities in a predominately residential community. Energy sources emissions would be generated from the production and consumption of energy to operate the Central Village community, such as electricity and natural gas. Mobile (or transportation-related) source emissions would occur from motor vehicles (tailpipe emissions) generated by land uses in the Central Village, which

are calculated in CalEEMod through the use of EMFAC2011. In the EMFAC model, an emissions inventory is based on the emission rate (e.g., grams per pollutant emitted over a mile) and vehicle activity (e.g., miles driven per day).

CalEEMod 2013.2.2 and EMFAC2011 represent the most recent model versions available at the time environmental analysis of the CVSP project commenced. The operational model outputs for annual operation of land uses in the Central Village under the land use assumptions of the OMCPU and the land uses proposed by the CVSP are provided in ***Attachment A and B,*** respectively, at the end of this report. Traffic data for the Central Village relied upon in the modeling efforts were taken from the OMCPU EIR's traffic report (Urban Systems Associates, Inc. 2012) as summarized in the CVSP's *Transportation Facilities Trigger Analysis* (Chen Ryan & Associates, 2017), and traffic data for buildout of the CVSP as disclosed in the CVSP's *Transportation Facilities Trigger Analysis.* At full buildout of the Central Village, the OMCPU EIR assumed the generation of ~~45,429~~ 41,109 daily trips. In comparison, 36,345 daily trips would be generated by land uses in the Central Village under the proposed CVSP. The CalEEMod 2013.2.2 air quality model was run on both scenarios to remain consistent. (The OMCPU EIR used CalEEMod 2011).

5.0 SIGNIFICANCE THRESHOLDS, ANALSYSIS, AND FINDINGS

5.1 Significance Determination Thresholds

The following significance thresholds were used by the OMCPU EIR to determine the significance of greenhouse gas impacts associated with implementation of the OMCPU:

A: Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of GHGs.

B: Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.

In the time following the certification of the OMCPU EIR (2014), the City of San Diego adopted a CAP (December 2015) and ~~an amendment to the CAP to add a Consistency Checklist~~ and a Conformance Evaluation for Community Plan Updates. For purposes of analysis herein, the significance threshold related to "conflicting with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of GHGs" is based on the City's approved CAP, which is the methodology now used by the City in order to provide a consistent, localized, and comprehensive approach for the assessment of GHG impacts. Thus, Threshold A noted above from the OMCPU EIR is replaced with a threshold that specifically references the City's CAP as the applicable plan for reducing GHG emissions in the City of San Diego. The City of San Diego's Planning Department determined that the method for determining significance under this threshold for the proposed CVSP entailed the preparation of ~~"Step 3" of the~~ a CAP ~~Consistency Checklist~~ Conformance Evaluation for Community Plan Updates. ~~Step 3 of the CAP Consistency Checklist~~ The CAP Conformance Evaluation for Community Plan Updates for the proposed Project is included below under Subsection 5.2.

Thus, the following thresholds are used herein to evaluate potential GHG impacts associated with approval of the CVSP. Impacts would be significant if the CVSP would result in any of the following:

A: Conflict with the City's Climate Action Plan or another applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

B: Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.

5.2 Consistency with the City's Climate Action Plan and Other Applicable Plans, Policies, and Regulations

The City of San Diego adopted a Climate Action Plan (CAP) in December 2015 that outlines the actions that the City will undertake to achieve its proportional share of State GHG emission reductions. In accordance with the recommendations from the State of California and the California Air Resources Board, the City's CAP includes a target to achieve a 15 percent reduction from 2010 GHG baseline levels by the year 2020. The CAP also includes the City's 2050 GHG emissions reduction target at 80 percent below the 2010 baseline. The CAP identifies five strategies to reduce GHG emissions to achieve the 2020 and 2050 reduction targets. The five strategies include: energy and water efficient buildings; clean and renewable energy; bicycling, walking, transit, and land use; zero waste (gas and waste management); and climate resiliency. In order to ensure that future developments comply with the CAP, the City adopted a CAP ~~Consistency Checklist~~ Conformance Evaluation for Community Plan Updates. The ~~Checklist~~ Conformance Evaluation is part of the CAP and contains measures that are to be implemented on a project-by-project basis to ensure that the specified emissions targets identified in the CAP are achieved. Implementation of these measures would ensure that new development projects are consistent with the CAP's assumptions and relevant CAP strategies to assist the City in achieving its identified GHG reduction targets. Projects that are consistent to conclude that the project would have less than significant cumulatively considerable GHG emissions impacts under CEQA.

Because the City's CAP was prepared in compliance with CEQA Section 15183.5 and is intended to achieve the City of San Diego's share of Statewide GHG reduction targets, compliance with the CAP constitutes a project's consistency with applicable plans, policies, and regulations for the purposes of reducing GHG emissions. As noted above in Subsection 5.1, Significance Determination Thresholds, the method for determining significance under this threshold entails the preparation of "~~Step 3" of the~~ a CAP ~~Consistency Checklist~~ Conformance Evaluation for Community Plan Updates. Provided below is an analysis of the CVSP project's compliance with the CAP using the CAP's conformance questions from ~~Step 3 of the CAP Consistency Checklist~~ Conformance Evaluation for Community Plan Updates as they relate to implementation actions. These questions serve as a tool to help guide the CAP-related compliance discussion as it relates to the proposed CVSP.

~~***1. Would the proposed project implement the General Plan's City of Villages strategy in an identified Transit Priority Area (TPA) that will result in an increase in the capacity for transit-supportive residential and/or employment densities?***~~

~~**Question 1 Consideration 1:**~~

- ~~**Does the proposed land use and zoning designation associated with the project provide capacity for transit-supportive residential densities within the TPA?**~~

~~Yes; the proposed land uses and zoning designations associated with the Central Village Specific~~

~~Plan (CVSP) provide capacity for transit-supportive residential densities (as described below) within the Transit Priority Area (TPA). Locations of the TPAs within the CVSP area are shown in Figure 5-A, OMCPU Transit Priority Area Map. The CVSP provides site-specific recommendations for implementing development projects consistent with the CVSP's land use and mobility strategies. The CVSP identifies Neighborhood Villages within the TPA, and the land use and zoning designations associated with the CVSP increases the capacity for transit-supportive residential densities across the entire CVSP area, as well as transit-supportive mobility options in the Neighborhood Villages. The CVSP land use plan also identifies locations within the Central Village suitable to accommodate mixed-use development, as defined in the General Plan.~~

~~The CVSP includes five Planning Areas designated as Neighborhood Villages with the TPA (Planning Areas 2, 3, 4, 9, and 10). Transit-supportive residential densities within these Planning Areas range from 35-44 dwelling units per acre (du/ac) within Planning Areas 2, and 10, and range from 25-40 du/ac within Planning Areas 3, and 9. The Neighborhood Villages, implemented by the Specific Plan, concentrate on one area of intensification: the area along Airway Road, and are within walking distance of an Otay Mesa Community Plan Update (OMCPU) planned rapid transit route along Airway Road. Figure 5-B, CVSP Alternative Transportation Plan, shows three transit stops that are planned along Airway Road adjacent to the five residential and commercial mixed-use Neighborhood Villages within the CVSP. (T&B Planning, 2017, p. 2.2-1, Figure 2.3-4)~~

~~Question 1 Consideration2:~~

- **~~Is the project site suitable to accommodate mixed-use village development, as defined in the General Plan, within the TPA?~~**

~~Yes; the CVSP is suitable to accommodate mixed-use village development, as defined in the General Plan, within the TPA. Five Neighborhood Villages designated on the CVSP land use plan (Planning Areas 2, 3, 4, 9, and 10) concentrate on areas of intensification along the OMCPU planned rapid transit route along Airway Road. The Neighborhood Villages are envisioned to have an integrated mixture of uses, accessible and attractive streets, and public spaces. These CVSP Planning Areas are within the TPA, and are in close proximity to a future rapid transit line.~~

~~The five Neighborhood Villages within the CVSP allow for the development of residential and commercial mixed-use areas within the TPA. The Neighborhood Villages allow for development of up to 139,700 s.f. of commercial floor space, and 2,046 residential homes on 54.5 acres, within an allowable density range of 15 to 44 dwelling units per acre (du/ac). (T&B Planning, 2017, p. 2.2-1)~~

~~Question 1 Consideration 3:~~

- **~~Does the land use and zoning associated with the project increase the capacity for transit-supportive employment intensities within the TPA?~~**

~~Yes; the land use and zoning designations associated with the CVSP increase the capacity for transit-supportive employment intensities within the TPA. The CVSP provides community~~

commercial land uses and base zone designations that will allow for more commercial development to occur along the future rapid transit corridor than was planned for along this corridor by the Otay Mesa Community Plan Update (OMCPU). Within the TPA area, the CVSP calls for a mix of land use types, including mixed-use commercial and multi-family residential uses, multi-family residential uses, and a public facility land use designation to accommodate a school site. This balance of land uses allows for housing and employment opportunities near one another. Refer to Figure 1-C of this report, Central Village Specific Plan, which shows the land uses proposed within the Central Village.

The Neighborhood Villages within the CVSP (Planning Areas 2, 3, 4, 9, and 10) allow for the development of residential and commercial mixed-use areas within the TPA. The Neighborhood Villages allow for development of up to 139,700 s.f. of commercial floor space which will increase the capacity for transit-supportive employment intensities within the TPA. The CVSP also calls for the development of an elementary school site on 13.1 acres, which would also increase the capacity of transit-supportive employment intensities within the TPA. (T&B Planning, 2017, p. 2.2-1)

2. Would the proposed project implement the General Plan's Mobility Element in Transit Priority Areas to increase the use of transit?

Question 2 Consideration 1:

- **Does the proposed project support/incorporate identified transit routes and stops/stations?**

Yes; the CVSP supports and incorporates identified future transit routes and stops. The CVSP takes a multi-modal approach to improving circulation and access through and within the CVSP area. The mobility polices and recommendations included in the CVSP build from the General Plan's Mobility Element to accommodate transit operation needs and improve access to transit through the provision of pedestrian and bicycle infrastructure.

CVSP Section 2.3, Mobility Element, provides information regarding identified transit routes within the CVSP vicinity. CVSP Subsection 2.3.2.1, Public Transit, details information regarding identified transit routes and stops/stations, and also includes Design Standards for the future transit stop facilities that would be located within the CVSP area. A new future rapid transit line was identified in the OMCPU along Airway Road, a segment of which will pass along Airway Road through the Central Village. The proposed mobility network complements the transit-supportive density proposed in the CVSP along a future major transit corridor. The CVSP incorporates the OMCPU identified transit route (refer to Figure 4-B) by identifying three locations for transit stops along Airway Road. Furthermore, the CVSP includes Design Standards for the future construction of the rapid transit stop facilities. The following Design Standards and Policies included in the CVSP support/incorporate identified transit routes and stops/stations by providing requirements for the future construction of such facilities (T&B Planning, 2017, Subsection 2.3.1.4; Subsection 2.3.2):

~~"Policy 2.3-1 If possible, include transit stops to support transit use within the Central Village".~~

~~"Design Standard 2.3-13 Sidewalk widths shall be 8 or 10 feet wide where transit stops and shelters are proposed and shall extend for 25 feet parallel to the curb measured from the bus stop sign to provide adequate clearance to accommodate bus lifts for disabled persons."~~

~~"Design Standard 2.3-14 The edge zone (space between the roadway and sidewalk) shall be a minimum of 4 feet to provide wheelchair access to the shelter. In constrained conditions, the edge zone may be reduced to $2^{1/2}$ feet."~~

~~"Design Standard 2.3-15 Bus facilities shall be developed in accordance with the standards provided in the City of San Diego Street Design Manual."~~

~~"Design Standard 2.3-16 Rapid Transit stops shall be designed to allow pedestrians to cross the street safely and within proximity to the stop."~~

~~"Design Standard 2.3-17 Rapid Transit facilities shall be developed in accordance with the standards provided in the City of San Diego Street Design Manual."~~

~~Question 2 Consideration 2:~~

- **~~Does the project include transit priority measures?~~**

~~The CVSP supports and plans for future transit routes and stops. The CVSP takes a multi-modal approach to improving circulation and access through and within the CVSP area. Mobility polices and recommendations contained in the CVSP build from the General Plan's Mobility Element to accommodate transit operation needs and improve access to transit through pedestrian and bicycle infrastructure.~~

~~Section 2.3, Mobility Element, of the CVSP provides information regarding identified transit routes within the CVSP vicinity. CVSP Subsection 2.3.2.1, Public Transit, details information regarding identified transit routes and stops/stations, and also includes Design Standards for construction of any future transit stop facilities in the CVSP area. A new future rapid transit line was identified in the OMCPU along Airway Road, a segment of which will pass along Airway Road through the Central Village area. The proposed mobility network complements the transit-supportive density proposed in the CVSP along a future major transit corridor. The CVSP incorporates the OMCPU identified transit route (refer to Figure 4-B), by identifying three locations for transit stops along Airway Road. As the future transit line goes into place within the CVSP area, the City, through the Otay Mesa Community Plan Update implementation process, would have the ability to work with MTS and SANDAG to implement transit priority measures to improve transit travel times.~~

~~3. Would the proposed project implement pedestrian improvements in Transit Priority Areas to increase walking opportunities?~~

~~Question 3 Consideration 1:~~

- **Does the proposed project circulation system provide multiple and direct pedestrian connections and accessibility to local activity centers (such as transit stations, schools, shopping centers, and libraries)?**

Yes; the CVSP's planned circulation system provides multiple and direct pedestrian connections and accessibility to local activity centers, including transit stations, a school, and shopping centers. The CVSP provides for an interconnected system of paseos, pedestrian nodes, trails, and sidewalks that connect pedestrians to parks, future transit stops, an elementary school site in the Central Village, Otay Mesa Community Plan identified trails, and to other destinations within and beyond the CVSP area. As shown previously in Figure 4-B, the CVSP's alternative transportation plan is comprised of traditional sidewalks along roadway facilities as well as other pedestrian facilities including paseos, pedestrian nodes, and trails which will make the community a friendly and highly walkable environment. Some of the CVSP's stated Policies and a Design Standard are targeted to the provision of pedestrian connections and accessibility to local activity centers. Some of these Policies and Design Standard include (T&B Planning, 2017,Subsection 2.3.2):

"Policy 2.3-3 Design street corners to accommodate safe pedestrian crossings. Include ample unobstructed space at the street corner for people waiting to cross the street. Where there is demand for a pedestrian street crossing that does not align with an intersection, apply a mid-block crossing."

"Policy 2.3-4 Provide interconnected streets and pedestrian walkways. Avoid barriers to pedestrian access, such as:

- Walls, fences, and gates that separate related uses or isolate neighborhoods;
- Cul-de-sacs and dead-end streets that cut off access within neighborhoods;
- Disconnected bike and pedestrian paths;
- Wide streets that lack sidewalks and landscaping;
- Street-adjacent parking lots that separate pedestrians on street sidewalks from commercial operations;
- Transit stops that are not easily accessible from primary pedestrian routes;
- Auto-oriented retail centers; and
- Long blocks that discourage walking."

"Policy 2.3-7 Minimize cross-circulation between vehicles and pedestrians. Provide a clearly marked walkway between parking areas and main entrances of buildings."

"Policy 2.3-10Incorporate traffic calming measures at intersections with pedestrian crossings."

"Policy 2.3-14 Design trails to include major gateways and intersections to enable trail users to connect to other segments of the on-site pedestrian network."

"Policy 2.3-18 Locate trailheads at trail access points. As shown on Figure 2.3-4, Alternative Transportation Plan, trailheads are located at major trail intersection points to the perimeter

~~trail."~~

~~"Design Standard 2.3-19 The design of mid-block crosswalks and crosswalks at uncontrolled intersections shall comply with Council Policy 200-07, the San Diego Street Design Manual, and other industry standards to the satisfaction of the City Engineer."~~

~~Question 3 Consideration 2:~~

- **~~Does the proposed project urban design include features for walkability to promote a transit supportive environment?~~**

~~Yes; the CVSP Urban Design Element includes features for walkability to promote a transit supportive environment. The CVSP recommends a highly walkable streetscape focused around transit and access to rapid transit opportunities along Airway Road. Furthermore, the CVSP recommends a "Green Street" focus that improves connections between destinations within the Central Village and provides for a transit supportive environment. Some of the Policies in the CVSP that provide features for walkability to promote a transit supportive environment include the following (T&B Planning, 2017, Subsection 2.5.1):~~

~~"Design Standard 2.2-13 Drive-through commercial site design is prohibited within Central Village."~~

~~"Policy 2.5-5 Pedestrian paseos are encouraged in all developments to provide enhanced connectivity and usable open space."~~

~~"Policy 2.5-14 Orient development in ways that create compact blocks and lots. A 'block' is defined as an area of development that is delineated on all sides by public streets, paseos, trails, parks, community facilities, landscaped setbacks, and/or private internal streets. Except where site-specific circumstances preclude it, blocks within the Central Village should have a maximum of perimeter of 2,000 feet."~~

~~"Policy 2.5-16 Developments should incorporate safe pedestrian connections to adjoining residential developments, commercial projects, and open space areas."~~

~~"Policy 2.5-19 Proposed developments should provide an interconnected system of paths, sidewalks, corridors, and walkways that create a safe and pleasant pedestrian environment, connect dwelling units and common areas, are well integrated with the surrounding neighborhood, and provide multiple pedestrian access points."~~

~~4. Would the proposed project implement the City of San Diego's Bicycle Master Plan to increase bicycling opportunities?~~

~~Question 4 Consideration 1:~~

- **~~Does the proposed project circulation system include bicycle improvements consistent with the Bicycle Master Plan?~~**

Yes; the CVSP's proposed circulation system includes bicycle improvements consistent with the Bicycle Master Plan. The CVSP develops a well-connected, effective bicycle network, including protected facilities where feasible, to facilitate cycling and help meet travel needs within the Central Village. The CVSP provides and supports a continuous network of safe, convenient, and attractive bicycle facilities that connect the Central Village to the off-site planned bicycle network, and implement the San Diego Bicycle Master Plan. The San Diego Bicycle Master Plan identifies a planned Class I bicycle lane along Airway Road, and a planned Class II bicycle lane along Cactus Road within the CVSP boundaries (City of San Diego, 2013, Figure 6-2). As shown in Figure 4-B, the CVSP includes Class I bicycle lanes along the south side of Airway Road, and one side of the road along Central Main Street and Park Way; and Class II bicycle lanes along both sides of the street along Airway Road, Heritage Road, Cactus Road, and Village Entry Streets (T&B Planning, 2017,Subsection 2.3.2). The following Design Standards and Policies include bicycle improvements consistent with the Bicycle Master Plan (T&B Planning, 2017,Subsection 2.3.2):

"Design Standard 2.3-18 Class I and Class II bike lanes shall be developed in the locations depicted on Figure 2.3-4, Alternative Transportation Plan, and in accordance with the widths and specifications shown on [CVSP] Figure 2.3-2 and Figure 2.3-3, Street Cross-Sections."

"Policy 2.5-20 Residential and commercial buildings should provide adequate, accessible, and conveniently located bicycle parking and storage. In addition, development should accommodate bicycle traffic within the village by incorporating bike lanes or wide circulation paths to facilitate bicycle movement throughout Central Village."

Question 4 Consideration 2:

- **Does the overall project circulation system provide a balanced, multimodal, "complete streets" approach to accommodate mobility needs of all users?**

Yes; the CVSP's planned circulation system will provide a balanced, multimodal, "complete streets" approach to accommodate the mobility needs of all users. The multi-modal circulation network discussed in the CVSP states that "[c]lear and interconnected circulation for all modes of transit will ensure that the pedestrian network is accessible and well-utilized" (T&B Planning, 2017,Subsection 2.5.1). The multi-modal circulation network discussed in the CVSP provides connections between residential areas to transit facilities. CVSP Development Standards and Policies promote the establishment of a multi-modal circulation network that capitalizes on access to transit and connectivity to other destinations within the Central Village, provides a walkable and pedestrian environment, and encourages traffic calming, and bicycle facilities. CVSP Development Standards and Policies that provide multi-modal "complete street" approach to accommodate mobility needs of all users include (T&B Planning, 2017,Section 2.3; Section 2.5):

"Policy 2.3-1 If possible, include transit stops to support transit use within the Central Village."

"Policy 2.3-2 Traffic calming features, such as roundabouts and bulb-outs at street intersection

~~crossings, are encouraged."~~

~~"Policy 2.3-4 Provide interconnected streets and pedestrian walkways. Avoid barriers to pedestrian access, such as:~~

- ~~Walls, fences, and gates that separate related uses or isolate neighborhoods;~~
- ~~Cul-de-sacs and dead-end streets that cut off access within neighborhoods;~~
- ~~Disconnected bike and pedestrian paths;~~
- ~~Wide streets that lack sidewalks and landscaping;~~
- ~~Street-adjacent parking lots that separate pedestrians on street sidewalks from commercial operations;~~
- ~~Transit stops that are not easily accessible from primary pedestrian routes;~~
- ~~Auto-oriented retail centers; and~~
- ~~Long blocks that discourage walking."~~

~~"Design Standard 2.3-18 Class I and Class II bike lanes shall be developed in the locations depicted on [CVSP] Figure 2.3-4, Alternative Transportation Plan, and in accordance with the widths and specifications shown on [CVSP] Figure 2.3-2 and Figure 2.3-3, Street Cross-Sections."~~

~~"Policy 2.5-16 Developments should incorporate safe pedestrian connections to adjoining residential developments, commercial projects, and open space areas."~~

~~"Policy 2.5-17 Provide clear and direct vehicular and non-vehicular connections between blocks. This may be accomplished through private streets and drives.~~

~~"Policy 2.5-18 Minimize cross circulation between vehicles and pedestrians. Provide a continuous, clearly marked walkway from the parking areas to main entrances of buildings.~~

~~"Policy 2.5-19 Proposed developments should provide an interconnected system of paths, sidewalks, corridors, and walkways that create a safe and pleasant pedestrian environment, connect dwelling units and common areas, are well integrated with the surrounding neighborhood, and provide multiple pedestrian access points."~~

~~"Policy 2.5-20 Residential and commercial buildings should provide adequate, accessible, and conveniently located bicycle parking and storage. In addition, development should accommodate bicycle traffic within the village by incorporating bike lanes or wide circulation paths to facilitate bicycle movement throughout Central Village~~

~~"Policy 2.5-94 A special treatment should be provided at the intersection of Cactus Road and Central Main Street to provide safe and convenient non-vehicular access between the Central Village and the Grand Park, located east of the Central Village, which will be designed pursuant to Council Policy 200-07, the San Diego Street Design Manual, and industry standards, to the satisfaction of the City Engineer."~~

~~5. Would the proposed project incorporate implementation mechanisms that~~

~~*support Transit Oriented Development?*~~

~~**Question 5 Consideration 1:**~~

- ~~**Does the proposed project include new or expanded urban public spaces such as plazas, pocket parks, or urban greens in the TPA?**~~

~~Yes; the CVSP includes new urban public spaces in the TPA including but not limited to outdoor plazas pocket parks. Also, the CVSP encourages site planning in the TPA to include outdoor gathering areas. CVSP Urban Design Element Development Standards and Policies blend the public and private spaces of the community together into a network of pedestrian spaces, connected through streets, alleys, paseos, and plazas. Enhancing connectivity with pedestrian amenities and cultural elements will create a lively and attractive street character and provide healthy mobility alternatives. Strategies included in the CVSP include incorporating pedestrian lighting, streetscape amenities, public art and small plazas or seating areas. A number of locations are suggested for pocket parks and plazas. Some Policies that implement the urban public spaces include the following (T&B Planning, 2017, Section 2.5):~~

~~"Policy 2.5-1 Pedestrian plazas, either within the interior of the development or at building street corners, should be provided where possible to help activate street corners, provide a foreground to building entrances, and/or to serve adjacent uses (such as a retail space, café, or office use). A conceptual design of a pedestrian plaza is provided on [CVSP] Figure 2.5-4, Conceptual Pedestrian Plaza Design."~~

~~"Policy 2.5-5 Pedestrian paseos are encouraged in all developments to provide enhanced connectivity and usable open space."~~

~~"Policy 2.5-7 Incorporate informal outdoor gathering areas and pedestrian nodes into design plans in ways that allow these spaces to function as community gathering spaces."~~

~~"Policy 2.5-12Locate outdoor play areas adjacent to common building facilities, such as a community center, and near pedestrian access points as warranted. Avoid locating play areas near public streets, parking, or entry areas unless physically separated with landscaping."~~

~~"Policy 2.5-46 Design and arrange buildings around common areas and open space to define the open space. For example, buildings can be clustered around courtyards, greenways, paseos, and plazas."~~

~~"Policy 2.5-101 The following amenities may be provided to support bicyclists and pedestrians: street furniture, public art, bike paths, multiple access points, and safe street crossing opportunities"~~

~~"Policy 2.5-102 Public artwork, such as murals or sculptures that do not restrict sight distance for drivers and pedestrians, are encouraged to activate the bulb-out area, as conceptually shown in [CVSP] Figure 2.5-30, Conceptual Mural at Bulb-Outs Design".~~

~~"Policy 2.5-131 Incorporate public art and/or cultural elements."~~

~~"Policy 2.5-170 Pedestrian scaled lighting, such as low profile bollards, should be selected from highly durable materials that contribute to the overall design theme of Central Village".~~

~~Question 5 Consideration 2:~~

- **~~Does the land use and zoning associated with the proposed project increase the potential for jobs within the TPA?~~**

~~Yes; the land use and zoning associated with the CVSP increases the potential for jobs within the TPA. As previously shown in Figure 1-C of this report, the CVSP plans for the development of up to 139,700 s.f. of new commercial floor space, which is an employment generating use. Although the exact occupants of this commercial space and the number of jobs is unknown at this time, development of up to 139,700 s.f. of commercial space in the Central Village increases the potential for jobs within the TPA. In addition, an elementary school site is proposed in the CVSP, which will generate jobs.~~

~~The provision of fewer residential units and more commercial square footage within the CVSP compared to the amount assumed for the Central Village under the OMCPU, will increase the "Jobs to Housing" ratio within the community. This means that more people residing in the CVSP and OMCPU would have access to employment within the same area, reducing commute distances and potentially allowing for walking and biking to/from work. Shorter home/work commute distances and the encouragement of walking and biking would also means that motor vehicles will travel fewer miles, result in a reduction of vehicle miles traveled (VMT), resulting in a lesser quantity of GHG emissions.~~

~~Question 5 Consideration 3:~~

- **~~Do the zoning/implementing regulations associated with the proposed project support the efficient use of parking through mechanisms such as: shared parking, parking districts, unbundled parking, reduced parking, paid or time-limited parking, etc.?~~**

~~Yes; the zoning and implementing regulations associated with the CVSP (refer to the Design Standards in CVSP Chapter 2 and CVSP Chapter 3, Implementation) support the efficient use of parking. The CVSP supports the efficient use of parking through the mobility and urban design features called for by the Specific Plan, which call for the Central Village to be a transit oriented and highly walkable community. The numerous Design Standards and Policies cited throughout this CAP compliance analysis, as well in the CVSP, are centered on public transit, bicycle, and pedestrian transportation. The CVSP does not focus on the use of cars, and instead focuses on transit and non-vehicular oriented development features, which will reduce the Central Village's dependency on parking. Thus, the CVSP supports the efficient use of parking by planning for land uses in arrangements that are not automobile intensive.~~

In addition, the CVSP includes the development of five Neighborhood Villages (Planning Areas 2, 3, 4, 9, and 10) which allow for the development of residential and commercial mixed-uses integrated horizontally or vertically. The Neighborhood Villages have a MH Mixed Use land use designation, which accommodates medium-scale retail, housing, office, civic, and entertainment uses, as well as compact and compatible condominium/apartment buildings (T&B Planning, 2017,Section 3.0). The mixed-use nature of the Neighborhood Village areas will allow for the possibility of shared parking among residential and non-residential uses.

Some of the CVSP's Policies that support the efficient use of parking include the following (T&B Planning, 2017, Section 2.5):

"Policy 2.5-22 Support shared parking agreements in Mixed Use planning areas and other areas of the Central Village where shared parking can be supported."

"Policy 2.5-23 Designate on-street and off-street parking areas for car-sharing services."

"Policy 2.5-24 Allow for unbundled parking, wherein the price to rent or buy a multi-family residential unit or commercial building space is separate from the price to rent or buy associated parking spaces."

6. Would the proposed project implement the Urban Forest Management Plan to increase urban tree canopy coverage?

Question 6 Consideration 1:

- **Does the proposed project provide at least three different species for the primary, secondary, and accent trees in order to accommodate varying parkway widths?**

Yes; the CVSP provides for the planting of at least three different tree species along the Central Village's roadways in order to accommodate varying parkway widths. Specifically, the CVSP includes Design Standard 2.5-2, which requires tree species within the CVSP area be selected from the City of San Diego's Otay Mesa Street Tree Plan (T&B Planning, 2017,Subsection 2.5.3). Furthermore, the CVSP includes a Village-Wide Plant Palette (refer to CVSP Table 2.5-2) which provides for a wide variety of tree species throughout the Central Village community (T&B Planning, 2017,Subsection 2.5.3). The Village-Wide Plant Palette provides tree species by street location. Design Standards and Policies including the CVSP to provide at least three different tree species include:

"Design Standard 2.5-2 Per the requirements of the Otay Mesa Community Plan, tree species used within Central Village shall be selected from the City of San Diego's Otay Mesa Street Tree Plan. [CVSP] Table 2.5-2, Village Wide Plant Palette, provides a detailed plant palette for the Central Village and [CVSP] Figure 2.5-23 and Figure 2.5-24 provide representative images of the plant palette."

~~"Policy 2.5-87 All street trees within Central Village are predetermined by the Otay Mesa Community Plan Street Tree List (see Otay Mesa Community Plan Appendix B, Street Tree Plan).~~

~~"Policy 2.5-104 The landscape theme of Green Streets features a double row canopy of shade trees on both the right-of-way and adjacent property to soften the effect of adjacent high density residential and commercial buildings and provide for an enhanced pedestrian experience.~~

- ~~Plant the first row of smaller trees behind the street curb within the parkway and the second row of larger trees within the landscaped strip located adjacent to the right-of-way.~~
- ~~Each row of trees represents a single species selected from the Otay Mesa Community Plan Street Tree List."~~

~~"Policy 2.5-108 Each roadway features a different theme tree that serves as an identifying element and helps define the character of each street."~~

~~"Policy 2.5-109 To provide visual interest, an accent tree (a different variety from the same approved list), may be used to compliment the theme tree."~~

~~Question 6 Consideration 2:~~

- **~~Does the proposed project include policies or strategies for preserving existing trees?~~**

~~The CVSP area is largely undeveloped under existing conditions. Based on historical aerial photographs, large portions of the site have been used for agricultural production since at least the early 1990s. Due to the agricultural uses on the property, no trees exist within the majority of the CVSP area (Google Earth, 2017). The CVSP incorporates Design Standards, Policies, and strategies that promote extensive tree planting throughout the Central Village area upon its development. Also, the CVSP includes a Policy that supports the preservation of existing trees after they are planted (T&B Planning, 2017, Section 2.5):~~

~~"Policy 2.5-79 All trees should be maintained in a healthy state and replaced in-kind if removal is necessary."~~

~~Question 6 Consideration 3:~~

- **~~Does the proposed project incorporate tree planting that will contribute to the City's 20% urban canopy tree coverage goal?~~**

~~Yes; the CVSP calls for the planting of trees that will contribute to the City's 20% urban canopy tree coverage goal. The CVSP incorporates Design Standards, Policies, and strategies that promote extensive tree planting throughout the Central Village area upon its development. The CVSP includes Policies related to tree planting include the following: (T&B Planning, 2017, Section 2.4; Section 2.5):~~

~~"Policy 2.4-4 Locate open lawn areas and neighborhood gathering areas and activity nodes in the central portion of the park. Canopy shade trees may be located along the northern and~~

~~southern edges of the park to visually strengthen the edges of the park. Informal groupings of accent trees may be used to enhance the eastern and western sides of the park. A concept plan of Village Park is provided on [CVSP] Figure 2.4-2, Village Park Concept Plan."~~

~~"Policy 2.4-12Define the park space by placing accent and canopy trees around the edges of the park to enhance the aesthetics and attractiveness of the facility and provide a buffer from adjacent streets."~~

~~"Policy 2.4-13Provide shade in areas for seating, gathering, and picnicking by locating trees and/or shade structures around and within these areas. A concept plan for Village Central Park is provided on [CVSP] Figure 2.4-3, Village Central Park Concept Plan."~~

~~"Policy 2.4-23Plant canopy trees to provide shade and define the park design. A concept plan of Trails Park is provided on [CVSP] Figure 2.4-5, Trails Park Concept Plan."~~

~~"Policy 2.5-40 Provide a 24-inch box canopy tree within 30-feet of each parking space."~~

~~"Policy 2.5-82 Incorporate sustainable design to all streetscapes, where feasible. These standards include incorporating stormwater control and treatment measures through planting and permeable paving, as well as tree planting techniques that maximize growth conditions, improve overall tree health, and increase shade canopy coverage."~~

~~"Policy 2.5-104 The landscape theme of Green Streets features a double row canopy of shade trees on both the right-of-way and adjacent property to soften the effect of adjacent high density residential and commercial buildings and provide for an enhanced pedestrian experience.~~

- ~~Plant the first row of smaller trees behind the street curb within the parkway and the second row of larger trees within the landscaped strip located adjacent to the right-of-way.~~
- ~~Each row of trees represents a single species selected from the Otay Mesa Community Plan Street Tree List."~~

~~"Policy 2.5-108 Each roadway features a different theme tree that serves as an identifying element and helps define the character of each street."~~

~~"Policy 2.5-109 To provide visual interest, an accent tree (a different variety from the same approved list), may be used to compliment the theme tree."~~

~~As demonstrated above, the CVSP project is compliant with the City's CAP. The CVSP will help to implement the City's strategies to reduce GHG emissions to achieve the 2020 and 2050 reduction targets. Because the City's CAP was prepared in compliance with CEQA Section 15183.5 and is intended to achieve the City of San Diego's share of Statewide GHG reduction targets, the CVSP's demonstrated compliance with the CAP indicates that a less than significant GHG impact would occur related to compliance with planning policies and regulations. No new impact would occur in comparison to the GHG analysis presented in the OMCPU EIR.~~

Figure 5-A: OMCPU Transit Priority Area Map

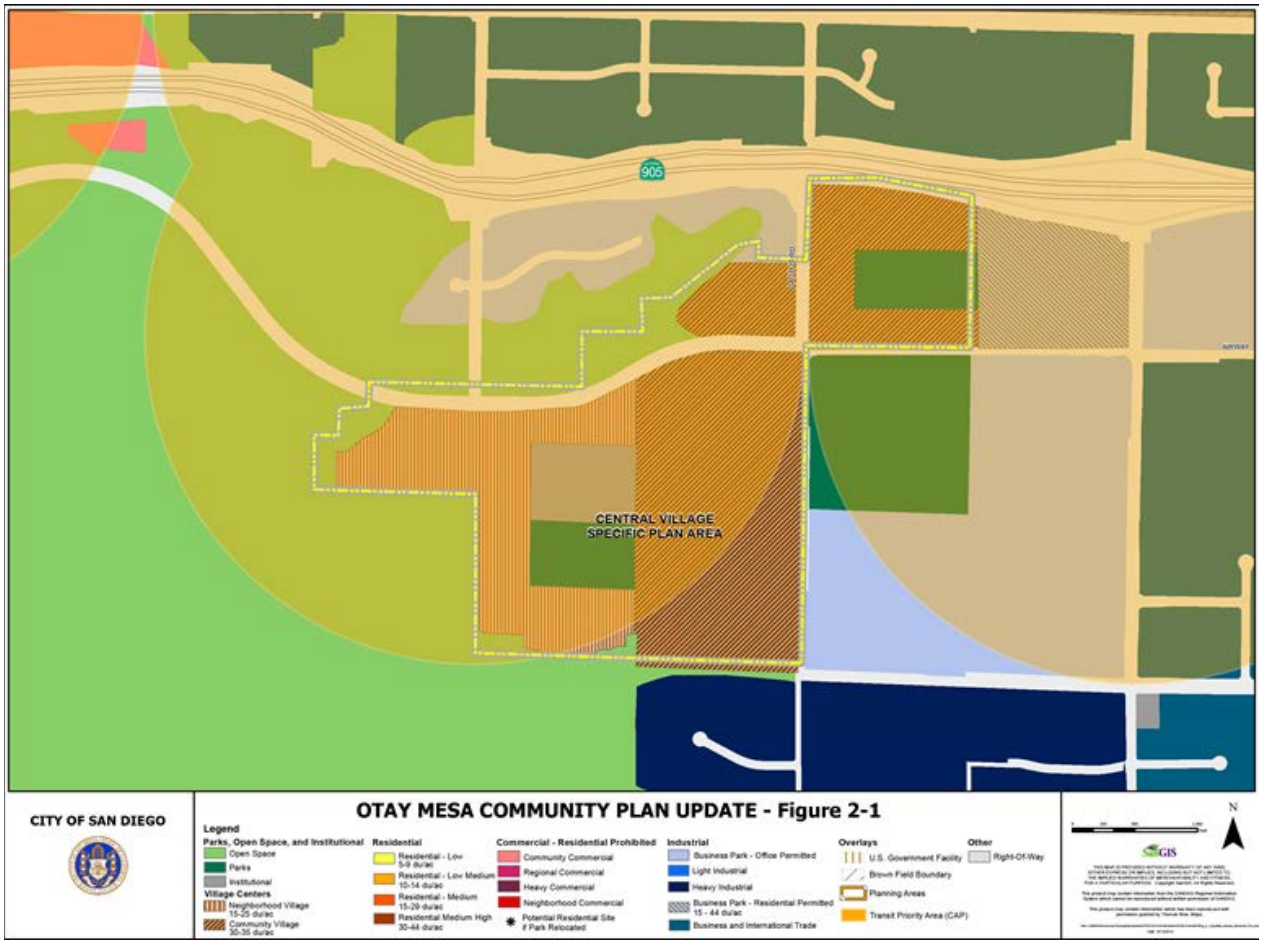
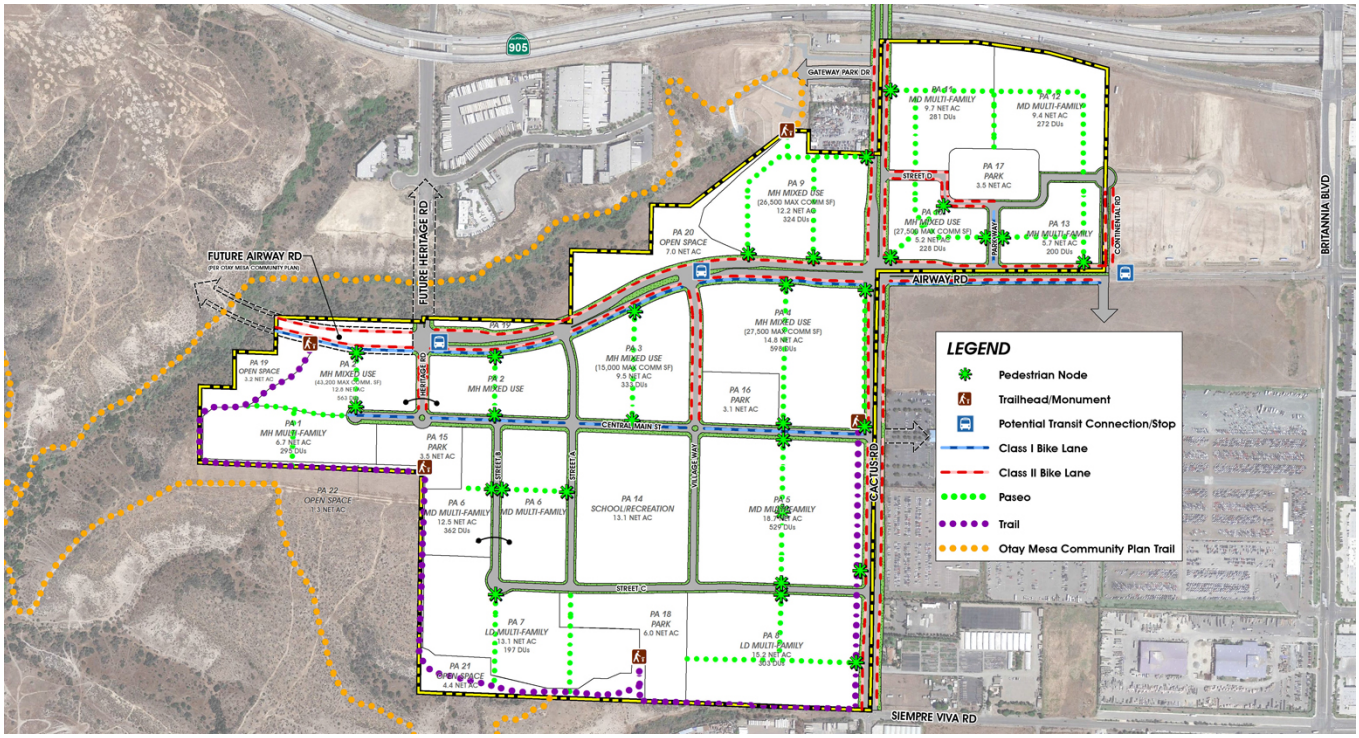


Figure 5-B, CVSP Alternative Transportation Plan



The City of SAN DIEGO

CLIMATE ACTION PLAN CONFORMANCE EVALUATION FOR COMMUNITY PLAN UPDATES

The following Climate Action Plan (CAP) conformance questions relate to implementation actions identified in the CAP. These questions are to serve as a tool to help guide the CAP-related discussion and inform the community plan update process in conjunction with other quantifiable evaluation programs as well as an understanding of the local context of each community planning area. This information should be considered at the outset of the community plan update process and written analysis should be prepared demonstrating conformance with the following questions prior to presenting the plan to the public, the Planning Commission, and the City Council for approval.

COMMUNITY PLAN: Central Village Specific Plan (Otay Mesa Community Plan)

1. DOES THE PROPOSED COMMUNITY PLAN IMPLEMENT THE GENERAL PLAN'S CITY OF VILLAGES STRATEGY IN TRANSIT PRIORITY AREAS (TPAS) TO INCREASE THE CAPACITY FOR TRANSIT-SUPPORTIVE RESIDENTIAL AND/OR EMPLOYMENT DENSITIES? (STRATEGY 3)

Considerations:

- Does the land use and zoning associated with the plan provide capacity for transit-supportive residential densities within TPAs?

Yes; the proposed land uses and zoning designations associated with the Central Village Specific Plan (CVSP) provide capacity for transit-supportive residential densities (as described below) within the Transit Priority Area (TPA). Locations of the TPAs within the CVSP area are shown in Figure 5-A, OMCPU Transit Priority Area Map. The CVSP provides site-specific recommendations for implementing development projects consistent with the CVSP's land use and mobility strategies. The CVSP identifies Neighborhood Villages within the TPAs, and the land use and zoning designations associated with the CVSP increases the capacity for transit-supportive residential densities across the entire CVSP area, as well as transit-supportive mobility options in the Neighborhood Villages. The CVSP land use plan also identifies locations within the Central Village suitable to accommodate mixed-use development, as defined in the General Plan. The CVSP includes five Planning Areas designated as Neighborhood Villages with the TPAs (Planning Areas 2, 3, 4, 9, and 10). Transit-supportive residential densities within these Planning Areas range from 35-44 dwelling units per acre (du/ac) within Planning Areas 2, and 10, and range from 25-40 du/ac within Planning Areas 3, and 9. The Neighborhood Villages, implemented by the Specific Plan, concentrate on one area of intensification: the area along Airway Road, and are within walking distance of an Otay Mesa Community Plan Update (OMCPU) planned rapid transit route along Airway Road. Figure 5-B, CVSP Alternative Transportation Plan, shows three transit stops that are planned along Airway Road adjacent to the five residential and commercial mixed-use Neighborhood Villages within the CVSP. (T&B Planning, 2017, p. 2.2-1, Figure 2.3-4)

- Is a majority of the additional residential density proposed within TPAs?

Yes, as of 2017, there are no existing residential units within the CVSP area. The CVSP is increasing residential capacity by 4,485 dwelling units. The Otay Mesa Community Plan Update (OMCPU) proposed a density range of 15-35 dwelling units per acre (du/ac) for the CVSP site. The CVSP increases the residential density to a range between 10-44 du/ac. The density increase and residential dwelling units added to the area encompasses mixed-use commercial areas and multi-family areas located in the TPAs.

- Does the land use and zoning associated with the plan provide capacity for transit-supportive employment intensities within TPAs?

Yes; the land use and zoning designations associated with the CVSP increase the capacity for transit-supportive employment intensities within the TPAs. The CVSP provides community commercial land uses and base zone designations that will allow for more commercial development to occur along the future rapid transit corridor than was planned for along this corridor by the Otay Mesa Community Plan Update (OMCPU). Within the TPAs, the CVSP calls for a mix of land use types, including mixed-use commercial and multi-family residential uses, multi-family residential uses, and a public facility land use designation to accommodate a school site. This balance of land uses allows for housing and employment opportunities near one another. Refer to Figure 1-C of this report, Central Village Specific Plan, which shows the land uses proposed within the Central Village.

The Neighborhood Villages within the CVSP (Planning Areas 2, 3, 4, 9, and 10) allow for the development of residential and commercial mixed-use areas within the TPAs. The Neighborhood Villages allow for development of up to 139,700 s.f. of commercial floor space which will increase the capacity for transit-supportive employment intensities within the TPAs. The CVSP also calls for the development of an elementary school site on 13.1 acres, which would also increase the capacity of transit-supportive employment intensities within the TPAs. (T&B Planning, 2017, p. 2.2-1)

- Is there community-specific data to demonstrate that the proposed plan will lead to an increased number of jobs within TPAs?

Yes, as of 2017, there are no existing jobs within the CVSP area. The CVSP is increasing commercial square footage to 139,700 square feet. The Otay Mesa Community Plan Update (OMCPU) proposed 32,700 square feet of commercial uses for the CVSP site. The CVSP increases the commercial square footage on-site by 107,000 square feet. The increase in commercial square footage will lead to an increased number of jobs within the TPAs.

- Does the plan identify sites suitable to accommodate mixed-use, village development, as defined in the General Plan, within identified TPAs?

Yes; the CVSP is suitable to accommodate mixed-use village development, as defined in the General Plan, within the TPAs. Five Neighborhood Villages designated on the CVSP land use plan (Planning Areas 2, 3, 4, 9, and 10) concentrate on areas of intensification along the OMCPU planned rapid transit route along Airway Road. The Neighborhood Villages are envisioned to have an integrated mixture of uses, accessible and attractive streets, and public spaces. These CVSP Planning Areas are within the TPAs, and are in close proximity to a future rapid transit line.

The five Neighborhood Villages within the CVSP allow for the development of residential and commercial mixed-use areas within the TPAs. The Neighborhood Villages allow for development of up to 139,700 s.f. of commercial floor space, and 2,046 residential homes on 54.5 acres, within an allowable density range of 15 to 44 dwelling units per acre (du/ac). (T&B Planning, 2017, p. 2.2-1)

- Does the plan include community-specific policies to facilitate the development of affordable housing within TPAs?

Yes, the CVSP envisions that new multi-family housing in the CVSP area will not only include a diversity of options but also include varying levels of affordability. The CVSP contains the following objective regarding affordable housing which will facilitate the development of affordable housing within TPAs (T&B Planning, 2017, Subsection 1.8):

"Provide a range of housing choices and styles to include affordable housing"

The range of multi-family residential densities provided in the CVSP will provide housing for low to moderate income households, In addition, the housing types provided in the CVSP area include housing types where residents may share access to common amenities to make housing naturally more affordable and sustainable.

- Does the plan update process include accompanying implementation regulations to facilitate achievement of the plan's densities and intensities?

Yes, the CVSP includes a chapter on implementation regulations titled Chapter 3.0, Central Village Specific Plan Implementation, which will facilitate achievement of the CVSP's densities and intensities.

The CVSP is divided into five Planning Districts, each with an underlying Base Zone from the City of San Diego's Land Development Code. Planning District 1 utilizes the CC-3-6 zone which accommodates a mixture of commercial and residential uses. Planning District 2 utilizes the RM-3-7 zone which accommodates multi-family neighborhoods near mixed-use areas near the entrances to the CVSP area. Planning District 3 utilizes the RM-2-5 zone which accommodates low density and medium density multi-family homes. Planning District 4 utilizes the OP-1-1 zone and Planning District 5 utilizes the OR-1-2 zone to accommodate park uses and open space uses, respectively.

2. DOES THE PROPOSED COMMUNITY PLAN IMPLEMENT THE GENERAL PLAN'S MOBILITY ELEMENT IN TRANSIT PRIORITY AREAS TO INCREASE THE USE OF TRANSIT? (STRATEGY 3)

Considerations:

- Does the plan support identified transit routes and stops/stations?

Yes; the CVSP supports and incorporates identified future transit routes and stops. The CVSP takes a multi-modal approach to improving circulation and access through and within the CVSP area. The mobility polices and recommendations included in the CVSP build from the General Plan's Mobility Element to accommodate transit operation needs and improve access to transit through the provision of pedestrian and bicycle infrastructure.

CVSP Section 2.3, Mobility Element, provides information regarding identified transit routes within the CVSP vicinity. CVSP Subsection 2.3.2.1, Public Transit, details information regarding identified transit routes and stops/stations, and also includes Design Standards for the future transit stop facilities that would be located within the CVSP area. A new future rapid transit line was identified in the OMCPU along Airway Road, a segment of which will pass along Airway Road through the Central Village. The proposed mobility network complements the transit-supportive density proposed in the CVSP along a future major transit corridor. The CVSP incorporates the OMCPU identified transit route (refer to Figure 4-B) by identifying three locations for transit stops along Airway Road. Furthermore, the CVSP includes Design Standards for the future construction of the rapid transit stop facilities.

(Answer continued on the following page)

- Does the plan identify transit priority measures, such as: exclusive transit lanes, transit ways, direct freeway HOV access ramps, transit signal priority, Safe Routes to Transit, and first mile/last mile initiatives?

The CVSP supports and plans for future transit routes and stops. The CVSP takes a multi-modal approach to improving circulation and access through and within the CVSP area. Mobility polices and recommendations contained in the CVSP build from the General Plan's Mobility Element to accommodate transit operation needs and improve access to transit through pedestrian and bicycle infrastructure.

Section 2.3, Mobility Element, of the CVSP provides information regarding identified transit routes within the CVSP vicinity. CVSP Subsection 2.3.2.1, Public Transit, details information regarding identified transit routes and stops/stations, and also includes Design Standards for construction of any future transit stop facilities in the CVSP area. A new future rapid transit line was identified in the OMCPU along Airway Road, a segment of which will pass along Airway Road through the Central Village area. The proposed mobility network complements the transit-supportive density proposed in the CVSP along a future major transit corridor. The CVSP incorporates the OMCPU identified transit route (refer to Figure 4-B), by identifying three locations for transit stops along Airway Road. As the future transit line goes into place within the CVSP area, the City, through the Otay Mesa Community Plan Update implementation process, would have the ability to work with MTS and SANDAG to implement transit priority measures to improve transit travel times.

- *Does the plan support identified transit routes and stops/stations?*

  (continued from previous page) . . . The following Design Standards and Policies included in the CVSP support/incorporate identified transit routes and stops/stations by providing requirements for the future construction of such facilities (T&B Planning, 2017, Subsection 2.3.1.4; Subsection 2.3.2):

  "Policy 2.3-1 If possible, include transit stops to support transit use within the Central Village".

  "Design Standard 2.3-13 Sidewalk widths shall be 8 or 10-feet wide where transit stops and shelters are proposed and shall extend for 25 feet parallel to the curb measured from the bus stop sign to provide adequate clearance to accommodate bus lifts for disabled persons."

  "Design Standard 2.3-14 The edge zone (space between the roadway and sidewalk) shall be a minimum of 4 feet to provide wheelchair access to the shelter. In constrained conditions, the edge zone may be reduced to 21/2 feet."

  "Design Standard 2.3-15 Bus facilities shall be developed in accordance with the standards provided in the City of San Diego Street Design Manual."

  "Design Standard 2.3-16 Rapid Transit stops shall be designed to allow pedestrians to cross the street safely and within proximity to the stop."

  "Design Standard 2.3-17 Rapid Transit facilities shall be developed in accordance with the standards provided in the City of San Diego Street Design Manual."

- Does the plan circulation system address the potential for re-purposing of existing street right-of-way for multi-modal transportation?

Yes, the CVSP envisions shifting a large amount of new trips to public transit, walking, and biking, while also accommodating new vehicle traffic and minimizing conflicts between modes. The plan supports the implementation of "complete streets" improvements, intersections improvements, and other roadway improvements to increase accessibility, and improve bicycle and pedestrian facilities. Please refer to CVSP Table 2.3-1, Central Village Roadway Improvement Standards, which details the full list of improvement standards for roadways in the CVSP area.

Airway Road and Cactus Road are the only existing street segments proposed for improvements by the CVSP. Some of the CVSP's stated Policies and Design Standards are targeted to the provision of purposing these existing streets for multi-modal transportation. Some of these Policies and Design Standards include (T&B Planning, 2017, Subsection XX):

Design Standard 2.3-1 The segment of Airway Road between Heritage and Cactus Road shall be constructed in accordance with the standards presented in Table 2.3-1, Central Village . . .

(Answer continued on the following page)

3. DOES THE PROPOSED COMMUNITY PLAN IMPLEMENT PEDESTRIAN IMPROVEMENTS IN TRANSIT PRIORITY AREAS TO INCREASE WALKING OPPORTUNITIES? (STRATEGY 3)

Considerations:

- Does the plan's circulation system provide multiple and direct pedestrian connections and accessibility to local activity centers, such as transit stations, schools, shopping centers, and libraries?

Yes; the CVSP's planned circulation system provides multiple and direct pedestrian connections and accessibility to local activity centers, including transit stations, a school, and shopping centers. The CVSP provides for an interconnected system of paseos, pedestrian nodes, trails, and sidewalks that connect pedestrians to parks, future transit stops, an elementary school site in the Central Village, Otay Mesa Community Plan identified trails, and to other destinations within and beyond the CVSP area. As shown previously in Figure 4-B, the CVSP's alternative transportation plan is comprised of traditional sidewalks along roadway facilities as well as other pedestrian facilities including paseos, pedestrian nodes, and trails which will make the community a friendly and highly walkable environment. Some of the CVSP's stated Policies and a Design Standard are targeted to the provision of pedestrian connections and accessibility to local activity centers. Some of these Policies and Design Standard include (T&B Planning, 2017,Subsection 2.3.2):

"Policy 2.3-3 Design street corners to accommodate safe pedestrian crossings. Include ample unobstructed space at the street corner for people waiting to cross the street. Where there is demand for a pedestrian street crossing that does not align with an intersection, . . .

(Answer continued on the following page)

- *Does the plan circulation system address the potential for re-purposing of existing street right-of-way for multi-modal transportation?*

  (continued from previous page). . . Roadway Improvement Standards, for the segment of Airway Road between Heritage Road and Cactus Road, and in accordance with the "Airway Road (6-Lane Prime Arterial)" diagram on Figure 2.3-2, Street Cross-Sections.

  Design Standard 2.3-4 Cactus Road shall be constructed in accordance with the standards presented in Table 2.3-1, Central Village Roadway Improvement Standards, and in accordance with the "Cactus Road (4-Lane Major)" diagram on Figure 2.3-2, Street Cross-Sections.

- *Does the plan's circulation system provide multiple and direct pedestrian connections and accessibility to local activity centers, such as transit stations, schools, shopping centers, and libraries?*

  (continued from previous page) . . . apply a mid-block crossing."

  "Policy 2.3-4 Provide interconnected streets and pedestrian walkways. Avoid barriers to pedestrian access, such as:
  • Walls, fences, and gates that separate related uses or isolate neighborhoods;
  • Cul-de-sacs and dead end streets that cut off access within neighborhoods;
  • Disconnected bike and pedestrian paths;
  • Wide streets that lack sidewalks and landscaping;
  • Street-adjacent parking lots that separate pedestrians on street sidewalks from commercial operations;
  • Transit stops that are not easily accessible from primary pedestrian routes;
  • Auto-oriented retail centers; and
  • Long blocks that discourage walking."

  "Policy 2.3-7 Minimize cross-circulation between vehicles and pedestrians. Provide a clearly marked walkway between parking areas and main entrances of buildings."

  "Policy 2.3-10 Incorporate traffic calming measures at intersections with pedestrian crossings."

  "Policy 2.3-14 Design trails to include major gateways and intersections to enable trail users to connect to other segments of the on-site pedestrian network."

  "Policy 2.3-18 Locate trailheads at trail access points. As shown on Figure 2.3-4, Alternative Transportation Plan, trailheads are located at major trail intersection points to the perimeter trail."

  "Design Standard 2.3-19 The design of mid-block crosswalks and crosswalks at uncontrolled intersections shall comply with Council Policy 200-07, the San Diego Street Design Manual, and other industry standards to the satisfaction of the City Engineer."

- Does the plan's urban design element include design recommendations for walkability to promote pedestrian supportive design?

Yes; the CVSP Urban Design Element includes features for walkability to promote a transit supportive design. The CVSP recommends a highly walkable streetscape focused around transit and access to rapid transit opportunities along Airway Road. Furthermore, the CVSP recommends a "Green Street" focus that improves connections between destinations within the Central Village and provides for a transit supportive environment. Some of the Policies in the CVSP that provide features for walkability to promote a transit supportive environment include the following (T&B Planning, 2017, Subsection 2.5.1):

"Design Standard 2.2-13 Drive-through commercial site design is prohibited within Central Village."

"Policy 2.5-5 Pedestrian paseos are encouraged in all developments to provide enhanced connectivity and usable open space."

"Policy 2.5-14 Orient development in ways that create compact blocks and lots. A 'block' is defined as an area of development that is delineated on all sides by public streets, paseos, trails, parks, community facilities, landscaped setbacks, and/or private internal streets. . . .

(Answer continued on the following page)

4. DOES THE PROPOSED COMMUNITY PLAN IMPLEMENT THE CITY OF SAN DIEGO'S BICYCLE MASTER PLAN TO INCREASE BICYCLING OPPORTUNITIES? (STRATEGY 3)

Considerations:

- Does the plan's circulation system identify bicycle improvements in consideration of the Bicycle Master Plan that include, but are not limited to: Class I bicycle path, Class II bicycle lanes with buffers, Class III bicycle routes, or Class IV protected bicycle facilities?

Yes; the CVSP's proposed circulation system includes bicycle improvements in consideration of the Bicycle Master Plan. The CVSP develops a well-connected, effective bicycle network, including protected facilities where feasible, to facilitate cycling and help meet travel needs within the Central Village. The CVSP provides and supports a continuous network of safe, convenient, and attractive bicycle facilities that connect the Central Village to the off-site planned bicycle network, and implement the San Diego Bicycle Master Plan. The San Diego Bicycle Master Plan identifies a planned Class I bicycle lane along Airway Road, and a planned Class II bicycle lane along Cactus Road within the CVSP boundaries (City of San Diego, 2013, Figure 6-2). As shown in Figure 4-B, the CVSP includes Class I bicycle lanes along the south side of Airway Road, and one side of the road along Central Main Street and Park Way; and Class II bicycle lanes along both sides of the street along Airway Road, Heritage Road, Cactus Road, and Village Entry Streets (T&B Planning, 2017,Subsection 2.3.2). The following Design Standards and Policies include bicycle improvements consistent with the Bicycle Master Plan (T&B Planning, 2017,Subsection 2.3.2):

"Design Standard 2.3-18 Class I and Class II bike lanes shall be developed in the locations. . .

(Answer continued on the following page)

- *Does the plan's urban design element include design recommendations for walkability to promote pedestrian supportive design?*

  (continued from previous page) . . . Except where site-specific circumstances preclude it, blocks within the Central Village should have a maximum of perimeter of 2,000 feet."

  "Policy 2.5-16 Developments should incorporate safe pedestrian connections to adjoining residential developments, commercial projects, and open space areas."

  "Policy 2.5-19 Proposed developments should provide an interconnected system of paths, sidewalks, corridors, and walkways that create a safe and pleasant pedestrian environment, connect dwelling units and common areas, are well-integrated with the surrounding neighborhood, and provide multiple pedestrian access points."

- *Does the plan's circulation system identify bicycle improvements in consideration of the Bicycle Master Plan that include, but are not limited to: Class I bicycle path, Class II bicycle lanes with buffers, Class III bicycle routes, or Class IV protected bicycle facilities?*

  (continued from previous page) . . . depicted on Figure 2.3-4, Alternative Transportation Plan, and in accordance with the widths and specifications shown on [CVSP] Figure 2.3-2 and Figure 2.3-3, Street Cross-Sections."

  "Policy 2.5-20 Residential and commercial buildings should provide adequate, accessible, and conveniently located bicycle parking and storage. In addition, development should accommodate bicycle traffic within the village by incorporating bike lanes or wide circulation paths to facilitate bicycle movement throughout Central Village."

- Does the plan's circulation system provide a balanced, multimodal, "complete streets" approach to accommodate mobility needs of all users?

Yes; the CVSP's planned circulation system will provide a balanced, multimodal, "complete streets" approach to accommodate the mobility needs of all users. The multi-modal circulation network discussed in the CVSP states that "[c]lear and interconnected circulation for all modes of transit will ensure that the pedestrian network is accessible and well-utilized" (T&B Planning, 2017,Subsection 2.5.1). The multi-modal circulation network discussed in the CVSP provides connections between residential areas to transit facilities. CVSP Development Standards and Policies promote the establishment of a multi-modal circulation network that capitalizes on access to transit and connectivity to other destinations within the Central Village, provides a walkable and pedestrian environment, and encourages traffic calming, and bicycle facilities. CVSP Development Standards and Policies that provide multi-modal "complete street" approach to accommodate mobility needs of all users include (T&B Planning, 2017,Section 2.3; Section 2.5):

"Policy 2.3-1 If possible, include transit stops to support transit use within the Central Village."

"Policy 2.3-2 Traffic calming features, such as roundabouts and bulb-outs at street intersection crossings, are encouraged."

(Answer continued on the following page)

5. DOES THE PROPOSED COMMUNITY PLAN IDENTIFY IMPLEMENTATION MECHANISMS TO SUPPORT TRANSIT ORIENTED DEVELOPMENT? (STRATEGY 3)

Considerations:

- Does the plan identify new or expanded urban public spaces such as plazas, pocket parks, or greenways in TPAs?

Yes; the CVSP includes new urban public spaces in the TPAs including but not limited to outdoor plazas pocket parks. Also, the CVSP encourages site planning in the TPAs to include outdoor gathering areas. CVSP Urban Design Element Development Standards and Policies blend the public and private spaces of the community together into a network of pedestrian spaces, connected through streets, alleys, paseos, and plazas. Enhancing connectivity with pedestrian amenities and cultural elements will create a lively and attractive street character and provide healthy mobility alternatives. Strategies included in the CVSP include incorporating pedestrian lighting, streetscape amenities, public art and small plazas or seating areas. A number of locations are suggested for pocket parks and plazas. Some Policies that implement the urban public spaces include the following (T&B Planning, 2017, Section 2.5):

"Policy 2.5-1 Pedestrian plazas, either within the interior of the development or at building street corners, should be provided where possible to help activate street corners, provide a foreground to building entrances, and/or to serve adjacent uses (such as a retail space, café, or office use). A conceptual design of a pedestrian plaza is provided on . . .

(Answer continued on the following page)

- *Does the plan's circulation system provide a balanced, multimodal, "complete streets" approach to accommodate mobility needs of all users?*

  (continued from previous page) . . . "Policy 2.3-4 Provide interconnected streets and pedestrian walkways. Avoid barriers to pedestrian access, such as:
  • Walls, fences, and gates that separate related uses or isolate neighborhoods;
  • Cul-de-sacs and dead end streets that cut off access within neighborhoods;
  • Disconnected bike and pedestrian paths;
  • Wide streets that lack sidewalks and landscaping;
  • Street-adjacent parking lots that separate pedestrians on street sidewalks from commercial operations;
  • Transit stops that are not easily accessible from primary pedestrian routes;
  • Auto-oriented retail centers; and
  • Long blocks that discourage walking."

  "Design Standard 2.3-18 Class I and Class II bike lanes shall be developed in the locations depicted on [CVSP] Figure 2.3-4, Alternative Transportation Plan, and in accordance with the widths and specifications shown on [CVSP] Figure 2.3-2 and Figure 2.3-3, Street Cross-Sections."

  "Policy 2.5-16 Developments should incorporate safe pedestrian connections to adjoining residential developments, commercial projects, and open space areas."

  "Policy 2.5-17 Provide clear and direct vehicular and non-vehicular connections between blocks. This may be accomplished through private streets and drives.

  "Policy 2.5-18 Minimize cross circulation between vehicles and pedestrians. Provide a continuous, clearly marked walkway from the parking areas to main entrances of buildings.

  "Policy 2.5-19 Proposed developments should provide an interconnected system of paths, sidewalks, corridors, and walkways that create a safe and pleasant pedestrian environment, connect dwelling units and common areas, are well-integrated with the surrounding neighborhood, and provide multiple pedestrian access points."

  "Policy 2.5-20 Residential and commercial buildings should provide adequate, accessible, and conveniently located bicycle parking and storage. In addition, development should accommodate bicycle traffic within the village by incorporating bike lanes or wide circulation paths to facilitate bicycle movement throughout Central Village

  "Policy 2.5-94 A special treatment should be provided at the intersection of Cactus Road and Central Main Street to provide safe and convenient non-vehicular access between the Central Village and the Grand Park, located east of the Central Village, which will be designed pursuant to Council Policy 200-07, the San Diego Street Design Manual, and industry standards, to the satisfaction of the City Engineer."

- *Does the plan identify new or expanded urban public spaces such as plazas, pocket parks, or greenways in TPAs?*

  (continued from previous page) . . . [CVSP] Figure 2.5-4, Conceptual Pedestrian Plaza Design."
  "Policy 2.5-5 Pedestrian paseos are encouraged in all developments to provide enhanced connectivity and usable open space."

“Policy 2.5-7 Incorporate informal outdoor gathering areas and pedestrian nodes into design plans in ways that allow these spaces to function as community gathering spaces.”

“Policy 2.5-12 Locate outdoor play areas adjacent to common building facilities, such as a community center, and near pedestrian access points as warranted. Avoid locating play areas near public streets, parking, or entry areas unless physically separated with landscaping.”

“Policy 2.5-46 Design and arrange buildings around common areas and open space to define the open space. For example, buildings can be clustered around courtyards, greenways, paseos, and plazas.”

“Policy 2.5-101 The following amenities may be provided to support bicyclists and pedestrians: street furniture, public art, bike paths, multiple access points, and safe street crossing opportunities”

“Policy 2.5-102 Public artwork, such as murals or sculptures that do not restrict sight distance for drivers and pedestrians, are encouraged to activate the bulb-out area, as conceptually shown in [CVSP] Figure 2.5-30, Conceptual Mural at Bulb-Outs Design”.

“Policy 2.5-130 Incorporate public art and/or cultural elements.”

“Policy 2.5-169 Pedestrian scaled lighting, such as low profile bollards, should be selected from highly durable materials that contribute to the overall design theme of Central Village”.

- Does the plan locate new public facilities that generate large numbers of person trips, such as libraries and recreational facilities in TPAs?

Yes, The CVSP includes a new 13.1 acre school/recreation site to be located in the TPAs. The school/recreation site is located within 0.25-mile of the planned rapid transit line along Airway Road, and both bicycle and pedestrian routes are located along the frontage of the proposed site. In addition, four new park recreation areas are to be located in the TPAs. The park recreation areas include Village Park (3.5 acres), Village Central Park (3.1 acres), Vista Park (3.5 acres), and Trails Park (6.0 acres). The recreation facilities each have planned bicycle and pedestrian routes located along the frontages of the proposed park recreation facilities.

- Does the plan and associated Impact Fee Study include new transit-supportive infrastructure within TPAs and census tracks ranking in the top 30% of CalEnviroScreen scores? (Where Applicable)

The CVSP does not include any census tracks ranking in the top 30% of CalEnviroScreen scopes. The CVSP is however, located within TPAs, as previously shown in Figure 5-A, OMCPU Transit Priority Area Map. The CVSP is a Specific Plan, and thus does not require the preparation of an Impact Fee Study. However, the Otay Mesa Public Facilities Financing Plan contains the procedure for implementing Facilities Benefit Assessment/Development Impact Fee to provide funding for public facilities project that serve a designated area. The Facilities Benefit Assessment/Development Impact Fee for Otay Mesa accommodate growth anticipated by the CVSP and identifies new transit-supportive infrastructure to be constructed within the TPAs.

- Do the zoning/implementing regulations associated with the plan support the efficient use of parking through mechanisms such as: shared parking, parking districts, unbundled parking, reduced parking, paid or time-limited parking, etc.?

Yes; the zoning and implementing regulations associated with the CVSP (refer to the Design Standards in CVSP Chapter 2 and CVSP Chapter 3, Implementation) support the efficient use of parking. The CVSP supports the efficient use of parking through the mobility and urban design features called for by the Specific Plan, which call for the Central Village to be a transit oriented and highly walkable community. The numerous Design Standards and Policies cited throughout this CAP compliance analysis, as well in the CVSP, are centered on public transit, bicycle, and pedestrian transportation. The CVSP does not focus on the use of cars, and instead focuses on transit and non-vehicular oriented development features, which will reduce the Central Village's dependency on parking. Thus, the CVSP supports the efficient use of parking by planning for land uses in arrangements that are not automobile intensive.

In addition, the CVSP includes the development of five Neighborhood Villages (Planning Areas 2, 3, 4, 9, and 10) which allow for the development of residential and commercial mixed-uses integrated horizontally or vertically. The Neighborhood Villages have a MH Mixed Use land use designation, which accommodates medium-scale retail, housing, office, civic, and entertainment uses, as well as compact and compatible condominium/apartment buildings (T&B Planning, 2017,Section 3.0). The mixed-use nature of the Neighborhood Village areas will allow for the possibility of shared parking among residential and non-residential uses.

(Answer continued on the following page)

- For increases in density/intensity outside of a TPA, does the plan include policies to reduce auto dependence at those locations?

Yes, the interconnectedness of the transit, bike, and pedestrian facilities throughout the CVSP area ultimately influence areas outside of TPAs. However, it is important to note, nearly the entire community is covered by two TPAs.

Outside of TPAs, new bicycle lanes are proposed along Cactus Road, adding new connections to bicycle lanes within TPAs. Additionally, the plan identifies a robust pedestrian network along Cactus Road, and in between residential developments, accommodating additional connections to the commercial mixed-uses along Airway Road, recreational facilities, rapid transit lines, and the greater CVSP area.

- *Do the zoning/implementing regulations associated with the plan support the efficient use of parking through mechanisms such as: shared parking, parking districts, unbundled parking, reduced parking, paid or time-limited parking, etc.?*

  (continued from previous page) . . . Some of the CVSP's Policies that support the efficient use of parking include the following (T&B Planning, 2017, Section 2.5):

  "Policy 2.5-22 Support shared parking agreements in Mixed Use planning areas and other areas of the Central Village where shared parking can be supported."

  "Policy 2.5-23 Designate on-street and off-street parking areas for car-sharing services."

  "Policy 2.5-24 Allow for unbundled parking, wherein the price to rent or buy a multi-family residential unit or commercial building space is separate from the price to rent or buy associated parking spaces."

6. DOES THE PROPOSED COMMUNITY PLAN INCLUDE ANY COMMUNITY-SPECIFIC ADAPTATION AND RESOURCE CONSERVATION MEASURES? (STRATEGY 5)

Considerations:

- Does the plan include a street tree master plan that provides at least three different species for the primary, secondary and accent trees in order to accommodate varying parkway widths?

Yes; the CVSP provides for the planting of at least three different tree species in accordance with the Otay Mesa Community Plan Street Tree Plan along the Central Village's roadways in order to accommodate varying parkway widths. Specifically, the CVSP includes Design Standard 2.5-2, which requires tree species within the CVSP area be selected from the City of San Diego's Otay Mesa Street Tree Plan (T&B Planning, 2017,Subsection 2.5.3). Furthermore, the CVSP includes a Village-Wide Plant Palette (refer to CVSP Table 2.5-2) which provides for a wide variety of tree species throughout the Central Village community (T&B Planning, 2017,Subsection 2.5.3). The Village-Wide Plant Palette provides tree species by street location. Design Standards and Policies including the CVSP to provide at least three different tree species include:

"Design Standard 2.5-2 Per the requirements of the Otay Mesa Community Plan, tree species used within Central Village shall be selected from the City of San Diego's Otay Mesa Street Tree Plan. [CVSP] Table 2.5-2, Village-Wide Plant Palette, provides a detailed plant palette for the Central Village and [CVSP] Figure 2.5-23 and Figure 2.5-24 provide representative images of the plant palette." . . .

(Answer continued on the following page)

- Does the plan include policies or strategies for preserving existing trees?

The CVSP area is largely undeveloped under existing conditions. Based on historical aerial photographs, large portions of the site have been used for agricultural production since at least the early 1990s. Due to the agricultural uses on the property, no trees exist within the majority of the CVSP area (Google Earth, 2017). The CVSP incorporates Design Standards, Policies, and strategies that promote extensive tree planting throughout the Central Village area upon its development. Also, the CVSP includes a Policy that supports the preservation of existing trees after they are planted (T&B Planning, 2017, Section 2.5):

"Policy 2.5-79 All trees should be maintained in a healthy state and replaced in-kind if removal is necessary."

- *Does the plan include a street tree master plan that provides at least three different species for the primary, secondary and accent trees in order to accommodate varying parkway widths?*

  (continued from previous page). . . "Policy 2.5-87 All street trees within Central Village are predetermined by the Otay Mesa Community Plan Street Tree List (see Otay Mesa Community Plan Appendix B, Street Tree Plan).

  "Policy 2.5-104 The landscape theme of Green Streets features a double row canopy of shade trees on both the right-of-way and adjacent property to soften the effect of adjacent high density residential and commercial buildings and provide for an enhanced pedestrian experience.
  - Plant the first row of smaller trees behind the street curb within the parkway and the second row of larger trees within the landscaped strip located adjacent to the right-of-way.
  - Each row of trees represents a single species selected from the Otay Mesa Community Plan Street Tree List."

  "Policy 2.5-108 Each roadway features a different theme tree that serves as an identifying element and helps define the character of each street."

  "Policy 2.5-109 To provide visual interest, an accent tree (a different variety from the same approved list), may be used to compliment the theme tree."

- Does the plan call for tree planting in villages, sidewalks, and other urban public spaces or include a strategy for contributing to the City's tree canopy goal?

Yes; the CVSP calls for the planting of trees in villages, sidewalks, and other urban public spaces that will contribute to the City's 20% urban canopy tree coverage goal. The CVSP incorporates Design Standards, Policies, and strategies that promote extensive tree planting throughout the Central Village area upon its development. The CVSP includes Policies related to tree planting include the following: (T&B Planning, 2017, Section 2.4; Section 2.5):

"Policy 2.4-4 Locate open lawn areas and neighborhood gathering areas and activity nodes in the central portion of the park. Canopy shade trees may be located along the northern and southern edges of the park to visually strengthen the edges of the park. Informal groupings of accent trees may be used to enhance the eastern and western sides of the park. A concept plan of Village Park is provided on [CVSP] Figure 2.4-2, Village Park Concept Plan."

"Policy 2.4-12 Define the park space by placing accent and canopy trees around the edges of the park to enhance the aesthetics and attractiveness of the facility and provide a buffer from adjacent streets."

"Policy 2.4-13 Provide shade in areas for seating, gathering, and picnicking by locating trees and/or shade structures around and within these areas. A concept plan for Village Central Park is provided on [CVSP] Figure 2.4-3, Village Central Park Concept Plan." . . .

(Answer continued on the following page)

- Does the plan include policies which address climate resiliency measures (sea-level rise, increased fire risk, flooding, urban heat island, or other locally specific impact of climate change)?

Yes the CVSP provides additional specificity related to water recycling and conservation, implementation of green building measures, energy conservation, and use of drought tolerant plant species in addition to citywide climate change policies found in the General Plan Conservation Element and Climate Action Plan. Water conservation and is an important component of the City's water supply and discussed in the CVSP. The implementation of water conservation and use of drought tolerant plant species will help the CVSP area to be more resilient against drought, climate change, and natural disasters. Additionally, the policies related to trees described above, are intended to reduce the urban heat island effect in the CVSP area. The CVSP includes a Design Standard and Policies related to climate resiliency measures related to water conservation and energy use, and includes the following (T&B Planning, 2017, Section 2.5):

"Design Standard 2.4-3 Park design within the Central Village shall be sustainable, utilize drought tolerant plant materials, and be consistent with the village-wide plant palette (refer to Table 2.5-2)."

"Policy 2.5-4 To minimize light pollution and reduce energy use, developments should limit the amount of nighttime light that is projected. . .

(Answer continued on the following page)

- *Does the plan call for tree planting in villages, sidewalks, and other urban public spaces or include a strategy for contributing to the City's tree canopy goal?*

  (continued from previous page) . . . "Policy 2.4-23 Plant canopy trees to provide shade and define the park design. A concept plan of Trails Park is provided on [CVSP] Figure 2.4-5, Trails Park Concept Plan."

  "Policy 2.5-40 Provide a 24-inch box canopy tree within 30-feet of each parking space."

  "Policy 2.5-82 Incorporate sustainable design to all streetscapes, where feasible. These standards include incorporating stormwater control and treatment measures through planting and permeable paving, as well as tree planting techniques that maximize growth conditions, improve overall tree health, and increase shade canopy coverage."

  "Policy 2.5-104 The landscape theme of Green Streets features a double row canopy of shade trees on both the right-of-way and adjacent property to soften the effect of adjacent high density residential and commercial buildings and provide for an enhanced pedestrian experience.
  - Plant the first row of smaller trees behind the street curb within the parkway and the second row of larger trees within the landscaped strip located adjacent to the right-of-way.
  - Each row of trees represents a single species selected from the Otay Mesa Community Plan Street Tree List."

  "Policy 2.5-108 Each roadway features a different theme tree that serves as an identifying element and helps define the character of each street."

  "Policy 2.5-109 To provide visual interest, an accent tree (a different variety from the same approved list), may be used to compliment the theme tree."

- *Does the plan include policies which address climate resiliency measures (sea-level rise, increased fire risk, flooding, urban heat island, or other locally specific impact of climate change)?*

  (continued from previous page) . . . upward and beyond the site and should direct light into high-traffic areas of the development. Arrange lighting in parking areas to prevent direct glare into adjacent dwelling units and onto neighboring uses/properties."

  "Policy 2.5-56 Design buildings to maximize natural ventilation. Site and orient buildings to take advantage of natural daylight and prevailing breezes for increased cross ventilation, to reduce the need for mechanical air conditioning, and to enhance the functionality of ceiling fans."

  "Policy 2.5-82 Incorporate sustainable design to all streetscapes, where feasible. These standards include incorporating stormwater control and treatment measures through planting and permeable paving, as well as tree planting techniques that maximize growth conditions, improve overall tree health, and increase shade canopy coverage."

  "Policy 2.5-83 Where feasible, utilize bioswales designed to remove silt and pollution from surface runoff water within landscaped medians (where applicable). Any proposed bioswales within the public right-of-way would be subject to review and approval by the Development Services Department, to the satisfaction of the City Engineer."

"Policy 2.5-173 Use a combination of drip, bubblers, and spray irrigation methods to avoid overwatering in all planting areas."

"Policy 2.5-175 Water conservation methods, such as harvesting water from building rooftops, condensation from mechanical systems, and gray water from residential uses, may be incorporated into architectural and building design."

"Policy 2.5-176 Incorporate Low Impact Development (LID) controls throughout the Central Village."

“Policy 2.5-177 Automatically controlled irrigation systems that utilize evapotranspiration monitoring, automatic watering adjustments, night-time water windows, and high-flow monitoring capabilities are encouraged to reduce and manage the community’s watering needs.”

7. DOES THE PROPOSED COMMUNITY PLAN INCLUDE ANY COMMUNITY-SPECIFIC STRATEGIES TO SUPPORT CITYWIDE ENERGY, WATER, WASTE REDUCTION OR ANY OTHER CAP GOALS IN ADDITION TO THOSE DESCRIBED ABOVE? (STRATEGIES 1, 2,3,4, AND 5)

Please refer to the previous response. The CVSP provides additional specificity related to water recycling and conservation, energy conservation, and implementation of green building measures. Water conservation is an important component of the City's water supply and discussed in the CVSP. The Design Standard and Policies related to community-specific strategies to support citywide energy and water reduction and detailed in the previous response regarding plan policies which address climate resiliency measures.

5.3 Quantification of Construction CO_2e Emissions

Because the development area (229.2 acres) assumed by the OMCPU EIR and the development area (229.2 acres) proposed by the CVSP are the same, it is assumed that construction activities associated with buildout of the Central Village would largely remain the same as assumed by the OMCPU EIR in the Central Village area. The EIR's consideration of construction-related GHG emissions assumed that sources of construction-related emissions would include: a) fugitive dust from grading activities; b) construction equipment exhaust; c) construction-related trips by workers, delivery trucks, and material-hauling trucks; and d) construction-related power consumption. (RECON, 2013). Based on industry-standard construction practices, these are reasonable assumptions for sources of construction activity air emissions in the Central Village. As such, there would be no change in construction-related GHG emissions quantities associated with the CVSP.

5.4 Quantification of Operational Emissions

As previously discussed in the Methodology section of this report, GHG emissions generated from Area, Energy, Mobile, Solid Waste and Water uses is calculated within CalEEMod. The program is largely based on default settings though were modified to match the inputs used for the GHG study under the OMCPU EIR's analysis. Statewide averages for utility emissions were utilized for the calculations throughout the model. The calculated operational emissions are identified in Table 5.2 of this report.

The CalEEMod 2013.2.2 air quality model was used to quantify GHG emissions from operation of land uses in th Central Village. CalEEMod defaults were adjusted where necessary to account for compatibility of input data from the OMCPU EIR for the Central Village, and traffic trip generation data from the CVSP's *Transportation Facilities Trigger Analysis* (Chen Ryan & Associates, 2017). At full buildout of the Central Village, the OMCPU EIR assumed the generation of ~~45,429~~ 41,109 daily trips. In comparison, 36,345 daily trips would be generated by land uses in the Central Village under the proposed CVSP. The CalEEMod 2013.2.2 air quality model was run on both scenarios to remain consistent. (The OMCPU EIR used CalEEMod 2011). As a result of the land use changes proposed by the CVSP (namely, more commercial square footage and a repositioning of commercial space to the Airway Road corridor, fewer residential units, and less park space), the CVSP project would generate fewer vehicle trips and consequently less VMT than it would have under the planning assumptions utilized by the OMCPU EIR.

The reduction in VMTs under the proposed CVSP project is largely due to the fact that the CVSP orients higher density residential and commercial land uses along Airway Road which will have better public transit access, better access from areas outside of the CVSP to allow pass-by usage, an increased job to housing ratio and better internal connectivity to parks, the school site, and open space/trails. Given this, VMTs under the CVSP project would be reduced by approximately ~~7,897,311~~ 89,580,471.

The expected daily pollutant generation can be calculated utilizing the product of the average daily miles traveled and the expected emissions inventory calculated by CALEEMOD utilizing emissions from EMFAC2011. Table 5.1 of this report compares the GHG emissions disclosed by the OMCPU EIR for the Central Village and emissions calculated to occur upon buildout of the proposed CVSP project, and shows the differences between the land use development plans. Based on these findings, operational GHG emissions will be reduced roughly ~~5,144.44~~ 8,749.83 metric tons (MT) per year under the proposed CVSP project as compared to what was evaluated and disclosed by the OMCPU EIR for the Central Village. Depending on the category of emissions, a ~~6.8~~ 5% to ~~14~~ 16% reduction can be expected from implementation of the proposed CVSP project. Given this, no new or more severe GHG impacts would result from implementation of the proposed CVSP project beyond the emissions that were already evaluated and disclosed by the OMCPU EIR for the Central Village.

Table 5.1: Expected Operational Emissions Summary MT/Year

Year	Bio-CO_2	NBio-CO_2	Total CO_2	CH_4	N_2O	CO_2e
Existing Approved OMCPU Central Village Land Uses						
Area	~~5,418.90~~ 4,925.14	~~2,336.25~~ 2,123.38	~~7,755.15~~ 7,048.52	~~5.06~~ 4.60	~~0.43~~ 0.39	~~7,993.60~~ 7,265.25
Energy	0.00	~~7,785.51~~ 7,105.77	~~7,785.51~~ 7,105.77	~~0.28~~ 0.26	~~0.08~~ 0.07	~~7,816.34~~ 7,133.91
Mobile	0.00	~~48,993.70~~ 42,404.51	~~48,993.70~~ 42,404.51	~~1.90~~ 1.64	0.00	~~49,033.51~~ 42,438.97
Waste	~~530.73~~ 485.84	0.00	~~530.73~~ 485.84	~~31.37~~ 28.71	0.00	~~1,189.39~~ 1,088.81
Water	~~109.90~~ 100.02	~~2,421.94~~ 2,156.96	~~2,531.84~~ 2,156.97	~~11.39~~ 10.36	~~0.29~~ 0.26	~~2,859.80~~ 2,555.29
Total	**~~6,059.52~~ 5,511.00**	**~~61,537.40~~ 53,790.62**	**~~67,596.92~~ 59,301.62**	**~~49.99~~ 45.57**	**~~0.79~~ 0.72**	**~~68,892.64~~ 60,482.22**
Proposed CVSP Land Uses for the Central Village						
Area	4,632.82	1,997.35	6,630.17	4.33	0.36	6,834.03
Energy	0.00	7,207.37	7,207.37	0.26	0.07	7,235.67
Mobile	0.00	~~46,096.48~~ 34,090.40	~~46,096.48~~ 34,090.40	~~1.79~~ 1.33	0.00	~~46,134.13~~ 34,118.31
Waste	482.19	0.00	482.19	28.50	0.00	1,080.62
Water	96.68	2,078.74	2,175.42	10.01	0.25	2,463.77
Total	**5,211.69**	**~~57,379.94~~ 45,373.87**	**~~62,591.62~~ 50,585.55**	**~~44.89~~ 44.43**	**~~0.69~~ 0.69**	**~~63,748.21~~ 51,732.39**
Difference between the Approved and Proposed CVSP						
Area	~~-786.08~~ -292.33	~~-338.90~~ -126.03	~~-1,124.98~~ -418.36	~~-0.73~~ -0.27	~~-0.06~~ -0.02	~~-1,159.57~~ -431.22
Energy	0.00	~~-578.14~~ 101.60	~~-578.14~~ 101.60	~~-0.02~~ 0.01	~~-0.01~~ 0.00	~~-580.68~~ 101.76
Mobile	0.00	~~-2,897.22~~ -8,314.10	~~-2,897.22~~ -8,314.10	~~-0.10~~ -0.31	0.00	~~-2,899.38~~ -8,320.66
Waste	~~-48.54~~ -3.66	0.00	~~-48.54~~ -3.66	~~-2.87~~ -0.22	0.00	~~-108.77~~ -8.19
Water	~~-13.22~~ -3.34	~~-343.20~~ -78.22	~~-356.42~~ -81.55	~~-1.37~~ -0.35	~~-0.03~~ -0.01	~~-396.04~~ -91.52
GHG Reduction over Approved Plan	**~~-847.83~~ -299.32**	**~~-4,157.46~~ -8,416.75**	**~~-5,005.29~~ -8,716.07**	**~~-5.10~~ -1.14**	**~~-0.10~~ -0.03**	**~~-5,144.44~~ -8,749.83**
Proposed CVSP Percent Reduction	**~~-14.0%~~ -5%**	**~~-6.8%~~ -16%**	**~~-7.4%~~ -3%**	**~~-10.2%~~ -5%**	**~~-13.1%~~ -4%**	**~~-7.5%~~ -14%**

Expected Construction emissions are based upon CalEEMod modeling assumptions for equipment and durations listed in Table 5.1 above.
Data is presented in decimal format and may have rounding errors.

It should be noted that this analysis is still a program level analysis, and specific project-level development plans and their associated design features are not available to analyze within this study; rather, the purpose of this study is to determine whether buildout of the proposed CVSP project would result in new or more severe environmental impacts related to GHG emissions as compared to what was evaluated and disclosed for the Central Village by the OMCPU EIR. The OMCPU EIR concluded that GHG emissions would be generated from development in the OMCPU area, either directly or indirectly, that may have a significant impact on the environment. Although impacts associated with the contribution of GHG emissions to cumulative statewide emissions were found to be significant and unavoidable for the Central Village by the OMCPU EIR, the City's updated significance threshold enacted pursuant to the CAP (as described in Subsection 5.1) would apply to the currently proposed CVSP. The significance threshold for GHG emissions based on CAP compliance provides an updated, localized, and comprehensive approach for the assessment of the significance of GHG emissions. As demonstrated in the analysis throughout this report, the CVSP Project is compliant with the CAP and does not conflict with the CAP; this report provides evidence of this consistency through the CAP ~~Consistency Checklist~~ Conformance Evaluation for Community Plan Updates (provided under Subsection 5.2 of this report). The CAP provides a localized evaluation of GHG emissions, and reduction targets and strategies to reduce impacts to cumulative state emissions. Therefore, impacts associated with CVSP's contribution of GHG emissions to cumulative statewide emissions would be less than significant, because the proposed CVSP is consistent with the CAP which reduces the cumulative contribution to statewide GHG emissions to less-than-significant levels. Thus, the CVSP would result in an reduced impact as compared to the OMCPU EIR, pursuant to the use of the updated and localized CAP threshold in addition to reducing the quantity of GHG emissions as calculated herein. The proposed CVSP would be consistent with the findings and conclusion of the OMCPU EIR because the proposed CVSP reduces a significant and unavoidable impact under the OMCPU EIR to less than significant levels.

5.5 Mitigation Measures

The following mitigation measure has been updated from the OMCPU EIR in order to comply with updated significance threshold identified by the City of San Diego's CAP. The following mitigation measure, tiered from PEIR No. 416603/SCH No. 2015021053 prepared for the CAP and the Addendum to the CAP EIR No. 416603 prepared for the CAP ~~Consistency Checklist~~ Conformance Evaluation for Community Plan Updates and other CAP Implementing Actions is applicable to the CVSP:

GHG-1 Future projects implemented in accordance with the [CVSP] CPU shall be required to demonstrate their avoidance of significant impacts related to long-term GHG emissions. The Mobility, Urban Design, and Conservation elements of the [CVSP] CPU include specific policies to require dense, compact, and diverse development, encourage highly efficient energy and water conservation design, increase walkability and bicycle and transit accessibility, increase urban forestry practices and community gardens, decrease urban heat islands, and increase climate sensitive community design. Future projects implemented in accordance with the [CVSP] CPU

shall be required to prepare a project-level CAP ~~Consistency Checklist~~ Conformance Evaluation for Community Plan Updates to demonstrate consistency.

6.0 References

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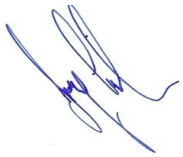
7.0 CERTIFICATIONS

The contents of this report represent an accurate depiction of the projected CO_2e emissions from the proposed CVSP development. This report was prepared utilizing the latest emission rates and reduction methodologies.



Jeremy Louden, Principal
Ldn Consulting, Inc.
760-473-1253
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Date ~~January 23,~~ March 15, 2017

ATTACHMENT A

CALLEEMOD 2013.2.2 APPROVED CVSP

Central Village Specific Plan (Existing Approved Specific Plan)

San Diego County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Elementary School	900.00	Student	13.10	75,243.03	0
City Park	18.16	Acre	18.16	791,049.60	0
Apartments Mid Rise	4,768.00	Dwelling Unit	163.94	4,768,000.00	13636
Strip Mall	32.70	1000sqft	34.00	32,700.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.6	**Precipitation Freq (Days)**	40
Climate Zone	13			**Operational Year**	2020
Utility Company	San Diego Gas & Electric				
CO2 Intensity (lb/MWhr)	720.49	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Project Size

Construction Phase -

Off-road Equipment -

Trips and VMT -

Grading - 229.2 acre site

Architectural Coating - 150 g/l

Vehicle Trips - Adjusted to meet Otay Community Plan Assumptions

Area Coating - 150 g/l

Water And Wastewater -

Solid Waste -

Water Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	150.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	150.00
tblArchitecturalCoating	EF_Residential_Exterior	250.00	150.00
tblArchitecturalCoating	EF_Residential_Interior	250.00	150.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	150
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	150	250
tblGrading	AcresOfGrading	1,162.50	229.20
tblGrading	AcresOfGrading	0.00	229.20
tblLandUse	LotAcreage	1.73	13.10
tblLandUse	LotAcreage	125.47	163.94
tblLandUse	LotAcreage	0.75	34.00
tblProjectCharacteristics	OperationalYear	2014	2020
tblVehicleTrips	ST_TR	7.16	7.63
tblVehicleTrips	ST_TR	1.59	47.66
tblVehicleTrips	ST_TR	42.04	66.73
tblVehicleTrips	SU_TR	6.07	7.63
tblVehicleTrips	SU_TR	1.59	47.66
tblVehicleTrips	SU_TR	20.43	66.73
tblVehicleTrips	WD_TR	6.59	7.63
tblVehicleTrips	WD_TR	1.59	47.66
tblVehicleTrips	WD_TR	1.29	1.89
tblVehicleTrips	WD_TR	44.32	66.73

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.6869	7.4515	5.5122	6.2300e-003	3.2886	0.3807	3.6693	1.6948	0.3503	2.0451	0.0000	573.3203	573.3203	0.1712	0.0000	576.9159
2018	0.6977	7.7790	5.6130	8.3100e-003	1.5426	0.3640	1.9066	0.7883	0.3349	1.1232	0.0000	753.5661	753.5661	0.2299	0.0000	758.3932
2019	1.5620	8.9357	17.4675	0.0421	3.9156	0.3071	4.2227	1.4248	0.2844	1.7093	0.0000	3,172.3010	3,172.3010	0.2384	0.0000	3,177.3072
2020	2.2551	9.3773	27.1064	0.0730	4.5590	0.2580	4.8171	1.2229	0.2406	1.4634	0.0000	5,214.7727	5,214.7727	0.2379	0.0000	5,219.7687
2021	2.1153	8.0720	25.7956	0.0728	4.5417	0.2286	4.7703	1.2182	0.2131	1.4313	0.0000	5,139.1538	5,139.1538	0.2305	0.0000	5,143.9932
2022	1.9995	7.2027	24.5028	0.0725	4.5243	0.2074	4.7316	1.2135	0.1932	1.4067	0.0000	5,065.9799	5,065.9799	0.2235	0.0000	5,070.6726
2023	1.8898	6.4825	23.4026	0.0724	4.5243	0.1916	4.7160	1.2136	0.1785	1.3920	0.0000	5,016.0191	5,016.0191	0.2171	0.0000	5,020.5787
2024	1.8079	6.2987	22.4950	0.0730	4.5591	0.1823	4.7414	1.2229	0.1696	1.3925	0.0000	5,013.1303	5,013.1303	0.2139	0.0000	5,017.6230
2025	1.7317	6.0610	21.6804	0.0727	4.5418	0.1710	4.7127	1.2182	0.1590	1.3772	0.0000	4,958.3635	4,958.3635	0.2091	0.0000	4,962.7539
2026	1.6858	5.9679	21.1424	0.0727	4.5418	0.1705	4.7123	1.2183	0.1585	1.3768	0.0000	4,927.5704	4,927.5704	0.2061	0.0000	4,931.8977
2027	1.6423	5.9003	20.5843	0.0727	4.5419	0.1709	4.7127	1.2183	0.1589	1.3772	0.0000	4,901.1377	4,901.1377	0.2035	0.0000	4,905.4115
2028	1.6015	5.8171	20.1407	0.0724	4.5245	0.1704	4.6949	1.2136	0.1584	1.3720	0.0000	4,860.0077	4,860.0077	0.2004	0.0000	4,864.2151
2029	1.5704	5.7848	19.8107	0.0727	4.5420	0.1712	4.7132	1.2183	0.1592	1.3775	0.0000	4,859.5542	4,859.5542	0.1988	0.0000	4,863.7299
2030	1.5302	5.1521	19.5071	0.0732	4.5420	0.1221	4.6641	1.2183	0.1141	1.3325	0.0000	4,883.4595	4,883.4595	0.1397	0.0000	4,886.3937
2031	1.5023	5.1133	19.2659	0.0732	4.5420	0.1222	4.6642	1.2183	0.1142	1.3326	0.0000	4,869.5852	4,869.5852	0.1380	0.0000	4,872.4824
2032	1.4823	5.1004	19.1281	0.0735	4.5593	0.1228	4.6821	1.2230	0.1147	1.3377	0.0000	4,876.6203	4,876.6203	0.1369	0.0000	4,879.4958
2033	1.4441	5.0285	18.7978	0.0729	4.5245	0.1218	4.6463	1.2136	0.1139	1.3275	0.0000	4,829.6955	4,829.6955	0.1344	0.0000	4,832.5186

	ROG	NOx	CO	SO2	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					
2034	1.4186	5.0031	18.6136	0.0729	4.5244	0.1218	4.6462	1.2136	0.1139	1.3274	0.0000	4,821.5279	4,821.5279	0.1331	0.0000	4,824.3222
2035	1.3898	4.9021	18.5331	0.0732	4.5418	0.1148	4.6565	1.2182	0.1068	1.3250	0.0000	4,833.3039	4,833.3039	0.1314	0.0000	4,836.0629
2036	0.1588	0.9368	2.1081	4.0400e-003	3.8670	0.0118	3.8788	0.9492	0.0118	0.9610	0.0000	342.8367	342.8367	0.0128	0.0000	343.1050
2037	0.1494	0.7159	2.0447	3.7100e-003	1.1461	0.0203	1.1664	0.2813	0.0203	0.3016	0.0000	317.7548	317.7548	0.0121	0.0000	318.0091
2038	17.8617	0.3932	1.2340	2.1700e-003	0.3115	0.0139	0.3254	0.0765	0.0139	0.0904	0.0000	186.8640	186.8640	7.1700e-003	0.0000	187.0146
2039	33.2413	0.0815	0.1929	3.2000e-004	0.5681	1.0600e-003	0.5691	0.1394	1.0600e-003	0.1405	0.0000	27.4475	27.4475	1.0100e-003	0.0000	27.4688
Total	**81.4243**	**123.5572**	**374.6785**	**1.2324**	**87.2733**	**3.7464**	**91.0197**	**24.8370**	**3.4831**	**28.3201**	**0.0000**	**84,443.9719**	**84,443.9719**	**3.6268**	**0.0000**	**84,520.1337**

2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.6869	7.4515	5.5121	6.2300e-003	3.2886	0.3807	3.6693	1.6948	0.3503	2.0451	0.0000	573.3196	573.3196	0.1712	0.0000	576.9153
2018	0.6977	7.7790	5.6129	8.3100e-003	1.5426	0.3640	1.9066	0.7883	0.3349	1.1232	0.0000	753.5652	753.5652	0.2299	0.0000	758.3923
2019	1.5620	8.9357	17.4675	0.0421	3.9156	0.3071	4.2227	1.4248	0.2844	1.7093	0.0000	3,172.3004	3,172.3004	0.2384	0.0000	3,177.3066
2020	2.2551	9.3773	27.1064	0.0730	4.5590	0.2580	4.8171	1.2229	0.2406	1.4634	0.0000	5,214.7723	5,214.7723	0.2379	0.0000	5,219.7684
2021	2.1153	8.0720	25.7956	0.0728	4.5417	0.2286	4.7703	1.2182	0.2131	1.4313	0.0000	5,139.1535	5,139.1535	0.2305	0.0000	5,143.9929
2022	1.9995	7.2027	24.5028	0.0725	4.5243	0.2074	4.7316	1.2135	0.1932	1.4067	0.0000	5,065.9795	5,065.9795	0.2235	0.0000	5,070.6723

	ROG	NOx	CO	SO2	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					
2023	1.8898	6.4825	23.4026	0.0724	4.5243	0.1916	4.7160	1.2136	0.1785	1.3920	0.0000	5,016.0187	5,016.0187	0.2171	0.0000	5,020.5783
2024	1.8079	6.2987	22.4950	0.0730	4.5591	0.1823	4.7414	1.2229	0.1696	1.3925	0.0000	5,013.1299	5,013.1299	0.2139	0.0000	5,017.6226
2025	1.7317	6.0609	21.6804	0.0727	4.5418	0.1710	4.7127	1.2182	0.1590	1.3772	0.0000	4,958.3632	4,958.3632	0.2091	0.0000	4,962.7535
2026	1.6858	5.9679	21.1424	0.0727	4.5418	0.1705	4.7123	1.2183	0.1585	1.3768	0.0000	4,927.5701	4,927.5701	0.2061	0.0000	4,931.8973
2027	1.6423	5.9003	20.5843	0.0727	4.5419	0.1709	4.7127	1.2183	0.1589	1.3772	0.0000	4,901.1374	4,901.1374	0.2035	0.0000	4,905.4112
2028	1.6015	5.8171	20.1407	0.0724	4.5245	0.1704	4.6949	1.2136	0.1584	1.3720	0.0000	4,860.0073	4,860.0073	0.2004	0.0000	4,864.2148
2029	1.5704	5.7848	19.8107	0.0727	4.5420	0.1712	4.7132	1.2183	0.1592	1.3775	0.0000	4,859.5539	4,859.5539	0.1988	0.0000	4,863.7296
2030	1.5302	5.1521	19.5070	0.0732	4.5420	0.1221	4.6641	1.2183	0.1141	1.3325	0.0000	4,883.4591	4,883.4591	0.1397	0.0000	4,886.3932
2031	1.5023	5.1133	19.2659	0.0732	4.5420	0.1222	4.6642	1.2183	0.1142	1.3326	0.0000	4,869.5848	4,869.5848	0.1380	0.0000	4,872.4820
2032	1.4823	5.1004	19.1281	0.0735	4.5593	0.1228	4.6821	1.2230	0.1147	1.3377	0.0000	4,876.6199	4,876.6199	0.1369	0.0000	4,879.4954
2033	1.4441	5.0285	18.7978	0.0729	4.5245	0.1218	4.6463	1.2136	0.1139	1.3275	0.0000	4,829.6950	4,829.6950	0.1344	0.0000	4,832.5182
2034	1.4186	5.0031	18.6136	0.0729	4.5244	0.1218	4.6462	1.2136	0.1139	1.3274	0.0000	4,821.5275	4,821.5275	0.1331	0.0000	4,824.3218
2035	1.3898	4.9021	18.5331	0.0732	4.5418	0.1148	4.6565	1.2182	0.1068	1.3250	0.0000	4,833.3035	4,833.3035	0.1314	0.0000	4,836.0625
2036	0.1588	0.9368	2.1081	4.0400e-003	3.8670	0.0118	3.8788	0.9492	0.0118	0.9610	0.0000	342.8363	342.8363	0.0128	0.0000	343.1046
2037	0.1494	0.7159	2.0447	3.7100e-003	1.1461	0.0203	1.1664	0.2813	0.0203	0.3016	0.0000	317.7544	317.7544	0.0121	0.0000	318.0087
2038	17.8617	0.3932	1.2340	2.1700e-003	0.3115	0.0139	0.3254	0.0765	0.0139	0.0904	0.0000	186.8638	186.8638	7.1700e-003	0.0000	187.0143
2039	33.2413	0.0815	0.1929	3.2000e-004	0.5681	1.0600e-003	0.5691	0.1394	1.0600e-003	0.1405	0.0000	27.4475	27.4475	1.0100e-003	0.0000	27.4687
Total	**81.4243**	**123.5572**	**374.6785**	**1.2324**	**87.2733**	**3.7464**	**91.0197**	**24.8370**	**3.4831**	**28.3201**	**0.0000**	**84,443.9627**	**84,443.9627**	**3.6268**	**0.0000**	**84,520.1245**

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	330.7849	4.4699	404.0795	0.1458		51.9744	51.9744		51.9729	51.9729	4,925.1423	2,123.3800	7,048.5223	4.6015	0.3874	7,265.2482
Energy	0.1439	1.2311	0.5349	7.8500e-003		0.0994	0.0994		0.0994	0.0994	0.0000	7,105.7721	7,105.7721	0.2560	0.0734	7,133.9084
Mobile	21.8771	47.5248	223.6108	0.6109	42.0253	0.7016	42.7268	11.2397	0.6474	11.8870	0.0000	42,404.5089	42,404.5089	1.6409	0.0000	42,438.9686
Waste						0.0000	0.0000		0.0000	0.0000	485.8447	0.0000	485.8447	28.7126	0.0000	1,088.8092
Water						0.0000	0.0000		0.0000	0.0000	100.0169	2,156.9570	2,256.9739	10.3595	0.2605	2,555.2859
Total	**352.8059**	**53.2257**	**628.2251**	**0.7646**	**42.0253**	**52.7754**	**94.8006**	**11.2397**	**52.7196**	**63.9593**	**5,511.0039**	**53,790.6180**	**59,301.6219**	**45.5706**	**0.7213**	**60,482.2204**

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	330.7849	4.4699	404.0795	0.1458		51.9744	51.9744		51.9729	51.9729	4,925.1423	2,123.3800	7,048.5223	4.6015	0.3874	7,265.2482
Energy	0.1439	1.2311	0.5349	7.8500e-003		0.0994	0.0994		0.0994	0.0994	0.0000	7,105.7721	7,105.7721	0.2560	0.0734	7,133.9084
Mobile	21.8771	47.5248	223.6108	0.6109	42.0253	0.7016	42.7268	11.2397	0.6474	11.8870	0.0000	42,404.5089	42,404.5089	1.6409	0.0000	42,438.9686
Waste						0.0000	0.0000		0.0000	0.0000	485.8447	0.0000	485.8447	28.7126	0.0000	1,088.8092
Water						0.0000	0.0000		0.0000	0.0000	80.0136	1,688.3154	1,768.3290	8.2861	0.2081	2,006.8510
Total	**352.8059**	**53.2257**	**628.2251**	**0.7646**	**42.0253**	**52.7754**	**94.8006**	**11.2397**	**52.7196**	**63.9593**	**5,491.0005**	**53,321.9765**	**58,812.9770**	**43.4972**	**0.6689**	**59,933.7854**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.36**	**0.87**	**0.82**	**4.55**	**7.27**	**0.91**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2017	9/8/2017	5	180	
2	Grading	Grading	9/9/2017	6/21/2019	5	465	
3	Building Construction	Building Construction	6/22/2019	4/17/2037	5	4650	
4	Paving	Paving	4/18/2037	7/23/2038	5	330	
5	Architectural Coating	Architectural Coating	7/24/2038	10/28/2039	5	330	

Acres of Grading (Site Preparation Phase): 229.2

Acres of Grading (Grading Phase): 229.2

Acres of Paving: 0

Residential Indoor: 9,655,200; Residential Outdoor: 3,218,400; Non-Residential Indoor: 1,348,489; Non-Residential Outdoor: 449,496 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	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	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
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	3,807.00	657.00	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	761.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.7475	0.0000	1.7475	0.9069	0.0000	0.9069	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.4354	4.6578	3.5457	3.5200e-003		0.2479	0.2479		0.2281	0.2281	0.0000	326.8385	326.8385	0.1001	0.0000	328.9415
Total	**0.4354**	**4.6578**	**3.5457**	**3.5200e-003**	**1.7475**	**0.2479**	**1.9954**	**0.9069**	**0.2281**	**1.1349**	**0.0000**	**326.8385**	**326.8385**	**0.1001**	**0.0000**	**328.9415**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	5.0300e-003	6.6700e-003	0.0631	1.6000e-004	0.0130	1.0000e-004	0.0131	3.4500e-003	9.0000e-005	3.5400e-003	0.0000	11.6387	11.6387	5.9000e-004	0.0000	11.6511
Total	**5.0300e-003**	**6.6700e-003**	**0.0631**	**1.6000e-004**	**0.0130**	**1.0000e-004**	**0.0131**	**3.4500e-003**	**9.0000e-005**	**3.5400e-003**	**0.0000**	**11.6387**	**11.6387**	**5.9000e-004**	**0.0000**	**11.6511**

3.2 Site Preparation - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.7475	0.0000	1.7475	0.9069	0.0000	0.9069	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.4354	4.6578	3.5457	3.5200e-003		0.2479	0.2479		0.2281	0.2281	0.0000	326.8381	326.8381	0.1001	0.0000	328.9411
Total	**0.4354**	**4.6578**	**3.5457**	**3.5200e-003**	**1.7475**	**0.2479**	**1.9954**	**0.9069**	**0.2281**	**1.1349**	**0.0000**	**326.8381**	**326.8381**	**0.1001**	**0.0000**	**328.9411**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	5.0300e-003	6.6700e-003	0.0631	1.6000e-004	0.0130	1.0000e-004	0.0131	3.4500e-003	9.0000e-005	3.5400e-003	0.0000	11.6387	11.6387	5.9000e-004	0.0000	11.6511
Total	**5.0300e-003**	**6.6700e-003**	**0.0631**	**1.6000e-004**	**0.0130**	**1.0000e-004**	**0.0131**	**3.4500e-003**	**9.0000e-005**	**3.5400e-003**	**0.0000**	**11.6387**	**11.6387**	**5.9000e-004**	**0.0000**	**11.6511**

3.3 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.5217	0.0000	1.5217	0.7828	0.0000	0.7828	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2440	2.7837	1.8722	2.4700e-003		0.1327	0.1327		0.1221	0.1221	0.0000	229.0957	229.0957	0.0702	0.0000	230.5698
Total	**0.2440**	**2.7837**	**1.8722**	**2.4700e-003**	**1.5217**	**0.1327**	**1.6544**	**0.7828**	**0.1221**	**0.9048**	**0.0000**	**229.0957**	**229.0957**	**0.0702**	**0.0000**	**230.5698**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	2.4900e-003	3.2900e-003	0.0311	8.0000e-005	6.4200e-003	5.0000e-005	6.4600e-003	1.7000e-003	4.0000e-005	1.7500e-003	0.0000	5.7475	5.7475	2.9000e-004	0.0000	5.7536
Total	**2.4900e-003**	**3.2900e-003**	**0.0311**	**8.0000e-005**	**6.4200e-003**	**5.0000e-005**	**6.4600e-003**	**1.7000e-003**	**4.0000e-005**	**1.7500e-003**	**0.0000**	**5.7475**	**5.7475**	**2.9000e-004**	**0.0000**	**5.7536**

3.3 Grading - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.5217	0.0000	1.5217	0.7828	0.0000	0.7828	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2440	2.7837	1.8722	2.4700e-003		0.1327	0.1327		0.1221	0.1221	0.0000	229.0954	229.0954	0.0702	0.0000	230.5695
Total	**0.2440**	**2.7837**	**1.8722**	**2.4700e-003**	**1.5217**	**0.1327**	**1.6544**	**0.7828**	**0.1221**	**0.9048**	**0.0000**	**229.0954**	**229.0954**	**0.0702**	**0.0000**	**230.5695**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	2.4900e-003	3.2900e-003	0.0311	8.0000e-005	6.4200e-003	5.0000e-005	6.4600e-003	1.7000e-003	4.0000e-005	1.7500e-003	0.0000	5.7475	5.7475	2.9000e-004	0.0000	5.7536
Total	**2.4900e-003**	**3.2900e-003**	**0.0311**	**8.0000e-005**	**6.4200e-003**	**5.0000e-005**	**6.4600e-003**	**1.7000e-003**	**4.0000e-005**	**1.7500e-003**	**0.0000**	**5.7475**	**5.7475**	**2.9000e-004**	**0.0000**	**5.7536**

3.3 Grading - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.5217	0.0000	1.5217	0.7828	0.0000	0.7828	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.6903	7.7692	5.5210	8.0500e-003		0.3638	0.3638		0.3347	0.3347	0.0000	735.5190	735.5190	0.2290	0.0000	740.3275
Total	**0.6903**	**7.7692**	**5.5210**	**8.0500e-003**	**1.5217**	**0.3638**	**1.8855**	**0.7828**	**0.3347**	**1.1175**	**0.0000**	**735.5190**	**735.5190**	**0.2290**	**0.0000**	**740.3275**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	7.3700e-003	9.8100e-003	0.0919	2.6000e-004	0.0209	1.5000e-004	0.0211	5.5600e-003	1.4000e-004	5.7000e-003	0.0000	18.0471	18.0471	8.9000e-004	0.0000	18.0657
Total	**7.3700e-003**	**9.8100e-003**	**0.0919**	**2.6000e-004**	**0.0209**	**1.5000e-004**	**0.0211**	**5.5600e-003**	**1.4000e-004**	**5.7000e-003**	**0.0000**	**18.0471**	**18.0471**	**8.9000e-004**	**0.0000**	**18.0657**

3.3 Grading - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.5217	0.0000	1.5217	0.7828	0.0000	0.7828	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.6903	7.7692	5.5210	8.0500e-003		0.3638	0.3638		0.3347	0.3347	0.0000	735.5182	735.5182	0.2290	0.0000	740.3267
Total	**0.6903**	**7.7692**	**5.5210**	**8.0500e-003**	**1.5217**	**0.3638**	**1.8855**	**0.7828**	**0.3347**	**1.1175**	**0.0000**	**735.5182**	**735.5182**	**0.2290**	**0.0000**	**740.3267**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	7.3700e-003	9.8100e-003	0.0919	2.6000e-004	0.0209	1.5000e-004	0.0211	5.5600e-003	1.4000e-004	5.7000e-003	0.0000	18.0471	18.0471	8.9000e-004	0.0000	18.0657
Total	**7.3700e-003**	**9.8100e-003**	**0.0919**	**2.6000e-004**	**0.0209**	**1.5000e-004**	**0.0211**	**5.5600e-003**	**1.4000e-004**	**5.7000e-003**	**0.0000**	**18.0471**	**18.0471**	**8.9000e-004**	**0.0000**	**18.0657**

3.3 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					1.5217	0.0000	1.5217	0.7828	0.0000	0.7828	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.3033	3.3603	2.4979	3.8300e-003		0.1553	0.1553		0.1429	0.1429	0.0000	343.7335	343.7335	0.1088	0.0000	346.0174
Total	**0.3033**	**3.3603**	**2.4979**	**3.8300e-003**	**1.5217**	**0.1553**	**1.6770**	**0.7828**	**0.1429**	**0.9256**	**0.0000**	**343.7335**	**343.7335**	**0.1088**	**0.0000**	**346.0174**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	3.2500e-003	4.3100e-003	0.0402	1.2000e-004	9.9400e-003	7.0000e-005	0.0100	2.6400e-003	7.0000e-005	2.7100e-003	0.0000	8.2639	8.2639	4.0000e-004	0.0000	8.2722
Total	**3.2500e-003**	**4.3100e-003**	**0.0402**	**1.2000e-004**	**9.9400e-003**	**7.0000e-005**	**0.0100**	**2.6400e-003**	**7.0000e-005**	**2.7100e-003**	**0.0000**	**8.2639**	**8.2639**	**4.0000e-004**	**0.0000**	**8.2722**

3.3 Grading - 2019

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.5217	0.0000	1.5217	0.7828	0.0000	0.7828	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.3033	3.3603	2.4979	3.8300e-003		0.1553	0.1553		0.1429	0.1429	0.0000	343.7331	343.7331	0.1088	0.0000	346.0169
Total	**0.3033**	**3.3603**	**2.4979**	**3.8300e-003**	**1.5217**	**0.1553**	**1.6770**	**0.7828**	**0.1429**	**0.9256**	**0.0000**	**343.7331**	**343.7331**	**0.1088**	**0.0000**	**346.0169**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	3.2500e-003	4.3100e-003	0.0402	1.2000e-004	9.9400e-003	7.0000e-005	0.0100	2.6400e-003	7.0000e-005	2.7100e-003	0.0000	8.2639	8.2639	4.0000e-004	0.0000	8.2722
Total	**3.2500e-003**	**4.3100e-003**	**0.0402**	**1.2000e-004**	**9.9400e-003**	**7.0000e-005**	**0.0100**	**2.6400e-003**	**7.0000e-005**	**2.7100e-003**	**0.0000**	**8.2639**	**8.2639**	**4.0000e-004**	**0.0000**	**8.2722**

3.4 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	0.1611	1.4361	1.1727	1.8400e-003		0.0880	0.0880		0.0828	0.0828	0.0000	160.3741	160.3741	0.0390	0.0000	161.1935
Total	**0.1611**	**1.4361**	**1.1727**	**1.8400e-003**		**0.0880**	**0.0880**		**0.0828**	**0.0828**	**0.0000**	**160.3741**	**160.3741**	**0.0390**	**0.0000**	**161.1935**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.4110	3.2296	5.3098	0.0106	0.2927	0.0485	0.3412	0.0837	0.0446	0.1284	0.0000	921.9817	921.9817	6.8900e-003	0.0000	922.1263
Worker	0.6834	0.9054	8.4469	0.0257	2.0912	0.0152	2.1064	0.5557	0.0141	0.5698	0.0000	1,737.9479	1,737.9479	0.0833	0.0000	1,739.6979
Total	**1.0944**	**4.1351**	**13.7567**	**0.0364**	**2.3839**	**0.0637**	**2.4477**	**0.6394**	**0.0587**	**0.6982**	**0.0000**	**2,659.9295**	**2,659.9295**	**0.0902**	**0.0000**	**2,661.8241**

3.4 Building Construction - 2019

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1611	1.4361	1.1727	1.8400e-003		0.0880	0.0880		0.0828	0.0828	0.0000	160.3739	160.3739	0.0390	0.0000	161.1933
Total	**0.1611**	**1.4361**	**1.1727**	**1.8400e-003**		**0.0880**	**0.0880**		**0.0828**	**0.0828**	**0.0000**	**160.3739**	**160.3739**	**0.0390**	**0.0000**	**161.1933**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.4110	3.2296	5.3098	0.0106	0.2927	0.0485	0.3412	0.0837	0.0446	0.1284	0.0000	921.9817	921.9817	6.8900e-003	0.0000	922.1263
Worker	0.6834	0.9054	8.4469	0.0257	2.0912	0.0152	2.1064	0.5557	0.0141	0.5698	0.0000	1,737.9479	1,737.9479	0.0833	0.0000	1,739.6979
Total	**1.0944**	**4.1351**	**13.7567**	**0.0364**	**2.3839**	**0.0637**	**2.4477**	**0.6394**	**0.0587**	**0.6982**	**0.0000**	**2,659.9295**	**2,659.9295**	**0.0902**	**0.0000**	**2,661.8241**

3.4 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	0.2766	2.5000	2.2019	3.5100e-003		0.1458	0.1458		0.1371	0.1371	0.0000	302.1514	302.1514	0.0736	0.0000	303.6973
Total	**0.2766**	**2.5000**	**2.2019**	**3.5100e-003**		**0.1458**	**0.1458**		**0.1371**	**0.1371**	**0.0000**	**302.1514**	**302.1514**	**0.0736**	**0.0000**	**303.6973**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.7426	5.2595	9.8075	0.0203	0.5597	0.0832	0.6429	0.1601	0.0765	0.2367	0.0000	1,722.8856	1,722.8856	0.0128	0.0000	1,723.1533
Worker	1.2359	1.6178	15.0970	0.0492	3.9993	0.0291	4.0284	1.0627	0.0270	1.0897	0.0000	3,189.7357	3,189.7357	0.1516	0.0000	3,192.9182
Total	**1.9785**	**6.8773**	**24.9045**	**0.0695**	**4.5590**	**0.1123**	**4.6713**	**1.2229**	**0.1035**	**1.3263**	**0.0000**	**4,912.6213**	**4,912.6213**	**0.1643**	**0.0000**	**4,916.0715**

3.4 Building Construction - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.2766	2.5000	2.2019	3.5100e-003		0.1458	0.1458		0.1371	0.1371	0.0000	302.1510	302.1510	0.0736	0.0000	303.6969
Total	**0.2766**	**2.5000**	**2.2019**	**3.5100e-003**		**0.1458**	**0.1458**		**0.1371**	**0.1371**	**0.0000**	**302.1510**	**302.1510**	**0.0736**	**0.0000**	**303.6969**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.7426	5.2595	9.8075	0.0203	0.5597	0.0832	0.6429	0.1601	0.0765	0.2367	0.0000	1,722.8856	1,722.8856	0.0128	0.0000	1,723.1533
Worker	1.2359	1.6178	15.0970	0.0492	3.9993	0.0291	4.0284	1.0627	0.0270	1.0897	0.0000	3,189.7357	3,189.7357	0.1516	0.0000	3,192.9182
Total	**1.9785**	**6.8773**	**24.9045**	**0.0695**	**4.5590**	**0.1123**	**4.6713**	**1.2229**	**0.1035**	**1.3263**	**0.0000**	**4,912.6213**	**4,912.6213**	**0.1643**	**0.0000**	**4,916.0715**

3.4 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	0.2471	2.2629	2.1582	3.5000e-003		0.1246	0.1246		0.1172	0.1172	0.0000	301.0339	301.0339	0.0725	0.0000	302.5568
Total	**0.2471**	**2.2629**	**2.1582**	**3.5000e-003**		**0.1246**	**0.1246**		**0.1172**	**0.1172**	**0.0000**	**301.0339**	**301.0339**	**0.0725**	**0.0000**	**302.5568**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.6961	4.2962	9.3796	0.0202	0.5576	0.0746	0.6322	0.1595	0.0686	0.2282	0.0000	1,713.5706	1,713.5706	0.0127	0.0000	1,713.8364
Worker	1.1722	1.5130	14.2578	0.0491	3.9840	0.0294	4.0134	1.0587	0.0273	1.0860	0.0000	3,124.5493	3,124.5493	0.1453	0.0000	3,127.6000
Total	**1.8683**	**5.8091**	**23.6374**	**0.0693**	**4.5417**	**0.1040**	**4.6457**	**1.2182**	**0.0959**	**1.3141**	**0.0000**	**4,838.1200**	**4,838.1200**	**0.1579**	**0.0000**	**4,841.4364**

3.4 Building Construction - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.2471	2.2629	2.1582	3.5000e-003		0.1246	0.1246		0.1172	0.1172	0.0000	301.0335	301.0335	0.0725	0.0000	302.5565
Total	**0.2471**	**2.2629**	**2.1582**	**3.5000e-003**		**0.1246**	**0.1246**		**0.1172**	**0.1172**	**0.0000**	**301.0335**	**301.0335**	**0.0725**	**0.0000**	**302.5565**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.6961	4.2962	9.3796	0.0202	0.5576	0.0746	0.6322	0.1595	0.0686	0.2282	0.0000	1,713.5706	1,713.5706	0.0127	0.0000	1,713.8364
Worker	1.1722	1.5130	14.2578	0.0491	3.9840	0.0294	4.0134	1.0587	0.0273	1.0860	0.0000	3,124.5493	3,124.5493	0.1453	0.0000	3,127.6000
Total	**1.8683**	**5.8091**	**23.6374**	**0.0693**	**4.5417**	**0.1040**	**4.6457**	**1.2182**	**0.0959**	**1.3141**	**0.0000**	**4,838.1200**	**4,838.1200**	**0.1579**	**0.0000**	**4,841.4364**

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2209	2.0197	2.1226	3.4900e-003		0.1047	0.1047		0.0986	0.0986	0.0000	299.9946	299.9946	0.0718	0.0000	301.5017
Total	**0.2209**	**2.0197**	**2.1226**	**3.4900e-003**		**0.1047**	**0.1047**		**0.0986**	**0.0986**	**0.0000**	**299.9946**	**299.9946**	**0.0718**	**0.0000**	**301.5017**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.6662	3.7593	8.9771	0.0201	0.5555	0.0731	0.6286	0.1589	0.0673	0.2262	0.0000	1,705.2404	1,705.2404	0.0129	0.0000	1,705.5106
Worker	1.1125	1.4236	13.4032	0.0489	3.9688	0.0295	3.9983	1.0546	0.0274	1.0820	0.0000	3,060.7448	3,060.7448	0.1388	0.0000	3,063.6603
Total	**1.7786**	**5.1829**	**22.3803**	**0.0690**	**4.5243**	**0.1026**	**4.6269**	**1.2135**	**0.0946**	**1.3082**	**0.0000**	**4,765.9853**	**4,765.9853**	**0.1517**	**0.0000**	**4,769.1709**

3.4 Building Construction - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.2209	2.0197	2.1226	3.4900e-003		0.1047	0.1047		0.0986	0.0986	0.0000	299.9943	299.9943	0.0718	0.0000	301.5013
Total	**0.2209**	**2.0197**	**2.1226**	**3.4900e-003**		**0.1047**	**0.1047**		**0.0986**	**0.0986**	**0.0000**	**299.9943**	**299.9943**	**0.0718**	**0.0000**	**301.5013**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.6662	3.7593	8.9771	0.0201	0.5555	0.0731	0.6286	0.1589	0.0673	0.2262	0.0000	1,705.2404	1,705.2404	0.0129	0.0000	1,705.5106
Worker	1.1125	1.4236	13.4032	0.0489	3.9688	0.0295	3.9983	1.0546	0.0274	1.0820	0.0000	3,060.7448	3,060.7448	0.1388	0.0000	3,063.6603
Total	**1.7786**	**5.1829**	**22.3803**	**0.0690**	**4.5243**	**0.1026**	**4.6269**	**1.2135**	**0.0946**	**1.3082**	**0.0000**	**4,765.9853**	**4,765.9853**	**0.1517**	**0.0000**	**4,769.1709**

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2036	1.8606	2.1072	3.4900e-003		0.0906	0.0906		0.0852	0.0852	0.0000	300.0980	300.0980	0.0713	0.0000	301.5949
Total	**0.2036**	**1.8606**	**2.1072**	**3.4900e-003**		**0.0906**	**0.0906**		**0.0852**	**0.0852**	**0.0000**	**300.0980**	**300.0980**	**0.0713**	**0.0000**	**301.5949**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.6243	3.2719	8.6096	0.0200	0.5555	0.0714	0.6269	0.1589	0.0657	0.2246	0.0000	1,701.4223	1,701.4223	0.0121	0.0000	1,701.6760
Worker	1.0619	1.3499	12.6859	0.0489	3.9688	0.0297	3.9985	1.0546	0.0276	1.0822	0.0000	3,014.4989	3,014.4989	0.1338	0.0000	3,017.3078
Total	**1.6862**	**4.6219**	**21.2954**	**0.0689**	**4.5243**	**0.1011**	**4.6254**	**1.2136**	**0.0932**	**1.3068**	**0.0000**	**4,715.9211**	**4,715.9211**	**0.1458**	**0.0000**	**4,718.9838**

3.4 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.2036	1.8606	2.1072	3.4900e-003		0.0906	0.0906		0.0852	0.0852	0.0000	300.0976	300.0976	0.0713	0.0000	301.5946
Total	**0.2036**	**1.8606**	**2.1072**	**3.4900e-003**		**0.0906**	**0.0906**		**0.0852**	**0.0852**	**0.0000**	**300.0976**	**300.0976**	**0.0713**	**0.0000**	**301.5946**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.6243	3.2719	8.6096	0.0200	0.5555	0.0714	0.6269	0.1589	0.0657	0.2246	0.0000	1,701.4223	1,701.4223	0.0121	0.0000	1,701.6760
Worker	1.0619	1.3499	12.6859	0.0489	3.9688	0.0297	3.9985	1.0546	0.0276	1.0822	0.0000	3,014.4989	3,014.4989	0.1338	0.0000	3,017.3078
Total	**1.6862**	**4.6219**	**21.2954**	**0.0689**	**4.5243**	**0.1011**	**4.6254**	**1.2136**	**0.0932**	**1.3068**	**0.0000**	**4,715.9211**	**4,715.9211**	**0.1458**	**0.0000**	**4,718.9838**

3.4 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1920	1.7524	2.1135	3.5200e-003		0.0800	0.0800		0.0752	0.0752	0.0000	302.4646	302.4646	0.0714	0.0000	303.9643
Total	**0.1920**	**1.7524**	**2.1135**	**3.5200e-003**		**0.0800**	**0.0800**		**0.0752**	**0.0752**	**0.0000**	**302.4646**	**302.4646**	**0.0714**	**0.0000**	**303.9643**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.5927	3.2510	8.2072	0.0202	0.5598	0.0722	0.6320	0.1602	0.0664	0.2266	0.0000	1,714.3997	1,714.3997	0.0122	0.0000	1,714.6562
Worker	1.0233	1.2953	12.1743	0.0493	3.9993	0.0302	4.0295	1.0627	0.0280	1.0907	0.0000	2,996.2660	2,996.2660	0.1303	0.0000	2,999.0025
Total	**1.6159**	**4.5463**	**20.3815**	**0.0694**	**4.5591**	**0.1024**	**4.6615**	**1.2229**	**0.0944**	**1.3173**	**0.0000**	**4,710.6657**	**4,710.6657**	**0.1425**	**0.0000**	**4,713.6587**

3.4 Building Construction - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1920	1.7524	2.1135	3.5200e-003		0.0800	0.0800		0.0752	0.0752	0.0000	302.4642	302.4642	0.0714	0.0000	303.9639
Total	**0.1920**	**1.7524**	**2.1135**	**3.5200e-003**		**0.0800**	**0.0800**		**0.0752**	**0.0752**	**0.0000**	**302.4642**	**302.4642**	**0.0714**	**0.0000**	**303.9639**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.5927	3.2510	8.2072	0.0202	0.5598	0.0722	0.6320	0.1602	0.0664	0.2266	0.0000	1,714.3997	1,714.3997	0.0122	0.0000	1,714.6562
Worker	1.0233	1.2953	12.1743	0.0493	3.9993	0.0302	4.0295	1.0627	0.0280	1.0907	0.0000	2,996.2660	2,996.2660	0.1303	0.0000	2,999.0025
Total	**1.6159**	**4.5463**	**20.3815**	**0.0694**	**4.5591**	**0.1024**	**4.6615**	**1.2229**	**0.0944**	**1.3173**	**0.0000**	**4,710.6657**	**4,710.6657**	**0.1425**	**0.0000**	**4,713.6587**

3.4 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1777	1.6195	2.0948	3.5000e-003		0.0685	0.0685		0.0645	0.0645	0.0000	301.4019	301.4019	0.0707	0.0000	302.8874
Total	**0.1777**	**1.6195**	**2.0948**	**3.5000e-003**		**0.0685**	**0.0685**		**0.0645**	**0.0645**	**0.0000**	**301.4019**	**301.4019**	**0.0707**	**0.0000**	**302.8874**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.5741	3.2048	7.9602	0.0201	0.5577	0.0721	0.6298	0.1596	0.0664	0.2259	0.0000	1,708.0010	1,708.0010	0.0122	0.0000	1,708.2572
Worker	0.9800	1.2367	11.6254	0.0491	3.9840	0.0303	4.0144	1.0587	0.0282	1.0868	0.0000	2,948.9606	2,948.9606	0.1261	0.0000	2,951.6092
Total	**1.5540**	**4.4415**	**19.5856**	**0.0692**	**4.5418**	**0.1025**	**4.6442**	**1.2182**	**0.0945**	**1.3127**	**0.0000**	**4,656.9616**	**4,656.9616**	**0.1383**	**0.0000**	**4,659.8665**

3.4 Building Construction - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1777	1.6195	2.0948	3.5000e-003		0.0685	0.0685		0.0645	0.0645	0.0000	301.4015	301.4015	0.0707	0.0000	302.8871
Total	**0.1777**	**1.6195**	**2.0948**	**3.5000e-003**		**0.0685**	**0.0685**		**0.0645**	**0.0645**	**0.0000**	**301.4015**	**301.4015**	**0.0707**	**0.0000**	**302.8871**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.5741	3.2048	7.9602	0.0201	0.5577	0.0721	0.6298	0.1596	0.0664	0.2259	0.0000	1,708.0010	1,708.0010	0.0122	0.0000	1,708.2572
Worker	0.9800	1.2367	11.6254	0.0491	3.9840	0.0303	4.0144	1.0587	0.0282	1.0868	0.0000	2,948.9606	2,948.9606	0.1261	0.0000	2,951.6092
Total	**1.5540**	**4.4415**	**19.5856**	**0.0692**	**4.5418**	**0.1025**	**4.6442**	**1.2182**	**0.0945**	**1.3127**	**0.0000**	**4,656.9616**	**4,656.9616**	**0.1383**	**0.0000**	**4,659.8665**

3.4 Building Construction - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1777	1.6195	2.0948	3.5000e-003		0.0685	0.0685		0.0645	0.0645	0.0000	301.4019	301.4019	0.0707	0.0000	302.8874
Total	**0.1777**	**1.6195**	**2.0948**	**3.5000e-003**		**0.0685**	**0.0685**		**0.0645**	**0.0645**	**0.0000**	**301.4019**	**301.4019**	**0.0707**	**0.0000**	**302.8874**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.5604	3.1536	7.8088	0.0201	0.5578	0.0713	0.6291	0.1596	0.0656	0.2252	0.0000	1,708.1460	1,708.1460	0.0121	0.0000	1,708.4002
Worker	0.9477	1.1949	11.2388	0.0491	3.9840	0.0307	4.0147	1.0587	0.0285	1.0871	0.0000	2,918.0226	2,918.0226	0.1232	0.0000	2,920.6100
Total	**1.5081**	**4.3484**	**19.0476**	**0.0692**	**4.5418**	**0.1020**	**4.6438**	**1.2183**	**0.0941**	**1.3123**	**0.0000**	**4,626.1686**	**4,626.1686**	**0.1353**	**0.0000**	**4,629.0103**

3.4 Building Construction - 2026

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1777	1.6195	2.0948	3.5000e-003		0.0685	0.0685		0.0645	0.0645	0.0000	301.4015	301.4015	0.0707	0.0000	302.8871
Total	**0.1777**	**1.6195**	**2.0948**	**3.5000e-003**		**0.0685**	**0.0685**		**0.0645**	**0.0645**	**0.0000**	**301.4015**	**301.4015**	**0.0707**	**0.0000**	**302.8871**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.5604	3.1536	7.8088	0.0201	0.5578	0.0713	0.6291	0.1596	0.0656	0.2252	0.0000	1,708.1460	1,708.1460	0.0121	0.0000	1,708.4002
Worker	0.9477	1.1949	11.2388	0.0491	3.9840	0.0307	4.0147	1.0587	0.0285	1.0871	0.0000	2,918.0226	2,918.0226	0.1232	0.0000	2,920.6100
Total	**1.5081**	**4.3484**	**19.0476**	**0.0692**	**4.5418**	**0.1020**	**4.6438**	**1.2183**	**0.0941**	**1.3123**	**0.0000**	**4,626.1686**	**4,626.1686**	**0.1353**	**0.0000**	**4,629.0103**

3.4 Building Construction - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1777	1.6195	2.0948	3.5000e-003		0.0685	0.0685		0.0645	0.0645	0.0000	301.4019	301.4019	0.0707	0.0000	302.8874
Total	**0.1777**	**1.6195**	**2.0948**	**3.5000e-003**		**0.0685**	**0.0685**		**0.0645**	**0.0645**	**0.0000**	**301.4019**	**301.4019**	**0.0707**	**0.0000**	**302.8874**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.5467	3.1219	7.5917	0.0201	0.5578	0.0714	0.6292	0.1596	0.0657	0.2253	0.0000	1,708.3524	1,708.3524	0.0121	0.0000	1,708.6070
Worker	0.9179	1.1589	10.8979	0.0491	3.9840	0.0310	4.0150	1.0587	0.0287	1.0874	0.0000	2,891.3835	2,891.3835	0.1207	0.0000	2,893.9171
Total	**1.4646**	**4.2809**	**18.4895**	**0.0692**	**4.5419**	**0.1024**	**4.6442**	**1.2183**	**0.0944**	**1.3127**	**0.0000**	**4,599.7358**	**4,599.7358**	**0.1328**	**0.0000**	**4,602.5241**

3.4 Building Construction - 2027

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1777	1.6195	2.0948	3.5000e-003		0.0685	0.0685		0.0645	0.0645	0.0000	301.4015	301.4015	0.0707	0.0000	302.8871
Total	**0.1777**	**1.6195**	**2.0948**	**3.5000e-003**		**0.0685**	**0.0685**		**0.0645**	**0.0645**	**0.0000**	**301.4015**	**301.4015**	**0.0707**	**0.0000**	**302.8871**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.5467	3.1219	7.5917	0.0201	0.5578	0.0714	0.6292	0.1596	0.0657	0.2253	0.0000	1,708.3524	1,708.3524	0.0121	0.0000	1,708.6070
Worker	0.9179	1.1589	10.8979	0.0491	3.9840	0.0310	4.0150	1.0587	0.0287	1.0874	0.0000	2,891.3835	2,891.3835	0.1207	0.0000	2,893.9171
Total	**1.4646**	**4.2809**	**18.4895**	**0.0692**	**4.5419**	**0.1024**	**4.6442**	**1.2183**	**0.0944**	**1.3127**	**0.0000**	**4,599.7358**	**4,599.7358**	**0.1328**	**0.0000**	**4,602.5241**

3.4 Building Construction - 2028

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1770	1.6133	2.0867	3.4900e-003		0.0683	0.0683		0.0642	0.0642	0.0000	300.2471	300.2471	0.0705	0.0000	301.7269
Total	**0.1770**	**1.6133**	**2.0867**	**3.4900e-003**		**0.0683**	**0.0683**		**0.0642**	**0.0642**	**0.0000**	**300.2471**	**300.2471**	**0.0705**	**0.0000**	**301.7269**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.5389	3.0840	7.5055	0.0200	0.5557	0.0710	0.6268	0.1590	0.0653	0.2244	0.0000	1,702.0487	1,702.0487	0.0121	0.0000	1,702.3023
Worker	0.8856	1.1198	10.5484	0.0489	3.9688	0.0311	3.9999	1.0546	0.0289	1.0835	0.0000	2,857.7119	2,857.7119	0.1178	0.0000	2,860.1859
Total	**1.4245**	**4.2038**	**18.0540**	**0.0689**	**4.5245**	**0.1021**	**4.6266**	**1.2136**	**0.0942**	**1.3078**	**0.0000**	**4,559.7606**	**4,559.7606**	**0.1299**	**0.0000**	**4,562.4882**

3.4 Building Construction - 2028

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1770	1.6133	2.0867	3.4900e-003		0.0683	0.0683		0.0642	0.0642	0.0000	300.2467	300.2467	0.0705	0.0000	301.7266
Total	**0.1770**	**1.6133**	**2.0867**	**3.4900e-003**		**0.0683**	**0.0683**		**0.0642**	**0.0642**	**0.0000**	**300.2467**	**300.2467**	**0.0705**	**0.0000**	**301.7266**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.5389	3.0840	7.5055	0.0200	0.5557	0.0710	0.6268	0.1590	0.0653	0.2244	0.0000	1,702.0487	1,702.0487	0.0121	0.0000	1,702.3023
Worker	0.8856	1.1198	10.5484	0.0489	3.9688	0.0311	3.9999	1.0546	0.0289	1.0835	0.0000	2,857.7119	2,857.7119	0.1178	0.0000	2,860.1859
Total	**1.4245**	**4.2038**	**18.0540**	**0.0689**	**4.5245**	**0.1021**	**4.6266**	**1.2136**	**0.0942**	**1.3078**	**0.0000**	**4,559.7606**	**4,559.7606**	**0.1299**	**0.0000**	**4,562.4882**

3.4 Building Construction - 2029

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1777	1.6195	2.0948	3.5000e-003		0.0685	0.0685		0.0645	0.0645	0.0000	301.4019	301.4019	0.0707	0.0000	302.8874
Total	**0.1777**	**1.6195**	**2.0948**	**3.5000e-003**		**0.0685**	**0.0685**		**0.0645**	**0.0645**	**0.0000**	**301.4019**	**301.4019**	**0.0707**	**0.0000**	**302.8874**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.5323	3.0754	7.4235	0.0201	0.5579	0.0713	0.6292	0.1596	0.0656	0.2252	0.0000	1,708.7834	1,708.7834	0.0121	0.0000	1,709.0380
Worker	0.8604	1.0899	10.2924	0.0491	3.9840	0.0314	4.0154	1.0587	0.0291	1.0878	0.0000	2,849.3690	2,849.3690	0.1160	0.0000	2,851.8045
Total	**1.3928**	**4.1653**	**17.7159**	**0.0692**	**4.5420**	**0.1027**	**4.6447**	**1.2183**	**0.0947**	**1.3130**	**0.0000**	**4,558.1523**	**4,558.1523**	**0.1281**	**0.0000**	**4,560.8425**

3.4 Building Construction - 2029

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1777	1.6195	2.0948	3.5000e-003		0.0685	0.0685		0.0645	0.0645	0.0000	301.4015	301.4015	0.0707	0.0000	302.8871
Total	**0.1777**	**1.6195**	**2.0948**	**3.5000e-003**		**0.0685**	**0.0685**		**0.0645**	**0.0645**	**0.0000**	**301.4015**	**301.4015**	**0.0707**	**0.0000**	**302.8871**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.5323	3.0754	7.4235	0.0201	0.5579	0.0713	0.6292	0.1596	0.0656	0.2252	0.0000	1,708.7834	1,708.7834	0.0121	0.0000	1,709.0380
Worker	0.8604	1.0899	10.2924	0.0491	3.9840	0.0314	4.0154	1.0587	0.0291	1.0878	0.0000	2,849.3690	2,849.3690	0.1160	0.0000	2,851.8045
Total	**1.3928**	**4.1653**	**17.7159**	**0.0692**	**4.5420**	**0.1027**	**4.6447**	**1.2183**	**0.0947**	**1.3130**	**0.0000**	**4,558.1523**	**4,558.1523**	**0.1281**	**0.0000**	**4,560.8425**

3.4 Building Construction - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1702	1.0333	2.1051	4.0200e-003		0.0193	0.0193		0.0193	0.0193	0.0000	341.5281	341.5281	0.0137	0.0000	341.8160
Total	**0.1702**	**1.0333**	**2.1051**	**4.0200e-003**		**0.0193**	**0.0193**		**0.0193**	**0.0193**	**0.0000**	**341.5281**	**341.5281**	**0.0137**	**0.0000**	**341.8160**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.5264	3.0593	7.3739	0.0201	0.5580	0.0713	0.6293	0.1597	0.0656	0.2253	0.0000	1,708.9781	1,708.9781	0.0121	0.0000	1,709.2328
Worker	0.8336	1.0595	10.0280	0.0491	3.9840	0.0316	4.0156	1.0587	0.0293	1.0880	0.0000	2,832.9533	2,832.9533	0.1139	0.0000	2,835.3448
Total	**1.3600**	**4.1188**	**17.4019**	**0.0692**	**4.5420**	**0.1029**	**4.6449**	**1.2183**	**0.0949**	**1.3132**	**0.0000**	**4,541.9314**	**4,541.9314**	**0.1260**	**0.0000**	**4,544.5776**

3.4 Building Construction - 2030

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1702	1.0333	2.1051	4.0200e-003		0.0193	0.0193		0.0193	0.0193	0.0000	341.5277	341.5277	0.0137	0.0000	341.8156
Total	**0.1702**	**1.0333**	**2.1051**	**4.0200e-003**		**0.0193**	**0.0193**		**0.0193**	**0.0193**	**0.0000**	**341.5277**	**341.5277**	**0.0137**	**0.0000**	**341.8156**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.5264	3.0593	7.3739	0.0201	0.5580	0.0713	0.6293	0.1597	0.0656	0.2253	0.0000	1,708.9781	1,708.9781	0.0121	0.0000	1,709.2328
Worker	0.8336	1.0595	10.0280	0.0491	3.9840	0.0316	4.0156	1.0587	0.0293	1.0880	0.0000	2,832.9533	2,832.9533	0.1139	0.0000	2,835.3448
Total	**1.3600**	**4.1188**	**17.4019**	**0.0692**	**4.5420**	**0.1029**	**4.6449**	**1.2183**	**0.0949**	**1.3132**	**0.0000**	**4,541.9314**	**4,541.9314**	**0.1260**	**0.0000**	**4,544.5776**

3.4 Building Construction - 2031

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1702	1.0333	2.1051	4.0200e-003		0.0193	0.0193		0.0193	0.0193	0.0000	341.5281	341.5281	0.0137	0.0000	341.8160
Total	**0.1702**	**1.0333**	**2.1051**	**4.0200e-003**		**0.0193**	**0.0193**		**0.0193**	**0.0193**	**0.0000**	**341.5281**	**341.5281**	**0.0137**	**0.0000**	**341.8160**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.5215	3.0470	7.3432	0.0201	0.5579	0.0713	0.6292	0.1596	0.0656	0.2253	0.0000	1,708.8865	1,708.8865	0.0121	0.0000	1,709.1414
Worker	0.8106	1.0330	9.8176	0.0491	3.9840	0.0316	4.0157	1.0587	0.0294	1.0880	0.0000	2,819.1706	2,819.1706	0.1121	0.0000	2,821.5250
Total	**1.3321**	**4.0800**	**17.1608**	**0.0692**	**4.5420**	**0.1030**	**4.6449**	**1.2183**	**0.0950**	**1.3133**	**0.0000**	**4,528.0571**	**4,528.0571**	**0.1243**	**0.0000**	**4,530.6664**

3.4 Building Construction - 2031

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1702	1.0333	2.1051	4.0200e-003		0.0193	0.0193		0.0193	0.0193	0.0000	341.5277	341.5277	0.0137	0.0000	341.8156
Total	**0.1702**	**1.0333**	**2.1051**	**4.0200e-003**		**0.0193**	**0.0193**		**0.0193**	**0.0193**	**0.0000**	**341.5277**	**341.5277**	**0.0137**	**0.0000**	**341.8156**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.5215	3.0470	7.3432	0.0201	0.5579	0.0713	0.6292	0.1596	0.0656	0.2253	0.0000	1,708.8865	1,708.8865	0.0121	0.0000	1,709.1414
Worker	0.8106	1.0330	9.8176	0.0491	3.9840	0.0316	4.0157	1.0587	0.0294	1.0880	0.0000	2,819.1706	2,819.1706	0.1121	0.0000	2,821.5250
Total	**1.3321**	**4.0800**	**17.1608**	**0.0692**	**4.5420**	**0.1030**	**4.6449**	**1.2183**	**0.0950**	**1.3133**	**0.0000**	**4,528.0571**	**4,528.0571**	**0.1243**	**0.0000**	**4,530.6664**

3.4 Building Construction - 2032

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1708	1.0372	2.1132	4.0400e-003		0.0193	0.0193		0.0193	0.0193	0.0000	342.8367	342.8367	0.0138	0.0000	343.1257
Total	**0.1708**	**1.0372**	**2.1132**	**4.0400e-003**		**0.0193**	**0.0193**		**0.0193**	**0.0193**	**0.0000**	**342.8367**	**342.8367**	**0.0138**	**0.0000**	**343.1257**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.5188	3.0486	7.3468	0.0202	0.5600	0.0716	0.6316	0.1602	0.0659	0.2261	0.0000	1,715.3584	1,715.3584	0.0122	0.0000	1,715.6143
Worker	0.7926	1.0146	9.6681	0.0493	3.9993	0.0318	4.0311	1.0627	0.0295	1.0923	0.0000	2,818.4252	2,818.4252	0.1110	0.0000	2,820.7559
Total	**1.3114**	**4.0632**	**17.0149**	**0.0694**	**4.5593**	**0.1034**	**4.6627**	**1.2230**	**0.0954**	**1.3184**	**0.0000**	**4,533.7836**	**4,533.7836**	**0.1232**	**0.0000**	**4,536.3702**

3.4 Building Construction - 2032

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1708	1.0372	2.1132	4.0400e-003		0.0193	0.0193		0.0193	0.0193	0.0000	342.8363	342.8363	0.0138	0.0000	343.1252
Total	**0.1708**	**1.0372**	**2.1132**	**4.0400e-003**		**0.0193**	**0.0193**		**0.0193**	**0.0193**	**0.0000**	**342.8363**	**342.8363**	**0.0138**	**0.0000**	**343.1252**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.5188	3.0486	7.3468	0.0202	0.5600	0.0716	0.6316	0.1602	0.0659	0.2261	0.0000	1,715.3584	1,715.3584	0.0122	0.0000	1,715.6143
Worker	0.7926	1.0146	9.6681	0.0493	3.9993	0.0318	4.0311	1.0627	0.0295	1.0923	0.0000	2,818.4252	2,818.4252	0.1110	0.0000	2,820.7559
Total	**1.3114**	**4.0632**	**17.0149**	**0.0694**	**4.5593**	**0.1034**	**4.6627**	**1.2230**	**0.0954**	**1.3184**	**0.0000**	**4,533.7836**	**4,533.7836**	**0.1232**	**0.0000**	**4,536.3702**

3.4 Building Construction - 2033

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1695	1.0293	2.0971	4.0100e-003		0.0192	0.0192		0.0192	0.0192	0.0000	340.2196	340.2196	0.0137	0.0000	340.5064
Total	**0.1695**	**1.0293**	**2.0971**	**4.0100e-003**		**0.0192**	**0.0192**		**0.0192**	**0.0192**	**0.0000**	**340.2196**	**340.2196**	**0.0137**	**0.0000**	**340.5064**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.5091	3.0132	7.2708	0.0200	0.5557	0.0711	0.6267	0.1590	0.0654	0.2244	0.0000	1,702.0812	1,702.0812	0.0121	0.0000	1,702.3352
Worker	0.7655	0.9860	9.4299	0.0489	3.9688	0.0316	4.0004	1.0546	0.0293	1.0839	0.0000	2,787.3947	2,787.3947	0.1087	0.0000	2,789.6771
Total	**1.2746**	**3.9992**	**16.7007**	**0.0689**	**4.5245**	**0.1027**	**4.6271**	**1.2136**	**0.0947**	**1.3083**	**0.0000**	**4,489.4759**	**4,489.4759**	**0.1208**	**0.0000**	**4,492.0123**

3.4 Building Construction - 2033

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1695	1.0293	2.0971	4.0100e-003		0.0192	0.0192		0.0192	0.0192	0.0000	340.2192	340.2192	0.0137	0.0000	340.5060
Total	**0.1695**	**1.0293**	**2.0971**	**4.0100e-003**		**0.0192**	**0.0192**		**0.0192**	**0.0192**	**0.0000**	**340.2192**	**340.2192**	**0.0137**	**0.0000**	**340.5060**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.5091	3.0132	7.2708	0.0200	0.5557	0.0711	0.6267	0.1590	0.0654	0.2244	0.0000	1,702.0812	1,702.0812	0.0121	0.0000	1,702.3352
Worker	0.7655	0.9860	9.4299	0.0489	3.9688	0.0316	4.0004	1.0546	0.0293	1.0839	0.0000	2,787.3947	2,787.3947	0.1087	0.0000	2,789.6771
Total	**1.2746**	**3.9992**	**16.7007**	**0.0689**	**4.5245**	**0.1027**	**4.6271**	**1.2136**	**0.0947**	**1.3083**	**0.0000**	**4,489.4759**	**4,489.4759**	**0.1208**	**0.0000**	**4,492.0123**

3.4 Building Construction - 2034

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1695	1.0293	2.0971	4.0100e-003		0.0192	0.0192		0.0192	0.0192	0.0000	340.2196	340.2196	0.0137	0.0000	340.5064
Total	**0.1695**	**1.0293**	**2.0971**	**4.0100e-003**		**0.0192**	**0.0192**		**0.0192**	**0.0192**	**0.0000**	**340.2196**	**340.2196**	**0.0137**	**0.0000**	**340.5064**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.5045	3.0050	7.2542	0.0200	0.5556	0.0710	0.6267	0.1590	0.0654	0.2243	0.0000	1,701.9339	1,701.9339	0.0121	0.0000	1,702.1879
Worker	0.7445	0.9687	9.2623	0.0489	3.9688	0.0316	4.0004	1.0546	0.0293	1.0839	0.0000	2,779.3744	2,779.3744	0.1073	0.0000	2,781.6279
Total	**1.2490**	**3.9738**	**16.5165**	**0.0689**	**4.5244**	**0.1026**	**4.6270**	**1.2136**	**0.0947**	**1.3082**	**0.0000**	**4,481.3083**	**4,481.3083**	**0.1194**	**0.0000**	**4,483.8158**

3.4 Building Construction - 2034

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1695	1.0293	2.0971	4.0100e-003		0.0192	0.0192		0.0192	0.0192	0.0000	340.2192	340.2192	0.0137	0.0000	340.5060
Total	**0.1695**	**1.0293**	**2.0971**	**4.0100e-003**		**0.0192**	**0.0192**		**0.0192**	**0.0192**	**0.0000**	**340.2192**	**340.2192**	**0.0137**	**0.0000**	**340.5060**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.5045	3.0050	7.2542	0.0200	0.5556	0.0710	0.6267	0.1590	0.0654	0.2243	0.0000	1,701.9339	1,701.9339	0.0121	0.0000	1,702.1879
Worker	0.7445	0.9687	9.2623	0.0489	3.9688	0.0316	4.0004	1.0546	0.0293	1.0839	0.0000	2,779.3744	2,779.3744	0.1073	0.0000	2,781.6279
Total	**1.2490**	**3.9738**	**16.5165**	**0.0689**	**4.5244**	**0.1026**	**4.6270**	**1.2136**	**0.0947**	**1.3082**	**0.0000**	**4,481.3083**	**4,481.3083**	**0.1194**	**0.0000**	**4,483.8158**

3.4 Building Construction - 2035

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1582	0.9332	2.1000	4.0200e-003		0.0118	0.0118		0.0118	0.0118	0.0000	341.5281	341.5281	0.0127	0.0000	341.7954
Total	**0.1582**	**0.9332**	**2.1000**	**4.0200e-003**		**0.0118**	**0.0118**		**0.0118**	**0.0118**	**0.0000**	**341.5281**	**341.5281**	**0.0127**	**0.0000**	**341.7954**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.5031	3.0106	7.2695	0.0201	0.5577	0.0713	0.6290	0.1596	0.0656	0.2251	0.0000	1,708.3457	1,708.3457	0.0121	0.0000	1,708.6006
Worker	0.7286	0.9583	9.1637	0.0491	3.9840	0.0317	4.0157	1.0587	0.0294	1.0881	0.0000	2,783.4301	2,783.4301	0.1065	0.0000	2,785.6669
Total	**1.2316**	**3.9689**	**16.4331**	**0.0692**	**4.5418**	**0.1030**	**4.6447**	**1.2182**	**0.0950**	**1.3132**	**0.0000**	**4,491.7758**	**4,491.7758**	**0.1187**	**0.0000**	**4,494.2675**

3.4 Building Construction - 2035

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1582	0.9332	2.1000	4.0200e-003		0.0118	0.0118		0.0118	0.0118	0.0000	341.5277	341.5277	0.0127	0.0000	341.7950
Total	**0.1582**	**0.9332**	**2.1000**	**4.0200e-003**		**0.0118**	**0.0118**		**0.0118**	**0.0118**	**0.0000**	**341.5277**	**341.5277**	**0.0127**	**0.0000**	**341.7950**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.5031	3.0106	7.2695	0.0201	0.5577	0.0713	0.6290	0.1596	0.0656	0.2251	0.0000	1,708.3457	1,708.3457	0.0121	0.0000	1,708.6006
Worker	0.7286	0.9583	9.1637	0.0491	3.9840	0.0317	4.0157	1.0587	0.0294	1.0881	0.0000	2,783.4301	2,783.4301	0.1065	0.0000	2,785.6669
Total	**1.2316**	**3.9689**	**16.4331**	**0.0692**	**4.5418**	**0.1030**	**4.6447**	**1.2182**	**0.0950**	**1.3132**	**0.0000**	**4,491.7758**	**4,491.7758**	**0.1187**	**0.0000**	**4,494.2675**

3.4 Building Construction - 2036

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1588	0.9368	2.1081	4.0400e-003		0.0118	0.0118		0.0118	0.0118	0.0000	342.8367	342.8367	0.0128	0.0000	343.1050
Total	**0.1588**	**0.9368**	**2.1081**	**4.0400e-003**		**0.0118**	**0.0118**		**0.0118**	**0.0118**	**0.0000**	**342.8367**	**342.8367**	**0.0128**	**0.0000**	**343.1050**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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
Vendor					0.4040	0.0000	0.4040	0.0992	0.0000	0.0992	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker					3.4630	0.0000	3.4630	0.8500	0.0000	0.8500	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total					**3.8670**	**0.0000**	**3.8670**	**0.9492**	**0.0000**	**0.9492**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Building Construction - 2036

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1588	0.9368	2.1081	4.0400e-003		0.0118	0.0118		0.0118	0.0118	0.0000	342.8363	342.8363	0.0128	0.0000	343.1046
Total	**0.1588**	**0.9368**	**2.1081**	**4.0400e-003**		**0.0118**	**0.0118**		**0.0118**	**0.0118**	**0.0000**	**342.8363**	**342.8363**	**0.0128**	**0.0000**	**343.1046**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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
Vendor					0.4040	0.0000	0.4040	0.0992	0.0000	0.0992	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker					3.4630	0.0000	3.4630	0.8500	0.0000	0.8500	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total					**3.8670**	**0.0000**	**3.8670**	**0.9492**	**0.0000**	**0.9492**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Building Construction - 2037

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0467	0.2753	0.6196	1.1900e-003		3.4700e-003	3.4700e-003		3.4700e-003	3.4700e-003	0.0000	100.7573	100.7573	3.7600e-003	0.0000	100.8362
Total	**0.0467**	**0.2753**	**0.6196**	**1.1900e-003**		**3.4700e-003**	**3.4700e-003**		**3.4700e-003**	**3.4700e-003**	**0.0000**	**100.7573**	**100.7573**	**3.7600e-003**	**0.0000**	**100.8362**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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
Vendor					0.1187	0.0000	0.1187	0.0291	0.0000	0.0291	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker					1.0178	0.0000	1.0178	0.2498	0.0000	0.2498	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total					**1.1365**	**0.0000**	**1.1365**	**0.2790**	**0.0000**	**0.2790**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Building Construction - 2037

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0467	0.2753	0.6196	1.1900e-003		3.4700e-003	3.4700e-003		3.4700e-003	3.4700e-003	0.0000	100.7572	100.7572	3.7600e-003	0.0000	100.8361
Total	**0.0467**	**0.2753**	**0.6196**	**1.1900e-003**		**3.4700e-003**	**3.4700e-003**		**3.4700e-003**	**3.4700e-003**	**0.0000**	**100.7572**	**100.7572**	**3.7600e-003**	**0.0000**	**100.8361**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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
Vendor					0.1187	0.0000	0.1187	0.0291	0.0000	0.0291	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker					1.0178	0.0000	1.0178	0.2498	0.0000	0.2498	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total					**1.1365**	**0.0000**	**1.1365**	**0.2790**	**0.0000**	**0.2790**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Paving - 2037

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1027	0.4406	1.4251	2.5300e-003		0.0169	0.0169		0.0169	0.0169	0.0000	216.9975	216.9975	8.3500e-003	0.0000	217.1729
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1027**	**0.4406**	**1.4251**	**2.5300e-003**		**0.0169**	**0.0169**		**0.0169**	**0.0169**	**0.0000**	**216.9975**	**216.9975**	**8.3500e-003**	**0.0000**	**217.1729**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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
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
Worker					9.5800e-003	0.0000	9.5800e-003	2.3500e-003	0.0000	2.3500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total					**9.5800e-003**	**0.0000**	**9.5800e-003**	**2.3500e-003**	**0.0000**	**2.3500e-003**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Paving - 2037

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1027	0.4406	1.4251	2.5300e-003		0.0169	0.0169		0.0169	0.0169	0.0000	216.9972	216.9972	8.3500e-003	0.0000	217.1726
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1027**	**0.4406**	**1.4251**	**2.5300e-003**		**0.0169**	**0.0169**		**0.0169**	**0.0169**	**0.0000**	**216.9972**	**216.9972**	**8.3500e-003**	**0.0000**	**217.1726**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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
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
Worker					9.5800e-003	0.0000	9.5800e-003	2.3500e-003	0.0000	2.3500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total					**9.5800e-003**	**0.0000**	**9.5800e-003**	**2.3500e-003**	**0.0000**	**2.3500e-003**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Paving - 2038

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0815	0.3496	1.1308	2.0000e-003		0.0134	0.0134		0.0134	0.0134	0.0000	172.1828	172.1828	6.6300e-003	0.0000	172.3220
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0815**	**0.3496**	**1.1308**	**2.0000e-003**		**0.0134**	**0.0134**		**0.0134**	**0.0134**	**0.0000**	**172.1828**	**172.1828**	**6.6300e-003**	**0.0000**	**172.3220**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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
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
Worker					7.6000e-003	0.0000	7.6000e-003	1.8700e-003	0.0000	1.8700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total					**7.6000e-003**	**0.0000**	**7.6000e-003**	**1.8700e-003**	**0.0000**	**1.8700e-003**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Paving - 2038

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0815	0.3496	1.1308	2.0000e-003		0.0134	0.0134		0.0134	0.0134	0.0000	172.1826	172.1826	6.6300e-003	0.0000	172.3217
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0815**	**0.3496**	**1.1308**	**2.0000e-003**		**0.0134**	**0.0134**		**0.0134**	**0.0134**	**0.0000**	**172.1826**	**172.1826**	**6.6300e-003**	**0.0000**	**172.3217**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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
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
Worker					7.6000e-003	0.0000	7.6000e-003	1.8700e-003	0.0000	1.8700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total					**7.6000e-003**	**0.0000**	**7.6000e-003**	**1.8700e-003**	**0.0000**	**1.8700e-003**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Architectural Coating - 2038

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	17.7735					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.7800e-003	0.0436	0.1032	1.7000e-004		5.7000e-004	5.7000e-004		5.7000e-004	5.7000e-004	0.0000	14.6812	14.6812	5.4000e-004	0.0000	14.6926
Total	**17.7802**	**0.0436**	**0.1032**	**1.7000e-004**		**5.7000e-004**	**5.7000e-004**		**5.7000e-004**	**5.7000e-004**	**0.0000**	**14.6812**	**14.6812**	**5.4000e-004**	**0.0000**	**14.6926**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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
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
Worker					0.3038	0.0000	0.3038	0.0746	0.0000	0.0746	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total					**0.3038**	**0.0000**	**0.3038**	**0.0746**	**0.0000**	**0.0746**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Architectural Coating - 2038

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	17.7735					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.7800e-003	0.0436	0.1032	1.7000e-004		5.7000e-004	5.7000e-004		5.7000e-004	5.7000e-004	0.0000	14.6812	14.6812	5.4000e-004	0.0000	14.6926
Total	**17.7802**	**0.0436**	**0.1032**	**1.7000e-004**		**5.7000e-004**	**5.7000e-004**		**5.7000e-004**	**5.7000e-004**	**0.0000**	**14.6812**	**14.6812**	**5.4000e-004**	**0.0000**	**14.6926**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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
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
Worker					0.3038	0.0000	0.3038	0.0746	0.0000	0.0746	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total					**0.3038**	**0.0000**	**0.3038**	**0.0746**	**0.0000**	**0.0746**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Architectural Coating - 2039

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	33.2286					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.0815	0.1929	3.2000e-004		1.0600e-003	1.0600e-003		1.0600e-003	1.0600e-003	0.0000	27.4475	27.4475	1.0100e-003	0.0000	27.4688
Total	**33.2413**	**0.0815**	**0.1929**	**3.2000e-004**		**1.0600e-003**	**1.0600e-003**		**1.0600e-003**	**1.0600e-003**	**0.0000**	**27.4475**	**27.4475**	**1.0100e-003**	**0.0000**	**27.4688**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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
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
Worker					0.5681	0.0000	0.5681	0.1394	0.0000	0.1394	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total					**0.5681**	**0.0000**	**0.5681**	**0.1394**	**0.0000**	**0.1394**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Architectural Coating - 2039

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	33.2286					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.0815	0.1929	3.2000e-004		1.0600e-003	1.0600e-003		1.0600e-003	1.0600e-003	0.0000	27.4475	27.4475	1.0100e-003	0.0000	27.4687
Total	**33.2413**	**0.0815**	**0.1929**	**3.2000e-004**		**1.0600e-003**	**1.0600e-003**		**1.0600e-003**	**1.0600e-003**	**0.0000**	**27.4475**	**27.4475**	**1.0100e-003**	**0.0000**	**27.4687**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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
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
Worker					0.5681	0.0000	0.5681	0.1394	0.0000	0.1394	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total					**0.5681**	**0.0000**	**0.5681**	**0.1394**	**0.0000**	**0.1394**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	21.8771	47.5248	223.6108	0.6109	42.0253	0.7016	42.7268	11.2397	0.6474	11.8870	0.0000	42,404.5089	42,404.5089	1.6409	0.0000	42,438.9686
Unmitigated	21.8771	47.5248	223.6108	0.6109	42.0253	0.7016	42.7268	11.2397	0.6474	11.8870	0.0000	42,404.5089	42,404.5089	1.6409	0.0000	42,438.9686

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	36,379.84	36,379.84	36379.84	103,875,479	103,875,479
City Park	865.51	865.51	865.51	1,847,727	1,847,727
Elementary School	1,701.00	0.00	0.00	2,679,001	2,679,001
Strip Mall	2,182.07	2,182.07	2182.07	3,360,461	3,360,461
Total	41,128.42	39,427.42	39,427.42	111,762,669	111,762,669

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	7.30	7.50	41.60	18.80	39.60	86	11	3
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Elementary School	9.50	7.30	7.30	65.00	30.00	5.00	63	25	12
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.513300	0.073549	0.191092	0.130830	0.036094	0.005140	0.012550	0.022916	0.001871	0.002062	0.006564	0.000586	0.003446

5.0 Energy Detail

4.4 Fleet Mix

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	5,681.9293	5,681.9293	0.2287	0.0473	5,701.4004
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	5,681.9293	5,681.9293	0.2287	0.0473	5,701.4004
NaturalGas Mitigated	0.1439	1.2311	0.5349	7.8500e-003		0.0994	0.0994		0.0994	0.0994	0.0000	1,423.8428	1,423.8428	0.0273	0.0261	1,432.5081
NaturalGas Unmitigated	0.1439	1.2311	0.5349	7.8500e-003		0.0994	0.0994		0.0994	0.0994	0.0000	1,423.8428	1,423.8428	0.0273	0.0261	1,432.5081

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Elementary School	466507	2.5200e-003	0.0229	0.0192	1.4000e-004		1.7400e-003	1.7400e-003		1.7400e-003	1.7400e-003	0.0000	24.8946	24.8946	4.8000e-004	4.6000e-004	25.0461
Strip Mall	74883	4.0000e-004	3.6700e-003	3.0800e-003	2.0000e-005		2.8000e-004	2.8000e-004		2.8000e-004	2.8000e-004	0.0000	3.9960	3.9960	8.0000e-005	7.0000e-005	4.0204
Apartments Mid Rise	2.61404e+007	0.1410	1.2045	0.5126	7.6900e-003		0.0974	0.0974		0.0974	0.0974	0.0000	1,394.9522	1,394.9522	0.0267	0.0256	1,403.4416
Total		**0.1439**	**1.2311**	**0.5349**	**7.8500e-003**		**0.0994**	**0.0994**		**0.0994**	**0.0994**	**0.0000**	**1,423.8428**	**1,423.8428**	**0.0273**	**0.0261**	**1,432.5081**

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					
Elementary School	466507	2.5200e-003	0.0229	0.0192	1.4000e-004		1.7400e-003	1.7400e-003		1.7400e-003	1.7400e-003	0.0000	24.8946	24.8946	4.8000e-004	4.6000e-004	25.0461
Strip Mall	74883	4.0000e-004	3.6700e-003	3.0800e-003	2.0000e-005		2.8000e-004	2.8000e-004		2.8000e-004	2.8000e-004	0.0000	3.9960	3.9960	8.0000e-005	7.0000e-005	4.0204
Apartments Mid Rise	2.61404e+007	0.1410	1.2045	0.5126	7.6900e-003		0.0974	0.0974		0.0974	0.0974	0.0000	1,394.9522	1,394.9522	0.0267	0.0256	1,403.4416
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.1439**	**1.2311**	**0.5349**	**7.8500e-003**		**0.0994**	**0.0994**		**0.0994**	**0.0994**	**0.0000**	**1,423.8428**	**1,423.8428**	**0.0273**	**0.0261**	**1,432.5081**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	1.64785e+007	5,385.3319	0.2168	0.0449	5,403.7866
City Park	0	0.0000	0.0000	0.0000	0.0000
Elementary School	448448	146.5569	5.9000e-003	1.2200e-003	147.0591
Strip Mall	459108	150.0405	6.0400e-003	1.2500e-003	150.5547
Total		**5,681.9293**	**0.2287**	**0.0473**	**5,701.4003**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	1.64785e+007	5,385.3319	0.2168	0.0449	5,403.7866
City Park	0	0.0000	0.0000	0.0000	0.0000
Elementary School	448448	146.5569	5.9000e-003	1.2200e-003	147.0591
Strip Mall	459108	150.0405	6.0400e-003	1.2500e-003	150.5547
Total		**5,681.9293**	**0.2287**	**0.0473**	**5,701.4003**

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	330.7849	4.4699	404.0795	0.1458		51.9744	51.9744		51.9729	51.9729	4,925.1423	2,123.3800	7,048.5223	4.6015	0.3874	7,265.2482
Unmitigated	330.7849	4.4699	404.0795	0.1458		51.9744	51.9744		51.9729	51.9729	4,925.1423	2,123.3800	7,048.5223	4.6015	0.3874	7,265.2482

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	8.3962					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	22.1324					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	299.1739	4.0590	368.5501	0.1440		51.7791	51.7791		51.7775	51.7775	4,925.1423	2,065.5329	6,990.6752	4.5451	0.3874	7,206.2159
Landscaping	1.0825	0.4109	35.5294	1.8700e-003		0.1954	0.1954		0.1954	0.1954	0.0000	57.8471	57.8471	0.0564	0.0000	59.0322
Total	**330.7849**	**4.4699**	**404.0795**	**0.1458**		**51.9744**	**51.9744**		**51.9729**	**51.9729**	**4,925.1423**	**2,123.3800**	**7,048.5223**	**4.6015**	**0.3874**	**7,265.2482**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	8.3962					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	22.1324					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	299.1739	4.0590	368.5501	0.1440		51.7791	51.7791		51.7775	51.7775	4,925.1423	2,065.5329	6,990.6752	4.5451	0.3874	7,206.2159
Landscaping	1.0825	0.4109	35.5294	1.8700e-003		0.1954	0.1954		0.1954	0.1954	0.0000	57.8471	57.8471	0.0564	0.0000	59.0322
Total	**330.7849**	**4.4699**	**404.0795**	**0.1458**		**51.9744**	**51.9744**		**51.9729**	**51.9729**	**4,925.1423**	**2,123.3800**	**7,048.5223**	**4.6015**	**0.3874**	**7,265.2482**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1,768.3290	8.2861	0.2081	2,006.8510
Unmitigated	2,256.9739	10.3595	0.2605	2,555.2859

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	310.654 / 195.847	2,131.5993	10.2045	0.2560	2,425.2381
City Park	0 / 21.6373	78.5617	3.1600e-003	6.5000e-004	78.8309
Elementary School	2.18182 / 5.61038	30.3471	0.0723	1.9300e-003	32.4621
Strip Mall	2.42217 / 1.48456	16.4659	0.0796	1.9900e-003	18.7549
Total		**2,256.9739**	**10.3595**	**0.2605**	**2,555.2859**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	248.524 / 156.678	1,668.5733	8.1621	0.2045	1,903.3585
City Park	0 / 17.3098	62.8494	2.5300e-003	5.2000e-004	63.0647
Elementary School	1.74545 / 4.48831	24.0199	0.0578	1.5400e-003	25.7110
Strip Mall	1.93774 / 1.18765	12.8865	0.0636	1.5900e-003	14.7167
Total		**1,768.3290**	**8.2861**	**0.2081**	**2,006.8509**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	485.8447	28.7126	0.0000	1,088.8092
Unmitigated	485.8447	28.7126	0.0000	1,088.8092

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	2193.28	445.2160	26.3115	0.0000	997.7578
City Park	1.56	0.3167	0.0187	0.0000	0.7097
Elementary School	164.25	33.3413	1.9704	0.0000	74.7199
Strip Mall	34.34	6.9707	0.4120	0.0000	15.6218
Total		**485.8447**	**28.7126**	**0.0000**	**1,088.8092**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	2193.28	445.2160	26.3115	0.0000	997.7578
City Park	1.56	0.3167	0.0187	0.0000	0.7097
Elementary School	164.25	33.3413	1.9704	0.0000	74.7199
Strip Mall	34.34	6.9707	0.4120	0.0000	15.6218
Total		**485.8447**	**28.7126**	**0.0000**	**1,088.8092**

9.0 Operational Offroad

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

10.0 Vegetation

ATTACHMENT B

CALLEEMOD 2013.2.2 PROPOSED CVSP

Central Village Specific Plan (Proposed Specific Plan)

San Diego County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Elementary School	900.00	Student	13.10	75,243.03	0
City Park	16.10	Acre	16.10	701,316.00	0
Apartments Mid Rise	4,485.00	Dwelling Unit	150.00	4,485,000.00	12827
Strip Mall	139.70	1000sqft	50.00	139,700.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.6	**Precipitation Freq (Days)**	40
Climate Zone	13			**Operational Year**	2020
Utility Company	San Diego Gas & Electric				
CO2 Intensity (lb/MWhr)	720.49	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Project Size

Construction Phase -

Off-road Equipment -

Grading - 229.2 acre site

Architectural Coating - 150 g/l

Vehicle Trips - Adjusted to meet Otay Community Plan Assumptions

Area Coating - 150 g/l

Water Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	150.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	150.00
tblArchitecturalCoating	EF_Residential_Exterior	250.00	150.00
tblArchitecturalCoating	EF_Residential_Interior	250.00	150.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	150
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	150	250
tblGrading	AcresOfGrading	1,162.50	229.20
tblGrading	AcresOfGrading	0.00	229.20
tblLandUse	LotAcreage	1.73	13.10
tblLandUse	LotAcreage	118.03	150.00
tblLandUse	LotAcreage	3.21	50.00
tblProjectCharacteristics	OperationalYear	2014	2020
tblVehicleTrips	ST_TR	7.16	5.61
tblVehicleTrips	ST_TR	1.59	45.30
tblVehicleTrips	ST_TR	42.04	63.42
tblVehicleTrips	SU_TR	6.07	5.61
tblVehicleTrips	SU_TR	1.59	45.30
tblVehicleTrips	SU_TR	20.43	63.42
tblVehicleTrips	WD_TR	6.59	5.61
tblVehicleTrips	WD_TR	1.59	45.30
tblVehicleTrips	WD_TR	1.29	1.79
tblVehicleTrips	WD_TR	44.32	63.42

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.6869	7.4515	5.5122	6.2300e-003	3.2886	0.3807	3.6693	1.6948	0.3503	2.0451	0.0000	573.3203	573.3203	0.1712	0.0000	576.9159
2018	0.6977	7.7790	5.6130	8.3100e-003	1.5426	0.3640	1.9066	0.7883	0.3349	1.1232	0.0000	753.5661	753.5661	0.2299	0.0000	758.3932
2019	1.5079	8.7538	16.7900	0.0403	3.7898	0.3043	4.0941	1.3912	0.2818	1.6730	0.0000	3,039.9130	3,039.9130	0.2336	0.0000	3,044.8181
2020	2.1574	9.0732	25.8825	0.0695	4.3186	0.2530	4.5716	1.1585	0.2360	1.3944	0.0000	4,970.5320	4,970.5320	0.2291	0.0000	4,975.3440
2021	2.0230	7.8132	24.6349	0.0693	4.3021	0.2240	4.5261	1.1541	0.2088	1.3628	0.0000	4,898.8404	4,898.8404	0.2220	0.0000	4,903.5030
2022	1.9116	6.9708	23.4051	0.0690	4.2857	0.2028	4.4884	1.1497	0.1889	1.3386	0.0000	4,829.4780	4,829.4780	0.2154	0.0000	4,834.0011
2023	1.8064	6.2746	22.3591	0.0689	4.2857	0.1871	4.4728	1.1497	0.1743	1.3239	0.0000	4,782.1887	4,782.1887	0.2094	0.0000	4,786.5852
2024	1.7279	6.0947	21.4957	0.0695	4.3187	0.1777	4.4964	1.1585	0.1654	1.3239	0.0000	4,779.7580	4,779.7580	0.2064	0.0000	4,784.0913
2025	1.6548	5.8620	20.7211	0.0692	4.3022	0.1664	4.4686	1.1541	0.1547	1.3088	0.0000	4,727.8263	4,727.8263	0.2017	0.0000	4,732.0622
2026	1.6112	5.7733	20.2104	0.0692	4.3023	0.1659	4.4682	1.1541	0.1543	1.3084	0.0000	4,698.7095	4,698.7095	0.1989	0.0000	4,702.8856
2027	1.5699	5.7090	19.6797	0.0692	4.3023	0.1663	4.4686	1.1542	0.1546	1.3088	0.0000	4,673.7167	4,673.7167	0.1965	0.0000	4,677.8423
2028	1.5312	5.6295	19.2587	0.0689	4.2859	0.1658	4.4516	1.1498	0.1541	1.3039	0.0000	4,634.6766	4,634.6766	0.1935	0.0000	4,638.7391
2029	1.5018	5.5991	18.9460	0.0692	4.3024	0.1666	4.4690	1.1542	0.1549	1.3091	0.0000	4,634.4000	4,634.4000	0.1920	0.0000	4,638.4328
2030	1.4632	4.9688	18.6588	0.0697	4.3024	0.1175	4.4199	1.1542	0.1099	1.2641	0.0000	4,659.1899	4,659.1899	0.1330	0.0000	4,661.9835
2031	1.4368	4.9319	18.4303	0.0697	4.3024	0.1176	4.4200	1.1542	0.1099	1.2641	0.0000	4,646.0688	4,646.0688	0.1314	0.0000	4,648.8275
2032	1.4178	4.9200	18.3005	0.0700	4.3188	0.1181	4.4369	1.1586	0.1104	1.2690	0.0000	4,652.8784	4,652.8784	0.1304	0.0000	4,655.6167
2033	1.3816	4.8511	17.9862	0.0694	4.2858	0.1172	4.4030	1.1497	0.1096	1.2593	0.0000	4,608.1864	4,608.1864	0.1280	0.0000	4,610.8751

	ROG	NOx	CO	SO2	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					
2034	1.3573	4.8269	17.8118	0.0694	4.2858	0.1172	4.4030	1.1497	0.1096	1.2593	0.0000	4,600.4610	4,600.4610	0.1267	0.0000	4,603.1223
2035	1.3296	4.7263	17.7361	0.0697	4.3022	0.1101	4.4123	1.1541	0.1025	1.2566	0.0000	4,611.7530	4,611.7530	0.1251	0.0000	4,614.3799
2036	0.1588	0.9368	2.1081	4.0400e-003	3.6621	0.0118	3.6739	0.8989	0.0118	0.9107	0.0000	342.8367	342.8367	0.0128	0.0000	343.1050
2037	0.1494	0.7159	2.0447	3.7100e-003	1.0858	0.0203	1.1062	0.2665	0.0203	0.2868	0.0000	317.7548	317.7548	0.0121	0.0000	318.0091
2038	16.9779	0.3932	1.2340	2.1700e-003	0.2951	0.0139	0.3090	0.0724	0.0139	0.0864	0.0000	186.8640	186.8640	7.1700e-003	0.0000	187.0146
2039	31.5890	0.0815	0.1929	3.2000e-004	0.5375	1.0600e-003	0.5385	0.1319	1.0600e-003	0.1330	0.0000	27.4475	27.4475	1.0100e-003	0.0000	27.4688
Total	**77.6491**	**120.1358**	**359.0116**	**1.1747**	**83.0046**	**3.6691**	**86.6737**	**23.7013**	**3.4119**	**27.1131**	**0.0000**	**80,650.3661**	**80,650.3661**	**3.5071**	**0.0000**	**80,724.0162**

2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.6869	7.4515	5.5121	6.2300e-003	3.2886	0.3807	3.6693	1.6948	0.3503	2.0451	0.0000	573.3196	573.3196	0.1712	0.0000	576.9153
2018	0.6977	7.7790	5.6129	8.3100e-003	1.5426	0.3640	1.9066	0.7883	0.3349	1.1232	0.0000	753.5652	753.5652	0.2299	0.0000	758.3923
2019	1.5079	8.7538	16.7900	0.0403	3.7898	0.3043	4.0941	1.3912	0.2818	1.6730	0.0000	3,039.9124	3,039.9124	0.2336	0.0000	3,044.8175
2020	2.1574	9.0732	25.8825	0.0695	4.3186	0.2530	4.5716	1.1585	0.2360	1.3944	0.0000	4,970.5317	4,970.5317	0.2291	0.0000	4,975.3436
2021	2.0230	7.8132	24.6349	0.0693	4.3021	0.2240	4.5261	1.1541	0.2088	1.3628	0.0000	4,898.8400	4,898.8400	0.2220	0.0000	4,903.5026
2022	1.9116	6.9708	23.4051	0.0690	4.2857	0.2028	4.4884	1.1497	0.1889	1.3386	0.0000	4,829.4777	4,829.4777	0.2154	0.0000	4,834.0008

	ROG	NOx	CO	SO2	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					
2023	1.8064	6.2746	22.3590	0.0689	4.2857	0.1871	4.4728	1.1497	0.1743	1.3239	0.0000	4,782.1884	4,782.1884	0.2094	0.0000	4,786.5848
2024	1.7279	6.0947	21.4957	0.0695	4.3187	0.1777	4.4964	1.1585	0.1654	1.3239	0.0000	4,779.7576	4,779.7576	0.2064	0.0000	4,784.0909
2025	1.6548	5.8620	20.7211	0.0692	4.3022	0.1664	4.4686	1.1541	0.1547	1.3088	0.0000	4,727.8260	4,727.8260	0.2017	0.0000	4,732.0618
2026	1.6112	5.7733	20.2103	0.0692	4.3023	0.1659	4.4682	1.1541	0.1543	1.3084	0.0000	4,698.7091	4,698.7091	0.1989	0.0000	4,702.8853
2027	1.5699	5.7090	19.6797	0.0692	4.3023	0.1663	4.4686	1.1542	0.1546	1.3088	0.0000	4,673.7164	4,673.7164	0.1965	0.0000	4,677.8420
2028	1.5312	5.6295	19.2587	0.0689	4.2859	0.1658	4.4516	1.1498	0.1541	1.3039	0.0000	4,634.6763	4,634.6763	0.1935	0.0000	4,638.7388
2029	1.5018	5.5991	18.9460	0.0692	4.3024	0.1666	4.4690	1.1542	0.1549	1.3091	0.0000	4,634.3997	4,634.3997	0.1920	0.0000	4,638.4325
2030	1.4632	4.9688	18.6588	0.0697	4.3024	0.1175	4.4199	1.1542	0.1099	1.2641	0.0000	4,659.1895	4,659.1895	0.1330	0.0000	4,661.9831
2031	1.4368	4.9319	18.4303	0.0697	4.3024	0.1176	4.4200	1.1542	0.1099	1.2641	0.0000	4,646.0684	4,646.0684	0.1314	0.0000	4,648.8271
2032	1.4178	4.9200	18.3005	0.0700	4.3188	0.1181	4.4369	1.1586	0.1104	1.2690	0.0000	4,652.8780	4,652.8780	0.1304	0.0000	4,655.6163
2033	1.3816	4.8511	17.9862	0.0694	4.2858	0.1172	4.4030	1.1497	0.1096	1.2593	0.0000	4,608.1860	4,608.1860	0.1280	0.0000	4,610.8747
2034	1.3573	4.8269	17.8118	0.0694	4.2858	0.1172	4.4030	1.1497	0.1096	1.2593	0.0000	4,600.4606	4,600.4606	0.1267	0.0000	4,603.1219
2035	1.3296	4.7263	17.7361	0.0697	4.3022	0.1101	4.4123	1.1541	0.1025	1.2566	0.0000	4,611.7526	4,611.7526	0.1251	0.0000	4,614.3795
2036	0.1588	0.9368	2.1081	4.0400e-003	3.6621	0.0118	3.6739	0.8989	0.0118	0.9107	0.0000	342.8363	342.8363	0.0128	0.0000	343.1046
2037	0.1494	0.7159	2.0447	3.7100e-003	1.0858	0.0203	1.1062	0.2665	0.0203	0.2868	0.0000	317.7544	317.7544	0.0121	0.0000	318.0087
2038	16.9779	0.3932	1.2340	2.1700e-003	0.2951	0.0139	0.3090	0.0724	0.0139	0.0864	0.0000	186.8638	186.8638	7.1700e-003	0.0000	187.0143
2039	31.5890	0.0815	0.1929	3.2000e-004	0.5375	1.0600e-003	0.5385	0.1319	1.0600e-003	0.1330	0.0000	27.4475	27.4475	1.0100e-003	0.0000	27.4687
Total	**77.6490**	**120.1357**	**359.0115**	**1.1747**	**83.0046**	**3.6691**	**86.6737**	**23.7013**	**3.4118**	**27.1131**	**0.0000**	**80,650.3569**	**80,650.3569**	**3.5071**	**0.0000**	**80,724.0070**

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	311.5011	4.2046	380.0972	0.1372		48.8895	48.8895		48.8881	48.8881	4,632.8153	1,997.3517	6,630.1670	4.3284	0.3644	6,834.0295
Energy	0.1368	1.1716	0.5145	7.4600e-003		0.0945	0.0945		0.0945	0.0945	0.0000	7,207.3690	7,207.3690	0.2616	0.0736	7,235.6681
Mobile	18.7300	38.7561	185.0513	0.4912	33.6843	0.5673	34.2516	9.0089	0.5235	9.5323	0.0000	34,090.4046	34,090.4046	1.3287	0.0000	34,118.3072
Waste						0.0000	0.0000		0.0000	0.0000	482.1888	0.0000	482.1888	28.4965	0.0000	1,080.6162
Water						0.0000	0.0000		0.0000	0.0000	96.6817	2,078.7407	2,175.4224	10.0138	0.2518	2,463.7652
Total	**330.3680**	**44.1323**	**565.6630**	**0.6358**	**33.6843**	**49.5513**	**83.2356**	**9.0089**	**49.5061**	**58.5150**	**5,211.6858**	**45,373.8660**	**50,585.5518**	**44.4290**	**0.6898**	**51,732.3860**

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	311.5011	4.2046	380.0972	0.1372		48.8895	48.8895		48.8881	48.8881	4,632.8153	1,997.3517	6,630.1670	4.3284	0.3644	6,834.0295
Energy	0.1368	1.1716	0.5145	7.4600e-003		0.0945	0.0945		0.0945	0.0945	0.0000	7,207.3690	7,207.3690	0.2616	0.0736	7,235.6681
Mobile	18.7300	38.7561	185.0513	0.4912	33.6843	0.5673	34.2516	9.0089	0.5235	9.5323	0.0000	34,090.4046	34,090.4046	1.3287	0.0000	34,118.3072
Waste						0.0000	0.0000		0.0000	0.0000	482.1888	0.0000	482.1888	28.4965	0.0000	1,080.6162
Water						0.0000	0.0000		0.0000	0.0000	77.3454	1,626.9846	1,704.3299	8.0096	0.2011	1,934.8807
Total	**330.3680**	**44.1323**	**565.6630**	**0.6358**	**33.6843**	**49.5513**	**83.2356**	**9.0089**	**49.5061**	**58.5150**	**5,192.3495**	**44,922.1099**	**50,114.4593**	**42.4248**	**0.6391**	**51,203.5016**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.37**	**1.00**	**0.93**	**4.51**	**7.34**	**1.02**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2017	9/8/2017	5	180	
2	Grading	Grading	9/9/2017	6/21/2019	5	465	
3	Building Construction	Building Construction	6/22/2019	4/17/2037	5	4650	
4	Paving	Paving	4/18/2037	7/23/2038	5	330	
5	Architectural Coating	Architectural Coating	7/24/2038	10/28/2039	5	330	

Acres of Grading (Site Preparation Phase): 229.2

Acres of Grading (Grading Phase): 229.2

Acres of Paving: 0

Residential Indoor: 9,082,125; Residential Outdoor: 3,027,375; Non-Residential Indoor: 1,374,389; Non-Residential Outdoor: 458,130 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	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	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
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	3,600.00	630.00	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	720.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.7475	0.0000	1.7475	0.9069	0.0000	0.9069	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.4354	4.6578	3.5457	3.5200e-003		0.2479	0.2479		0.2281	0.2281	0.0000	326.8385	326.8385	0.1001	0.0000	328.9415
Total	**0.4354**	**4.6578**	**3.5457**	**3.5200e-003**	**1.7475**	**0.2479**	**1.9954**	**0.9069**	**0.2281**	**1.1349**	**0.0000**	**326.8385**	**326.8385**	**0.1001**	**0.0000**	**328.9415**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	5.0300e-003	6.6700e-003	0.0631	1.6000e-004	0.0130	1.0000e-004	0.0131	3.4500e-003	9.0000e-005	3.5400e-003	0.0000	11.6387	11.6387	5.9000e-004	0.0000	11.6511
Total	**5.0300e-003**	**6.6700e-003**	**0.0631**	**1.6000e-004**	**0.0130**	**1.0000e-004**	**0.0131**	**3.4500e-003**	**9.0000e-005**	**3.5400e-003**	**0.0000**	**11.6387**	**11.6387**	**5.9000e-004**	**0.0000**	**11.6511**

3.2 Site Preparation - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.7475	0.0000	1.7475	0.9069	0.0000	0.9069	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.4354	4.6578	3.5457	3.5200e-003		0.2479	0.2479		0.2281	0.2281	0.0000	326.8381	326.8381	0.1001	0.0000	328.9411
Total	**0.4354**	**4.6578**	**3.5457**	**3.5200e-003**	**1.7475**	**0.2479**	**1.9954**	**0.9069**	**0.2281**	**1.1349**	**0.0000**	**326.8381**	**326.8381**	**0.1001**	**0.0000**	**328.9411**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	5.0300e-003	6.6700e-003	0.0631	1.6000e-004	0.0130	1.0000e-004	0.0131	3.4500e-003	9.0000e-005	3.5400e-003	0.0000	11.6387	11.6387	5.9000e-004	0.0000	11.6511
Total	**5.0300e-003**	**6.6700e-003**	**0.0631**	**1.6000e-004**	**0.0130**	**1.0000e-004**	**0.0131**	**3.4500e-003**	**9.0000e-005**	**3.5400e-003**	**0.0000**	**11.6387**	**11.6387**	**5.9000e-004**	**0.0000**	**11.6511**

3.3 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.5217	0.0000	1.5217	0.7828	0.0000	0.7828	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2440	2.7837	1.8722	2.4700e-003		0.1327	0.1327		0.1221	0.1221	0.0000	229.0957	229.0957	0.0702	0.0000	230.5698
Total	**0.2440**	**2.7837**	**1.8722**	**2.4700e-003**	**1.5217**	**0.1327**	**1.6544**	**0.7828**	**0.1221**	**0.9048**	**0.0000**	**229.0957**	**229.0957**	**0.0702**	**0.0000**	**230.5698**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	2.4900e-003	3.2900e-003	0.0311	8.0000e-005	6.4200e-003	5.0000e-005	6.4600e-003	1.7000e-003	4.0000e-005	1.7500e-003	0.0000	5.7475	5.7475	2.9000e-004	0.0000	5.7536
Total	**2.4900e-003**	**3.2900e-003**	**0.0311**	**8.0000e-005**	**6.4200e-003**	**5.0000e-005**	**6.4600e-003**	**1.7000e-003**	**4.0000e-005**	**1.7500e-003**	**0.0000**	**5.7475**	**5.7475**	**2.9000e-004**	**0.0000**	**5.7536**

3.3 Grading - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.5217	0.0000	1.5217	0.7828	0.0000	0.7828	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2440	2.7837	1.8722	2.4700e-003		0.1327	0.1327		0.1221	0.1221	0.0000	229.0954	229.0954	0.0702	0.0000	230.5695
Total	**0.2440**	**2.7837**	**1.8722**	**2.4700e-003**	**1.5217**	**0.1327**	**1.6544**	**0.7828**	**0.1221**	**0.9048**	**0.0000**	**229.0954**	**229.0954**	**0.0702**	**0.0000**	**230.5695**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	2.4900e-003	3.2900e-003	0.0311	8.0000e-005	6.4200e-003	5.0000e-005	6.4600e-003	1.7000e-003	4.0000e-005	1.7500e-003	0.0000	5.7475	5.7475	2.9000e-004	0.0000	5.7536
Total	**2.4900e-003**	**3.2900e-003**	**0.0311**	**8.0000e-005**	**6.4200e-003**	**5.0000e-005**	**6.4600e-003**	**1.7000e-003**	**4.0000e-005**	**1.7500e-003**	**0.0000**	**5.7475**	**5.7475**	**2.9000e-004**	**0.0000**	**5.7536**

3.3 Grading - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.5217	0.0000	1.5217	0.7828	0.0000	0.7828	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.6903	7.7692	5.5210	8.0500e-003		0.3638	0.3638		0.3347	0.3347	0.0000	735.5190	735.5190	0.2290	0.0000	740.3275
Total	**0.6903**	**7.7692**	**5.5210**	**8.0500e-003**	**1.5217**	**0.3638**	**1.8855**	**0.7828**	**0.3347**	**1.1175**	**0.0000**	**735.5190**	**735.5190**	**0.2290**	**0.0000**	**740.3275**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	7.3700e-003	9.8100e-003	0.0919	2.6000e-004	0.0209	1.5000e-004	0.0211	5.5600e-003	1.4000e-004	5.7000e-003	0.0000	18.0471	18.0471	8.9000e-004	0.0000	18.0657
Total	**7.3700e-003**	**9.8100e-003**	**0.0919**	**2.6000e-004**	**0.0209**	**1.5000e-004**	**0.0211**	**5.5600e-003**	**1.4000e-004**	**5.7000e-003**	**0.0000**	**18.0471**	**18.0471**	**8.9000e-004**	**0.0000**	**18.0657**

3.3 Grading - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.5217	0.0000	1.5217	0.7828	0.0000	0.7828	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.6903	7.7692	5.5210	8.0500e-003		0.3638	0.3638		0.3347	0.3347	0.0000	735.5182	735.5182	0.2290	0.0000	740.3267
Total	**0.6903**	**7.7692**	**5.5210**	**8.0500e-003**	**1.5217**	**0.3638**	**1.8855**	**0.7828**	**0.3347**	**1.1175**	**0.0000**	**735.5182**	**735.5182**	**0.2290**	**0.0000**	**740.3267**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	7.3700e-003	9.8100e-003	0.0919	2.6000e-004	0.0209	1.5000e-004	0.0211	5.5600e-003	1.4000e-004	5.7000e-003	0.0000	18.0471	18.0471	8.9000e-004	0.0000	18.0657
Total	**7.3700e-003**	**9.8100e-003**	**0.0919**	**2.6000e-004**	**0.0209**	**1.5000e-004**	**0.0211**	**5.5600e-003**	**1.4000e-004**	**5.7000e-003**	**0.0000**	**18.0471**	**18.0471**	**8.9000e-004**	**0.0000**	**18.0657**

3.3 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					1.5217	0.0000	1.5217	0.7828	0.0000	0.7828	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.3033	3.3603	2.4979	3.8300e-003		0.1553	0.1553		0.1429	0.1429	0.0000	343.7335	343.7335	0.1088	0.0000	346.0174
Total	**0.3033**	**3.3603**	**2.4979**	**3.8300e-003**	**1.5217**	**0.1553**	**1.6770**	**0.7828**	**0.1429**	**0.9256**	**0.0000**	**343.7335**	**343.7335**	**0.1088**	**0.0000**	**346.0174**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	3.2500e-003	4.3100e-003	0.0402	1.2000e-004	9.9400e-003	7.0000e-005	0.0100	2.6400e-003	7.0000e-005	2.7100e-003	0.0000	8.2639	8.2639	4.0000e-004	0.0000	8.2722
Total	**3.2500e-003**	**4.3100e-003**	**0.0402**	**1.2000e-004**	**9.9400e-003**	**7.0000e-005**	**0.0100**	**2.6400e-003**	**7.0000e-005**	**2.7100e-003**	**0.0000**	**8.2639**	**8.2639**	**4.0000e-004**	**0.0000**	**8.2722**

3.3 Grading - 2019

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.5217	0.0000	1.5217	0.7828	0.0000	0.7828	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.3033	3.3603	2.4979	3.8300e-003		0.1553	0.1553		0.1429	0.1429	0.0000	343.7331	343.7331	0.1088	0.0000	346.0169
Total	**0.3033**	**3.3603**	**2.4979**	**3.8300e-003**	**1.5217**	**0.1553**	**1.6770**	**0.7828**	**0.1429**	**0.9256**	**0.0000**	**343.7331**	**343.7331**	**0.1088**	**0.0000**	**346.0169**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	3.2500e-003	4.3100e-003	0.0402	1.2000e-004	9.9400e-003	7.0000e-005	0.0100	2.6400e-003	7.0000e-005	2.7100e-003	0.0000	8.2639	8.2639	4.0000e-004	0.0000	8.2722
Total	**3.2500e-003**	**4.3100e-003**	**0.0402**	**1.2000e-004**	**9.9400e-003**	**7.0000e-005**	**0.0100**	**2.6400e-003**	**7.0000e-005**	**2.7100e-003**	**0.0000**	**8.2639**	**8.2639**	**4.0000e-004**	**0.0000**	**8.2722**

3.4 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	0.1611	1.4361	1.1727	1.8400e-003		0.0880	0.0880		0.0828	0.0828	0.0000	160.3741	160.3741	0.0390	0.0000	161.1935
Total	**0.1611**	**1.4361**	**1.1727**	**1.8400e-003**		**0.0880**	**0.0880**		**0.0828**	**0.0828**	**0.0000**	**160.3741**	**160.3741**	**0.0390**	**0.0000**	**161.1935**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.3941	3.0969	5.0916	0.0102	0.2807	0.0465	0.3272	0.0803	0.0428	0.1231	0.0000	884.0920	884.0920	6.6000e-003	0.0000	884.2307
Worker	0.6462	0.8562	7.9877	0.0243	1.9775	0.0144	1.9919	0.5255	0.0133	0.5388	0.0000	1,643.4495	1,643.4495	0.0788	0.0000	1,645.1044
Total	**1.0403**	**3.9531**	**13.0792**	**0.0345**	**2.2582**	**0.0609**	**2.3191**	**0.6058**	**0.0561**	**0.6619**	**0.0000**	**2,527.5415**	**2,527.5415**	**0.0854**	**0.0000**	**2,529.3350**

3.4 Building Construction - 2019

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1611	1.4361	1.1727	1.8400e-003		0.0880	0.0880		0.0828	0.0828	0.0000	160.3739	160.3739	0.0390	0.0000	161.1933
Total	**0.1611**	**1.4361**	**1.1727**	**1.8400e-003**		**0.0880**	**0.0880**		**0.0828**	**0.0828**	**0.0000**	**160.3739**	**160.3739**	**0.0390**	**0.0000**	**161.1933**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.3941	3.0969	5.0916	0.0102	0.2807	0.0465	0.3272	0.0803	0.0428	0.1231	0.0000	884.0920	884.0920	6.6000e-003	0.0000	884.2307
Worker	0.6462	0.8562	7.9877	0.0243	1.9775	0.0144	1.9919	0.5255	0.0133	0.5388	0.0000	1,643.4495	1,643.4495	0.0788	0.0000	1,645.1044
Total	**1.0403**	**3.9531**	**13.0792**	**0.0345**	**2.2582**	**0.0609**	**2.3191**	**0.6058**	**0.0561**	**0.6619**	**0.0000**	**2,527.5415**	**2,527.5415**	**0.0854**	**0.0000**	**2,529.3350**

3.4 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	0.2766	2.5000	2.2019	3.5100e-003		0.1458	0.1458		0.1371	0.1371	0.0000	302.1514	302.1514	0.0736	0.0000	303.6973
Total	**0.2766**	**2.5000**	**2.2019**	**3.5100e-003**		**0.1458**	**0.1458**		**0.1371**	**0.1371**	**0.0000**	**302.1514**	**302.1514**	**0.0736**	**0.0000**	**303.6973**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.7121	5.0434	9.4044	0.0195	0.5367	0.0798	0.6165	0.1535	0.0734	0.2269	0.0000	1,652.0821	1,652.0821	0.0122	0.0000	1,652.3388
Worker	1.1687	1.5298	14.2761	0.0465	3.7818	0.0275	3.8093	1.0050	0.0255	1.0304	0.0000	3,016.2985	3,016.2985	0.1433	0.0000	3,019.3080
Total	**1.8808**	**6.5732**	**23.6806**	**0.0660**	**4.3186**	**0.1073**	**4.4258**	**1.1585**	**0.0989**	**1.2574**	**0.0000**	**4,668.3807**	**4,668.3807**	**0.1555**	**0.0000**	**4,671.6467**

3.4 Building Construction - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.2766	2.5000	2.2019	3.5100e-003		0.1458	0.1458		0.1371	0.1371	0.0000	302.1510	302.1510	0.0736	0.0000	303.6969
Total	**0.2766**	**2.5000**	**2.2019**	**3.5100e-003**		**0.1458**	**0.1458**		**0.1371**	**0.1371**	**0.0000**	**302.1510**	**302.1510**	**0.0736**	**0.0000**	**303.6969**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.7121	5.0434	9.4044	0.0195	0.5367	0.0798	0.6165	0.1535	0.0734	0.2269	0.0000	1,652.0821	1,652.0821	0.0122	0.0000	1,652.3388
Worker	1.1687	1.5298	14.2761	0.0465	3.7818	0.0275	3.8093	1.0050	0.0255	1.0304	0.0000	3,016.2985	3,016.2985	0.1433	0.0000	3,019.3080
Total	**1.8808**	**6.5732**	**23.6806**	**0.0660**	**4.3186**	**0.1073**	**4.4258**	**1.1585**	**0.0989**	**1.2574**	**0.0000**	**4,668.3807**	**4,668.3807**	**0.1555**	**0.0000**	**4,671.6467**

3.4 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	0.2471	2.2629	2.1582	3.5000e-003		0.1246	0.1246		0.1172	0.1172	0.0000	301.0339	301.0339	0.0725	0.0000	302.5568
Total	**0.2471**	**2.2629**	**2.1582**	**3.5000e-003**		**0.1246**	**0.1246**		**0.1172**	**0.1172**	**0.0000**	**301.0339**	**301.0339**	**0.0725**	**0.0000**	**302.5568**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.6675	4.1196	8.9941	0.0194	0.5347	0.0715	0.6062	0.1530	0.0658	0.2188	0.0000	1,643.1499	1,643.1499	0.0121	0.0000	1,643.4047
Worker	1.1084	1.4307	13.4826	0.0464	3.7674	0.0278	3.7952	1.0011	0.0258	1.0269	0.0000	2,954.6566	2,954.6566	0.1374	0.0000	2,957.5414
Total	**1.7760**	**5.5503**	**22.4767**	**0.0658**	**4.3021**	**0.0993**	**4.4014**	**1.1541**	**0.0916**	**1.2457**	**0.0000**	**4,597.8065**	**4,597.8065**	**0.1495**	**0.0000**	**4,600.9461**

3.4 Building Construction - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.2471	2.2629	2.1582	3.5000e-003		0.1246	0.1246		0.1172	0.1172	0.0000	301.0335	301.0335	0.0725	0.0000	302.5565
Total	**0.2471**	**2.2629**	**2.1582**	**3.5000e-003**		**0.1246**	**0.1246**		**0.1172**	**0.1172**	**0.0000**	**301.0335**	**301.0335**	**0.0725**	**0.0000**	**302.5565**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.6675	4.1196	8.9941	0.0194	0.5347	0.0715	0.6062	0.1530	0.0658	0.2188	0.0000	1,643.1499	1,643.1499	0.0121	0.0000	1,643.4047
Worker	1.1084	1.4307	13.4826	0.0464	3.7674	0.0278	3.7952	1.0011	0.0258	1.0269	0.0000	2,954.6566	2,954.6566	0.1374	0.0000	2,957.5414
Total	**1.7760**	**5.5503**	**22.4767**	**0.0658**	**4.3021**	**0.0993**	**4.4014**	**1.1541**	**0.0916**	**1.2457**	**0.0000**	**4,597.8065**	**4,597.8065**	**0.1495**	**0.0000**	**4,600.9461**

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2209	2.0197	2.1226	3.4900e-003		0.1047	0.1047		0.0986	0.0986	0.0000	299.9946	299.9946	0.0718	0.0000	301.5017
Total	**0.2209**	**2.0197**	**2.1226**	**3.4900e-003**		**0.1047**	**0.1047**		**0.0986**	**0.0986**	**0.0000**	**299.9946**	**299.9946**	**0.0718**	**0.0000**	**301.5017**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.6388	3.6048	8.6082	0.0193	0.5327	0.0701	0.6028	0.1524	0.0645	0.2169	0.0000	1,635.1620	1,635.1620	0.0123	0.0000	1,635.4211
Worker	1.0520	1.3462	12.6744	0.0462	3.7530	0.0279	3.7809	0.9973	0.0259	1.0232	0.0000	2,894.3214	2,894.3214	0.1313	0.0000	2,897.0783
Total	**1.6907**	**4.9510**	**21.2826**	**0.0655**	**4.2857**	**0.0980**	**4.3837**	**1.1497**	**0.0904**	**1.2400**	**0.0000**	**4,529.4834**	**4,529.4834**	**0.1436**	**0.0000**	**4,532.4994**

3.4 Building Construction - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.2209	2.0197	2.1226	3.4900e-003		0.1047	0.1047		0.0986	0.0986	0.0000	299.9943	299.9943	0.0718	0.0000	301.5013
Total	**0.2209**	**2.0197**	**2.1226**	**3.4900e-003**		**0.1047**	**0.1047**		**0.0986**	**0.0986**	**0.0000**	**299.9943**	**299.9943**	**0.0718**	**0.0000**	**301.5013**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.6388	3.6048	8.6082	0.0193	0.5327	0.0701	0.6028	0.1524	0.0645	0.2169	0.0000	1,635.1620	1,635.1620	0.0123	0.0000	1,635.4211
Worker	1.0520	1.3462	12.6744	0.0462	3.7530	0.0279	3.7809	0.9973	0.0259	1.0232	0.0000	2,894.3214	2,894.3214	0.1313	0.0000	2,897.0783
Total	**1.6907**	**4.9510**	**21.2826**	**0.0655**	**4.2857**	**0.0980**	**4.3837**	**1.1497**	**0.0904**	**1.2400**	**0.0000**	**4,529.4834**	**4,529.4834**	**0.1436**	**0.0000**	**4,532.4994**

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2036	1.8606	2.1072	3.4900e-003		0.0906	0.0906		0.0852	0.0852	0.0000	300.0980	300.0980	0.0713	0.0000	301.5949
Total	**0.2036**	**1.8606**	**2.1072**	**3.4900e-003**		**0.0906**	**0.0906**		**0.0852**	**0.0852**	**0.0000**	**300.0980**	**300.0980**	**0.0713**	**0.0000**	**301.5949**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.5987	3.1375	8.2557	0.0192	0.5327	0.0684	0.6011	0.1524	0.0630	0.2154	0.0000	1,631.5008	1,631.5008	0.0116	0.0000	1,631.7441
Worker	1.0041	1.2765	11.9961	0.0462	3.7530	0.0281	3.7811	0.9973	0.0261	1.0233	0.0000	2,850.5899	2,850.5899	0.1265	0.0000	2,853.2462
Total	**1.6028**	**4.4140**	**20.2518**	**0.0654**	**4.2857**	**0.0965**	**4.3822**	**1.1497**	**0.0890**	**1.2387**	**0.0000**	**4,482.0907**	**4,482.0907**	**0.1381**	**0.0000**	**4,484.9902**

3.4 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.2036	1.8606	2.1072	3.4900e-003		0.0906	0.0906		0.0852	0.0852	0.0000	300.0976	300.0976	0.0713	0.0000	301.5946
Total	**0.2036**	**1.8606**	**2.1072**	**3.4900e-003**		**0.0906**	**0.0906**		**0.0852**	**0.0852**	**0.0000**	**300.0976**	**300.0976**	**0.0713**	**0.0000**	**301.5946**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.5987	3.1375	8.2557	0.0192	0.5327	0.0684	0.6011	0.1524	0.0630	0.2154	0.0000	1,631.5008	1,631.5008	0.0116	0.0000	1,631.7441
Worker	1.0041	1.2765	11.9961	0.0462	3.7530	0.0281	3.7811	0.9973	0.0261	1.0233	0.0000	2,850.5899	2,850.5899	0.1265	0.0000	2,853.2462
Total	**1.6028**	**4.4140**	**20.2518**	**0.0654**	**4.2857**	**0.0965**	**4.3822**	**1.1497**	**0.0890**	**1.2387**	**0.0000**	**4,482.0907**	**4,482.0907**	**0.1381**	**0.0000**	**4,484.9902**

3.4 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1920	1.7524	2.1135	3.5200e-003		0.0800	0.0800		0.0752	0.0752	0.0000	302.4646	302.4646	0.0714	0.0000	303.9643
Total	**0.1920**	**1.7524**	**2.1135**	**3.5200e-003**		**0.0800**	**0.0800**		**0.0752**	**0.0752**	**0.0000**	**302.4646**	**302.4646**	**0.0714**	**0.0000**	**303.9643**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.5683	3.1174	7.8699	0.0194	0.5368	0.0692	0.6060	0.1536	0.0637	0.2172	0.0000	1,643.9449	1,643.9449	0.0117	0.0000	1,644.1908
Worker	0.9676	1.2249	11.5124	0.0466	3.7818	0.0285	3.8104	1.0050	0.0265	1.0314	0.0000	2,833.3485	2,833.3485	0.1232	0.0000	2,835.9362
Total	**1.5360**	**4.3422**	**19.3823**	**0.0659**	**4.3187**	**0.0977**	**4.4164**	**1.1585**	**0.0901**	**1.2487**	**0.0000**	**4,477.2934**	**4,477.2934**	**0.1349**	**0.0000**	**4,480.1270**

3.4 Building Construction - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1920	1.7524	2.1135	3.5200e-003		0.0800	0.0800		0.0752	0.0752	0.0000	302.4642	302.4642	0.0714	0.0000	303.9639
Total	**0.1920**	**1.7524**	**2.1135**	**3.5200e-003**		**0.0800**	**0.0800**		**0.0752**	**0.0752**	**0.0000**	**302.4642**	**302.4642**	**0.0714**	**0.0000**	**303.9639**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.5683	3.1174	7.8699	0.0194	0.5368	0.0692	0.6060	0.1536	0.0637	0.2172	0.0000	1,643.9449	1,643.9449	0.0117	0.0000	1,644.1908
Worker	0.9676	1.2249	11.5124	0.0466	3.7818	0.0285	3.8104	1.0050	0.0265	1.0314	0.0000	2,833.3485	2,833.3485	0.1232	0.0000	2,835.9362
Total	**1.5360**	**4.3422**	**19.3823**	**0.0659**	**4.3187**	**0.0977**	**4.4164**	**1.1585**	**0.0901**	**1.2487**	**0.0000**	**4,477.2934**	**4,477.2934**	**0.1349**	**0.0000**	**4,480.1270**

3.4 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1777	1.6195	2.0948	3.5000e-003		0.0685	0.0685		0.0645	0.0645	0.0000	301.4019	301.4019	0.0707	0.0000	302.8874
Total	**0.1777**	**1.6195**	**2.0948**	**3.5000e-003**		**0.0685**	**0.0685**		**0.0645**	**0.0645**	**0.0000**	**301.4019**	**301.4019**	**0.0707**	**0.0000**	**302.8874**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.5505	3.0731	7.6331	0.0193	0.5348	0.0692	0.6040	0.1530	0.0636	0.2166	0.0000	1,637.8092	1,637.8092	0.0117	0.0000	1,638.0549
Worker	0.9267	1.1695	10.9933	0.0464	3.7674	0.0287	3.7961	1.0011	0.0266	1.0277	0.0000	2,788.6152	2,788.6152	0.1193	0.0000	2,791.1199
Total	**1.4772**	**4.2425**	**18.6264**	**0.0657**	**4.3022**	**0.0979**	**4.4001**	**1.1541**	**0.0903**	**1.2444**	**0.0000**	**4,426.4244**	**4,426.4244**	**0.1310**	**0.0000**	**4,429.1747**

3.4 Building Construction - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1777	1.6195	2.0948	3.5000e-003		0.0685	0.0685		0.0645	0.0645	0.0000	301.4015	301.4015	0.0707	0.0000	302.8871
Total	**0.1777**	**1.6195**	**2.0948**	**3.5000e-003**		**0.0685**	**0.0685**		**0.0645**	**0.0645**	**0.0000**	**301.4015**	**301.4015**	**0.0707**	**0.0000**	**302.8871**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.5505	3.0731	7.6331	0.0193	0.5348	0.0692	0.6040	0.1530	0.0636	0.2166	0.0000	1,637.8092	1,637.8092	0.0117	0.0000	1,638.0549
Worker	0.9267	1.1695	10.9933	0.0464	3.7674	0.0287	3.7961	1.0011	0.0266	1.0277	0.0000	2,788.6152	2,788.6152	0.1193	0.0000	2,791.1199
Total	**1.4772**	**4.2425**	**18.6264**	**0.0657**	**4.3022**	**0.0979**	**4.4001**	**1.1541**	**0.0903**	**1.2444**	**0.0000**	**4,426.4244**	**4,426.4244**	**0.1310**	**0.0000**	**4,429.1747**

3.4 Building Construction - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1777	1.6195	2.0948	3.5000e-003		0.0685	0.0685		0.0645	0.0645	0.0000	301.4019	301.4019	0.0707	0.0000	302.8874
Total	**0.1777**	**1.6195**	**2.0948**	**3.5000e-003**		**0.0685**	**0.0685**		**0.0645**	**0.0645**	**0.0000**	**301.4019**	**301.4019**	**0.0707**	**0.0000**	**302.8874**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.5373	3.0240	7.4879	0.0193	0.5349	0.0684	0.6032	0.1530	0.0629	0.2159	0.0000	1,637.9482	1,637.9482	0.0116	0.0000	1,638.1920
Worker	0.8962	1.1299	10.6277	0.0464	3.7674	0.0290	3.7964	1.0011	0.0269	1.0280	0.0000	2,759.3594	2,759.3594	0.1165	0.0000	2,761.8062
Total	**1.4335**	**4.1539**	**18.1156**	**0.0657**	**4.3023**	**0.0974**	**4.3997**	**1.1541**	**0.0898**	**1.2440**	**0.0000**	**4,397.3076**	**4,397.3076**	**0.1281**	**0.0000**	**4,399.9982**

3.4 Building Construction - 2026

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1777	1.6195	2.0948	3.5000e-003		0.0685	0.0685		0.0645	0.0645	0.0000	301.4015	301.4015	0.0707	0.0000	302.8871
Total	**0.1777**	**1.6195**	**2.0948**	**3.5000e-003**		**0.0685**	**0.0685**		**0.0645**	**0.0645**	**0.0000**	**301.4015**	**301.4015**	**0.0707**	**0.0000**	**302.8871**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.5373	3.0240	7.4879	0.0193	0.5349	0.0684	0.6032	0.1530	0.0629	0.2159	0.0000	1,637.9482	1,637.9482	0.0116	0.0000	1,638.1920
Worker	0.8962	1.1299	10.6277	0.0464	3.7674	0.0290	3.7964	1.0011	0.0269	1.0280	0.0000	2,759.3594	2,759.3594	0.1165	0.0000	2,761.8062
Total	**1.4335**	**4.1539**	**18.1156**	**0.0657**	**4.3023**	**0.0974**	**4.3997**	**1.1541**	**0.0898**	**1.2440**	**0.0000**	**4,397.3076**	**4,397.3076**	**0.1281**	**0.0000**	**4,399.9982**

3.4 Building Construction - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1777	1.6195	2.0948	3.5000e-003		0.0685	0.0685		0.0645	0.0645	0.0000	301.4019	301.4019	0.0707	0.0000	302.8874
Total	**0.1777**	**1.6195**	**2.0948**	**3.5000e-003**		**0.0685**	**0.0685**		**0.0645**	**0.0645**	**0.0000**	**301.4019**	**301.4019**	**0.0707**	**0.0000**	**302.8874**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.5242	2.9936	7.2797	0.0193	0.5349	0.0685	0.6034	0.1530	0.0630	0.2160	0.0000	1,638.1461	1,638.1461	0.0116	0.0000	1,638.3903
Worker	0.8680	1.0959	10.3053	0.0464	3.7674	0.0293	3.7967	1.0011	0.0272	1.0283	0.0000	2,734.1688	2,734.1688	0.1141	0.0000	2,736.5646
Total	**1.3923**	**4.0896**	**17.5850**	**0.0657**	**4.3023**	**0.0978**	**4.4001**	**1.1542**	**0.0902**	**1.2443**	**0.0000**	**4,372.3149**	**4,372.3149**	**0.1257**	**0.0000**	**4,374.9549**

3.4 Building Construction - 2027

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1777	1.6195	2.0948	3.5000e-003		0.0685	0.0685		0.0645	0.0645	0.0000	301.4015	301.4015	0.0707	0.0000	302.8871
Total	**0.1777**	**1.6195**	**2.0948**	**3.5000e-003**		**0.0685**	**0.0685**		**0.0645**	**0.0645**	**0.0000**	**301.4015**	**301.4015**	**0.0707**	**0.0000**	**302.8871**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.5242	2.9936	7.2797	0.0193	0.5349	0.0685	0.6034	0.1530	0.0630	0.2160	0.0000	1,638.1461	1,638.1461	0.0116	0.0000	1,638.3903
Worker	0.8680	1.0959	10.3053	0.0464	3.7674	0.0293	3.7967	1.0011	0.0272	1.0283	0.0000	2,734.1688	2,734.1688	0.1141	0.0000	2,736.5646
Total	**1.3923**	**4.0896**	**17.5850**	**0.0657**	**4.3023**	**0.0978**	**4.4001**	**1.1542**	**0.0902**	**1.2443**	**0.0000**	**4,372.3149**	**4,372.3149**	**0.1257**	**0.0000**	**4,374.9549**

3.4 Building Construction - 2028

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1770	1.6133	2.0867	3.4900e-003		0.0683	0.0683		0.0642	0.0642	0.0000	300.2471	300.2471	0.0705	0.0000	301.7269
Total	**0.1770**	**1.6133**	**2.0867**	**3.4900e-003**		**0.0683**	**0.0683**		**0.0642**	**0.0642**	**0.0000**	**300.2471**	**300.2471**	**0.0705**	**0.0000**	**301.7269**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.5168	2.9573	7.1971	0.0192	0.5329	0.0681	0.6010	0.1525	0.0627	0.2151	0.0000	1,632.1015	1,632.1015	0.0116	0.0000	1,632.3446
Worker	0.8374	1.0589	9.9749	0.0462	3.7530	0.0294	3.7824	0.9973	0.0273	1.0246	0.0000	2,702.3280	2,702.3280	0.1114	0.0000	2,704.6675
Total	**1.3542**	**4.0162**	**17.1720**	**0.0654**	**4.2859**	**0.0975**	**4.3834**	**1.1497**	**0.0899**	**1.2397**	**0.0000**	**4,334.4295**	**4,334.4295**	**0.1230**	**0.0000**	**4,337.0122**

3.4 Building Construction - 2028

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1770	1.6133	2.0867	3.4900e-003		0.0683	0.0683		0.0642	0.0642	0.0000	300.2467	300.2467	0.0705	0.0000	301.7266
Total	**0.1770**	**1.6133**	**2.0867**	**3.4900e-003**		**0.0683**	**0.0683**		**0.0642**	**0.0642**	**0.0000**	**300.2467**	**300.2467**	**0.0705**	**0.0000**	**301.7266**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.5168	2.9573	7.1971	0.0192	0.5329	0.0681	0.6010	0.1525	0.0627	0.2151	0.0000	1,632.1015	1,632.1015	0.0116	0.0000	1,632.3446
Worker	0.8374	1.0589	9.9749	0.0462	3.7530	0.0294	3.7824	0.9973	0.0273	1.0246	0.0000	2,702.3280	2,702.3280	0.1114	0.0000	2,704.6675
Total	**1.3542**	**4.0162**	**17.1720**	**0.0654**	**4.2859**	**0.0975**	**4.3834**	**1.1497**	**0.0899**	**1.2397**	**0.0000**	**4,334.4295**	**4,334.4295**	**0.1230**	**0.0000**	**4,337.0122**

3.4 Building Construction - 2029

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1777	1.6195	2.0948	3.5000e-003		0.0685	0.0685		0.0645	0.0645	0.0000	301.4019	301.4019	0.0707	0.0000	302.8874
Total	**0.1777**	**1.6195**	**2.0948**	**3.5000e-003**		**0.0685**	**0.0685**		**0.0645**	**0.0645**	**0.0000**	**301.4019**	**301.4019**	**0.0707**	**0.0000**	**302.8874**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.5104	2.9490	7.1184	0.0193	0.5350	0.0684	0.6034	0.1531	0.0629	0.2160	0.0000	1,638.5594	1,638.5594	0.0116	0.0000	1,638.8036
Worker	0.8136	1.0307	9.7328	0.0464	3.7674	0.0297	3.7971	1.0011	0.0276	1.0287	0.0000	2,694.4387	2,694.4387	0.1097	0.0000	2,696.7418
Total	**1.3241**	**3.9797**	**16.8512**	**0.0657**	**4.3024**	**0.0981**	**4.4005**	**1.1542**	**0.0905**	**1.2446**	**0.0000**	**4,332.9981**	**4,332.9981**	**0.1213**	**0.0000**	**4,335.5454**

3.4 Building Construction - 2029

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1777	1.6195	2.0948	3.5000e-003		0.0685	0.0685		0.0645	0.0645	0.0000	301.4015	301.4015	0.0707	0.0000	302.8871
Total	**0.1777**	**1.6195**	**2.0948**	**3.5000e-003**		**0.0685**	**0.0685**		**0.0645**	**0.0645**	**0.0000**	**301.4015**	**301.4015**	**0.0707**	**0.0000**	**302.8871**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.5104	2.9490	7.1184	0.0193	0.5350	0.0684	0.6034	0.1531	0.0629	0.2160	0.0000	1,638.5594	1,638.5594	0.0116	0.0000	1,638.8036
Worker	0.8136	1.0307	9.7328	0.0464	3.7674	0.0297	3.7971	1.0011	0.0276	1.0287	0.0000	2,694.4387	2,694.4387	0.1097	0.0000	2,696.7418
Total	**1.3241**	**3.9797**	**16.8512**	**0.0657**	**4.3024**	**0.0981**	**4.4005**	**1.1542**	**0.0905**	**1.2446**	**0.0000**	**4,332.9981**	**4,332.9981**	**0.1213**	**0.0000**	**4,335.5454**

3.4 Building Construction - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1702	1.0333	2.1051	4.0200e-003		0.0193	0.0193		0.0193	0.0193	0.0000	341.5281	341.5281	0.0137	0.0000	341.8160
Total	**0.1702**	**1.0333**	**2.1051**	**4.0200e-003**		**0.0193**	**0.0193**		**0.0193**	**0.0193**	**0.0000**	**341.5281**	**341.5281**	**0.0137**	**0.0000**	**341.8160**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.5047	2.9335	7.0709	0.0193	0.5350	0.0684	0.6034	0.1531	0.0629	0.2160	0.0000	1,638.7461	1,638.7461	0.0116	0.0000	1,638.9904
Worker	0.7883	1.0019	9.4828	0.0464	3.7674	0.0298	3.7972	1.0011	0.0277	1.0288	0.0000	2,678.9157	2,678.9157	0.1077	0.0000	2,681.1771
Total	**1.2930**	**3.9355**	**16.5536**	**0.0657**	**4.3024**	**0.0982**	**4.4007**	**1.1542**	**0.0906**	**1.2448**	**0.0000**	**4,317.6618**	**4,317.6618**	**0.1193**	**0.0000**	**4,320.1675**

3.4 Building Construction - 2030

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1702	1.0333	2.1051	4.0200e-003		0.0193	0.0193		0.0193	0.0193	0.0000	341.5277	341.5277	0.0137	0.0000	341.8156
Total	**0.1702**	**1.0333**	**2.1051**	**4.0200e-003**		**0.0193**	**0.0193**		**0.0193**	**0.0193**	**0.0000**	**341.5277**	**341.5277**	**0.0137**	**0.0000**	**341.8156**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.5047	2.9335	7.0709	0.0193	0.5350	0.0684	0.6034	0.1531	0.0629	0.2160	0.0000	1,638.7461	1,638.7461	0.0116	0.0000	1,638.9904
Worker	0.7883	1.0019	9.4828	0.0464	3.7674	0.0298	3.7972	1.0011	0.0277	1.0288	0.0000	2,678.9157	2,678.9157	0.1077	0.0000	2,681.1771
Total	**1.2930**	**3.9355**	**16.5536**	**0.0657**	**4.3024**	**0.0982**	**4.4007**	**1.1542**	**0.0906**	**1.2448**	**0.0000**	**4,317.6618**	**4,317.6618**	**0.1193**	**0.0000**	**4,320.1675**

3.4 Building Construction - 2031

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1702	1.0333	2.1051	4.0200e-003		0.0193	0.0193		0.0193	0.0193	0.0000	341.5281	341.5281	0.0137	0.0000	341.8160
Total	**0.1702**	**1.0333**	**2.1051**	**4.0200e-003**		**0.0193**	**0.0193**		**0.0193**	**0.0193**	**0.0000**	**341.5281**	**341.5281**	**0.0137**	**0.0000**	**341.8160**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.5001	2.9218	7.0414	0.0193	0.5350	0.0684	0.6034	0.1531	0.0629	0.2160	0.0000	1,638.6583	1,638.6583	0.0116	0.0000	1,638.9027
Worker	0.7665	0.9768	9.2838	0.0464	3.7674	0.0299	3.7973	1.0011	0.0278	1.0289	0.0000	2,665.8824	2,665.8824	0.1060	0.0000	2,668.1087
Total	**1.2666**	**3.8986**	**16.3252**	**0.0657**	**4.3024**	**0.0983**	**4.4007**	**1.1542**	**0.0907**	**1.2449**	**0.0000**	**4,304.5407**	**4,304.5407**	**0.1177**	**0.0000**	**4,307.0114**

3.4 Building Construction - 2031

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1702	1.0333	2.1051	4.0200e-003		0.0193	0.0193		0.0193	0.0193	0.0000	341.5277	341.5277	0.0137	0.0000	341.8156
Total	**0.1702**	**1.0333**	**2.1051**	**4.0200e-003**		**0.0193**	**0.0193**		**0.0193**	**0.0193**	**0.0000**	**341.5277**	**341.5277**	**0.0137**	**0.0000**	**341.8156**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.5001	2.9218	7.0414	0.0193	0.5350	0.0684	0.6034	0.1531	0.0629	0.2160	0.0000	1,638.6583	1,638.6583	0.0116	0.0000	1,638.9027
Worker	0.7665	0.9768	9.2838	0.0464	3.7674	0.0299	3.7973	1.0011	0.0278	1.0289	0.0000	2,665.8824	2,665.8824	0.1060	0.0000	2,668.1087
Total	**1.2666**	**3.8986**	**16.3252**	**0.0657**	**4.3024**	**0.0983**	**4.4007**	**1.1542**	**0.0907**	**1.2449**	**0.0000**	**4,304.5407**	**4,304.5407**	**0.1177**	**0.0000**	**4,307.0114**

3.4 Building Construction - 2032

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1708	1.0372	2.1132	4.0400e-003		0.0193	0.0193		0.0193	0.0193	0.0000	342.8367	342.8367	0.0138	0.0000	343.1257
Total	**0.1708**	**1.0372**	**2.1132**	**4.0400e-003**		**0.0193**	**0.0193**		**0.0193**	**0.0193**	**0.0000**	**342.8367**	**342.8367**	**0.0138**	**0.0000**	**343.1257**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.4975	2.9233	7.0449	0.0194	0.5370	0.0687	0.6057	0.1537	0.0632	0.2168	0.0000	1,644.8642	1,644.8642	0.0117	0.0000	1,645.1096
Worker	0.7495	0.9594	9.1424	0.0466	3.7818	0.0301	3.8119	1.0050	0.0279	1.0329	0.0000	2,665.1775	2,665.1775	0.1050	0.0000	2,667.3814
Total	**1.2470**	**3.8827**	**16.1873**	**0.0659**	**4.3189**	**0.0987**	**4.4176**	**1.1586**	**0.0911**	**1.2497**	**0.0000**	**4,310.0417**	**4,310.0417**	**0.1166**	**0.0000**	**4,312.4910**

3.4 Building Construction - 2032

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1708	1.0372	2.1132	4.0400e-003		0.0193	0.0193		0.0193	0.0193	0.0000	342.8363	342.8363	0.0138	0.0000	343.1252
Total	**0.1708**	**1.0372**	**2.1132**	**4.0400e-003**		**0.0193**	**0.0193**		**0.0193**	**0.0193**	**0.0000**	**342.8363**	**342.8363**	**0.0138**	**0.0000**	**343.1252**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.4975	2.9233	7.0449	0.0194	0.5370	0.0687	0.6057	0.1537	0.0632	0.2168	0.0000	1,644.8642	1,644.8642	0.0117	0.0000	1,645.1096
Worker	0.7495	0.9594	9.1424	0.0466	3.7818	0.0301	3.8119	1.0050	0.0279	1.0329	0.0000	2,665.1775	2,665.1775	0.1050	0.0000	2,667.3814
Total	**1.2470**	**3.8827**	**16.1873**	**0.0659**	**4.3189**	**0.0987**	**4.4176**	**1.1586**	**0.0911**	**1.2497**	**0.0000**	**4,310.0417**	**4,310.0417**	**0.1166**	**0.0000**	**4,312.4910**

3.4 Building Construction - 2033

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1695	1.0293	2.0971	4.0100e-003		0.0192	0.0192		0.0192	0.0192	0.0000	340.2196	340.2196	0.0137	0.0000	340.5064
Total	**0.1695**	**1.0293**	**2.0971**	**4.0100e-003**		**0.0192**	**0.0192**		**0.0192**	**0.0192**	**0.0000**	**340.2196**	**340.2196**	**0.0137**	**0.0000**	**340.5064**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.4882	2.8894	6.9720	0.0192	0.5329	0.0681	0.6010	0.1525	0.0627	0.2151	0.0000	1,632.1326	1,632.1326	0.0116	0.0000	1,632.3762
Worker	0.7239	0.9323	8.9172	0.0462	3.7530	0.0299	3.7829	0.9973	0.0277	1.0250	0.0000	2,635.8342	2,635.8342	0.1028	0.0000	2,637.9925
Total	**1.2120**	**3.8218**	**15.8892**	**0.0654**	**4.2858**	**0.0980**	**4.3838**	**1.1497**	**0.0904**	**1.2401**	**0.0000**	**4,267.9669**	**4,267.9669**	**0.1144**	**0.0000**	**4,270.3687**

3.4 Building Construction - 2033

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1695	1.0293	2.0971	4.0100e-003		0.0192	0.0192		0.0192	0.0192	0.0000	340.2192	340.2192	0.0137	0.0000	340.5060
Total	**0.1695**	**1.0293**	**2.0971**	**4.0100e-003**		**0.0192**	**0.0192**		**0.0192**	**0.0192**	**0.0000**	**340.2192**	**340.2192**	**0.0137**	**0.0000**	**340.5060**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.4882	2.8894	6.9720	0.0192	0.5329	0.0681	0.6010	0.1525	0.0627	0.2151	0.0000	1,632.1326	1,632.1326	0.0116	0.0000	1,632.3762
Worker	0.7239	0.9323	8.9172	0.0462	3.7530	0.0299	3.7829	0.9973	0.0277	1.0250	0.0000	2,635.8342	2,635.8342	0.1028	0.0000	2,637.9925
Total	**1.2120**	**3.8218**	**15.8892**	**0.0654**	**4.2858**	**0.0980**	**4.3838**	**1.1497**	**0.0904**	**1.2401**	**0.0000**	**4,267.9669**	**4,267.9669**	**0.1144**	**0.0000**	**4,270.3687**

3.4 Building Construction - 2034

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1695	1.0293	2.0971	4.0100e-003		0.0192	0.0192		0.0192	0.0192	0.0000	340.2196	340.2196	0.0137	0.0000	340.5064
Total	**0.1695**	**1.0293**	**2.0971**	**4.0100e-003**		**0.0192**	**0.0192**		**0.0192**	**0.0192**	**0.0000**	**340.2196**	**340.2196**	**0.0137**	**0.0000**	**340.5064**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.4838	2.8815	6.9561	0.0192	0.5328	0.0681	0.6009	0.1524	0.0627	0.2151	0.0000	1,631.9915	1,631.9915	0.0116	0.0000	1,632.2350
Worker	0.7040	0.9160	8.7587	0.0462	3.7530	0.0299	3.7829	0.9973	0.0277	1.0250	0.0000	2,628.2500	2,628.2500	0.1015	0.0000	2,630.3810
Total	**1.1878**	**3.7976**	**15.7148**	**0.0654**	**4.2858**	**0.0980**	**4.3838**	**1.1497**	**0.0904**	**1.2401**	**0.0000**	**4,260.2414**	**4,260.2414**	**0.1131**	**0.0000**	**4,262.6160**

3.4 Building Construction - 2034

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1695	1.0293	2.0971	4.0100e-003		0.0192	0.0192		0.0192	0.0192	0.0000	340.2192	340.2192	0.0137	0.0000	340.5060
Total	**0.1695**	**1.0293**	**2.0971**	**4.0100e-003**		**0.0192**	**0.0192**		**0.0192**	**0.0192**	**0.0000**	**340.2192**	**340.2192**	**0.0137**	**0.0000**	**340.5060**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.4838	2.8815	6.9561	0.0192	0.5328	0.0681	0.6009	0.1524	0.0627	0.2151	0.0000	1,631.9915	1,631.9915	0.0116	0.0000	1,632.2350
Worker	0.7040	0.9160	8.7587	0.0462	3.7530	0.0299	3.7829	0.9973	0.0277	1.0250	0.0000	2,628.2500	2,628.2500	0.1015	0.0000	2,630.3810
Total	**1.1878**	**3.7976**	**15.7148**	**0.0654**	**4.2858**	**0.0980**	**4.3838**	**1.1497**	**0.0904**	**1.2401**	**0.0000**	**4,260.2414**	**4,260.2414**	**0.1131**	**0.0000**	**4,262.6160**

3.4 Building Construction - 2035

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1582	0.9332	2.1000	4.0200e-003		0.0118	0.0118		0.0118	0.0118	0.0000	341.5281	341.5281	0.0127	0.0000	341.7954
Total	**0.1582**	**0.9332**	**2.1000**	**4.0200e-003**		**0.0118**	**0.0118**		**0.0118**	**0.0118**	**0.0000**	**341.5281**	**341.5281**	**0.0127**	**0.0000**	**341.7954**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.4824	2.8869	6.9707	0.0193	0.5348	0.0684	0.6032	0.1530	0.0629	0.2159	0.0000	1,638.1397	1,638.1397	0.0116	0.0000	1,638.3841
Worker	0.6890	0.9062	8.6654	0.0464	3.7674	0.0300	3.7974	1.0011	0.0278	1.0289	0.0000	2,632.0852	2,632.0852	0.1007	0.0000	2,634.2004
Total	**1.1714**	**3.7931**	**15.6361**	**0.0657**	**4.3022**	**0.0983**	**4.4005**	**1.1541**	**0.0907**	**1.2448**	**0.0000**	**4,270.2249**	**4,270.2249**	**0.1124**	**0.0000**	**4,272.5845**

3.4 Building Construction - 2035

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1582	0.9332	2.1000	4.0200e-003		0.0118	0.0118		0.0118	0.0118	0.0000	341.5277	341.5277	0.0127	0.0000	341.7950
Total	**0.1582**	**0.9332**	**2.1000**	**4.0200e-003**		**0.0118**	**0.0118**		**0.0118**	**0.0118**	**0.0000**	**341.5277**	**341.5277**	**0.0127**	**0.0000**	**341.7950**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	0.4824	2.8869	6.9707	0.0193	0.5348	0.0684	0.6032	0.1530	0.0629	0.2159	0.0000	1,638.1397	1,638.1397	0.0116	0.0000	1,638.3841
Worker	0.6890	0.9062	8.6654	0.0464	3.7674	0.0300	3.7974	1.0011	0.0278	1.0289	0.0000	2,632.0852	2,632.0852	0.1007	0.0000	2,634.2004
Total	**1.1714**	**3.7931**	**15.6361**	**0.0657**	**4.3022**	**0.0983**	**4.4005**	**1.1541**	**0.0907**	**1.2448**	**0.0000**	**4,270.2249**	**4,270.2249**	**0.1124**	**0.0000**	**4,272.5845**

3.4 Building Construction - 2036

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1588	0.9368	2.1081	4.0400e-003		0.0118	0.0118		0.0118	0.0118	0.0000	342.8367	342.8367	0.0128	0.0000	343.1050
Total	**0.1588**	**0.9368**	**2.1081**	**4.0400e-003**		**0.0118**	**0.0118**		**0.0118**	**0.0118**	**0.0000**	**342.8367**	**342.8367**	**0.0128**	**0.0000**	**343.1050**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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
Vendor					0.3874	0.0000	0.3874	0.0951	0.0000	0.0951	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker					3.2747	0.0000	3.2747	0.8038	0.0000	0.8038	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total					**3.6621**	**0.0000**	**3.6621**	**0.8989**	**0.0000**	**0.8989**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Building Construction - 2036

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1588	0.9368	2.1081	4.0400e-003		0.0118	0.0118		0.0118	0.0118	0.0000	342.8363	342.8363	0.0128	0.0000	343.1046
Total	**0.1588**	**0.9368**	**2.1081**	**4.0400e-003**		**0.0118**	**0.0118**		**0.0118**	**0.0118**	**0.0000**	**342.8363**	**342.8363**	**0.0128**	**0.0000**	**343.1046**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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
Vendor					0.3874	0.0000	0.3874	0.0951	0.0000	0.0951	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker					3.2747	0.0000	3.2747	0.8038	0.0000	0.8038	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total					**3.6621**	**0.0000**	**3.6621**	**0.8989**	**0.0000**	**0.8989**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Building Construction - 2037

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0467	0.2753	0.6196	1.1900e-003		3.4700e-003	3.4700e-003		3.4700e-003	3.4700e-003	0.0000	100.7573	100.7573	3.7600e-003	0.0000	100.8362
Total	**0.0467**	**0.2753**	**0.6196**	**1.1900e-003**		**3.4700e-003**	**3.4700e-003**		**3.4700e-003**	**3.4700e-003**	**0.0000**	**100.7573**	**100.7573**	**3.7600e-003**	**0.0000**	**100.8362**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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
Vendor					0.1138	0.0000	0.1138	0.0279	0.0000	0.0279	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker					0.9624	0.0000	0.9624	0.2362	0.0000	0.2362	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total					**1.0763**	**0.0000**	**1.0763**	**0.2642**	**0.0000**	**0.2642**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Building Construction - 2037

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0467	0.2753	0.6196	1.1900e-003		3.4700e-003	3.4700e-003		3.4700e-003	3.4700e-003	0.0000	100.7572	100.7572	3.7600e-003	0.0000	100.8361
Total	**0.0467**	**0.2753**	**0.6196**	**1.1900e-003**		**3.4700e-003**	**3.4700e-003**		**3.4700e-003**	**3.4700e-003**	**0.0000**	**100.7572**	**100.7572**	**3.7600e-003**	**0.0000**	**100.8361**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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
Vendor					0.1138	0.0000	0.1138	0.0279	0.0000	0.0279	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker					0.9624	0.0000	0.9624	0.2362	0.0000	0.2362	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total					**1.0763**	**0.0000**	**1.0763**	**0.2642**	**0.0000**	**0.2642**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Paving - 2037

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1027	0.4406	1.4251	2.5300e-003		0.0169	0.0169		0.0169	0.0169	0.0000	216.9975	216.9975	8.3500e-003	0.0000	217.1729
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1027**	**0.4406**	**1.4251**	**2.5300e-003**		**0.0169**	**0.0169**		**0.0169**	**0.0169**	**0.0000**	**216.9975**	**216.9975**	**8.3500e-003**	**0.0000**	**217.1729**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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
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
Worker					9.5800e-003	0.0000	9.5800e-003	2.3500e-003	0.0000	2.3500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total					**9.5800e-003**	**0.0000**	**9.5800e-003**	**2.3500e-003**	**0.0000**	**2.3500e-003**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Paving - 2037

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1027	0.4406	1.4251	2.5300e-003		0.0169	0.0169		0.0169	0.0169	0.0000	216.9972	216.9972	8.3500e-003	0.0000	217.1726
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1027**	**0.4406**	**1.4251**	**2.5300e-003**		**0.0169**	**0.0169**		**0.0169**	**0.0169**	**0.0000**	**216.9972**	**216.9972**	**8.3500e-003**	**0.0000**	**217.1726**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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
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
Worker					9.5800e-003	0.0000	9.5800e-003	2.3500e-003	0.0000	2.3500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total					**9.5800e-003**	**0.0000**	**9.5800e-003**	**2.3500e-003**	**0.0000**	**2.3500e-003**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Paving - 2038

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0815	0.3496	1.1308	2.0000e-003		0.0134	0.0134		0.0134	0.0134	0.0000	172.1828	172.1828	6.6300e-003	0.0000	172.3220
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0815**	**0.3496**	**1.1308**	**2.0000e-003**		**0.0134**	**0.0134**		**0.0134**	**0.0134**	**0.0000**	**172.1828**	**172.1828**	**6.6300e-003**	**0.0000**	**172.3220**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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
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
Worker					7.6000e-003	0.0000	7.6000e-003	1.8700e-003	0.0000	1.8700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total					**7.6000e-003**	**0.0000**	**7.6000e-003**	**1.8700e-003**	**0.0000**	**1.8700e-003**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Paving - 2038

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0815	0.3496	1.1308	2.0000e-003		0.0134	0.0134		0.0134	0.0134	0.0000	172.1826	172.1826	6.6300e-003	0.0000	172.3217
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0815**	**0.3496**	**1.1308**	**2.0000e-003**		**0.0134**	**0.0134**		**0.0134**	**0.0134**	**0.0000**	**172.1826**	**172.1826**	**6.6300e-003**	**0.0000**	**172.3217**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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
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
Worker					7.6000e-003	0.0000	7.6000e-003	1.8700e-003	0.0000	1.8700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total					**7.6000e-003**	**0.0000**	**7.6000e-003**	**1.8700e-003**	**0.0000**	**1.8700e-003**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Architectural Coating - 2038

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	16.8897					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.7800e-003	0.0436	0.1032	1.7000e-004		5.7000e-004	5.7000e-004		5.7000e-004	5.7000e-004	0.0000	14.6812	14.6812	5.4000e-004	0.0000	14.6926
Total	**16.8964**	**0.0436**	**0.1032**	**1.7000e-004**		**5.7000e-004**	**5.7000e-004**		**5.7000e-004**	**5.7000e-004**	**0.0000**	**14.6812**	**14.6812**	**5.4000e-004**	**0.0000**	**14.6926**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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
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
Worker					0.2875	0.0000	0.2875	0.0706	0.0000	0.0706	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total					**0.2875**	**0.0000**	**0.2875**	**0.0706**	**0.0000**	**0.0706**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Architectural Coating - 2038

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	16.8897					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.7800e-003	0.0436	0.1032	1.7000e-004		5.7000e-004	5.7000e-004		5.7000e-004	5.7000e-004	0.0000	14.6812	14.6812	5.4000e-004	0.0000	14.6926
Total	**16.8964**	**0.0436**	**0.1032**	**1.7000e-004**		**5.7000e-004**	**5.7000e-004**		**5.7000e-004**	**5.7000e-004**	**0.0000**	**14.6812**	**14.6812**	**5.4000e-004**	**0.0000**	**14.6926**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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
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
Worker					0.2875	0.0000	0.2875	0.0706	0.0000	0.0706	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total					**0.2875**	**0.0000**	**0.2875**	**0.0706**	**0.0000**	**0.0706**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Architectural Coating - 2039

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	31.5763					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.0815	0.1929	3.2000e-004		1.0600e-003	1.0600e-003		1.0600e-003	1.0600e-003	0.0000	27.4475	27.4475	1.0100e-003	0.0000	27.4688
Total	**31.5890**	**0.0815**	**0.1929**	**3.2000e-004**		**1.0600e-003**	**1.0600e-003**		**1.0600e-003**	**1.0600e-003**	**0.0000**	**27.4475**	**27.4475**	**1.0100e-003**	**0.0000**	**27.4688**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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
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
Worker					0.5375	0.0000	0.5375	0.1319	0.0000	0.1319	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total					**0.5375**	**0.0000**	**0.5375**	**0.1319**	**0.0000**	**0.1319**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Architectural Coating - 2039

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	31.5763					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.0815	0.1929	3.2000e-004		1.0600e-003	1.0600e-003		1.0600e-003	1.0600e-003	0.0000	27.4475	27.4475	1.0100e-003	0.0000	27.4687
Total	**31.5890**	**0.0815**	**0.1929**	**3.2000e-004**		**1.0600e-003**	**1.0600e-003**		**1.0600e-003**	**1.0600e-003**	**0.0000**	**27.4475**	**27.4475**	**1.0100e-003**	**0.0000**	**27.4687**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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
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
Worker					0.5375	0.0000	0.5375	0.1319	0.0000	0.1319	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total					**0.5375**	**0.0000**	**0.5375**	**0.1319**	**0.0000**	**0.1319**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	18.7300	38.7561	185.0513	0.4912	33.6843	0.5673	34.2516	9.0089	0.5235	9.5323	0.0000	34,090.4046	34,090.4046	1.3287	0.0000	34,118.3072
Unmitigated	18.7300	38.7561	185.0513	0.4912	33.6843	0.5673	34.2516	9.0089	0.5235	9.5323	0.0000	34,090.4046	34,090.4046	1.3287	0.0000	34,118.3072

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	25,160.85	25,160.85	25160.85	71,841,860	71,841,860
City Park	729.33	729.33	729.33	1,557,012	1,557,012
Elementary School	1,611.00	0.00	0.00	2,537,255	2,537,255
Strip Mall	8,859.77	8,859.77	8859.77	13,644,345	13,644,345
Total	36,360.95	34,749.95	34,749.95	89,580,471	89,580,471

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	7.30	7.50	41.60	18.80	39.60	86	11	3
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Elementary School	9.50	7.30	7.30	65.00	30.00	5.00	63	25	12
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.513300	0.073549	0.191092	0.130830	0.036094	0.005140	0.012550	0.022916	0.001871	0.002062	0.006564	0.000586	0.003446

5.0 Energy Detail

4.4 Fleet Mix

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	5,853.2465	5,853.2465	0.2356	0.0487	5,873.3046
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	5,853.2465	5,853.2465	0.2356	0.0487	5,873.3046
NaturalGas Mitigated	0.1368	1.1716	0.5145	7.4600e-003		0.0945	0.0945		0.0945	0.0945	0.0000	1,354.1225	1,354.1225	0.0260	0.0248	1,362.3635
NaturalGas Unmitigated	0.1368	1.1716	0.5145	7.4600e-003		0.0945	0.0945		0.0945	0.0945	0.0000	1,354.1225	1,354.1225	0.0260	0.0248	1,362.3635

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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Elementary School	466507	2.5200e-003	0.0229	0.0192	1.4000e-004		1.7400e-003	1.7400e-003		1.7400e-003	1.7400e-003	0.0000	24.8946	24.8946	4.8000e-004	4.6000e-004	25.0461
Strip Mall	319913	1.7300e-003	0.0157	0.0132	9.0000e-005		1.1900e-003	1.1900e-003		1.1900e-003	1.1900e-003	0.0000	17.0718	17.0718	3.3000e-004	3.1000e-004	17.1757
Apartments Mid Rise	2.45889e+007	0.1326	1.1330	0.4821	7.2300e-003		0.0916	0.0916		0.0916	0.0916	0.0000	1,312.1562	1,312.1562	0.0252	0.0241	1,320.1417
Total		**0.1368**	**1.1716**	**0.5145**	**7.4600e-003**		**0.0945**	**0.0945**		**0.0945**	**0.0945**	**0.0000**	**1,354.1225**	**1,354.1225**	**0.0260**	**0.0248**	**1,362.3635**

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					
Elementary School	466507	2.5200e-003	0.0229	0.0192	1.4000e-004		1.7400e-003	1.7400e-003		1.7400e-003	1.7400e-003	0.0000	24.8946	24.8946	4.8000e-004	4.6000e-004	25.0461
Strip Mall	319913	1.7300e-003	0.0157	0.0132	9.0000e-005		1.1900e-003	1.1900e-003		1.1900e-003	1.1900e-003	0.0000	17.0718	17.0718	3.3000e-004	3.1000e-004	17.1757
Apartments Mid Rise	2.45889e+007	0.1326	1.1330	0.4821	7.2300e-003		0.0916	0.0916		0.0916	0.0916	0.0000	1,312.1562	1,312.1562	0.0252	0.0241	1,320.1417
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.1368**	**1.1716**	**0.5145**	**7.4600e-003**		**0.0945**	**0.0945**		**0.0945**	**0.0945**	**0.0000**	**1,354.1225**	**1,354.1225**	**0.0260**	**0.0248**	**1,362.3635**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	1.55005e+007	5,065.6908	0.2039	0.0422	5,083.0501
City Park	0	0.0000	0.0000	0.0000	0.0000
Elementary School	448448	146.5569	5.9000e-003	1.2200e-003	147.0591
Strip Mall	1.96139e+006	640.9988	0.0258	5.3400e-003	643.1954
Total		**5,853.2465**	**0.2356**	**0.0488**	**5,873.3046**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	1.55005e+007	5,065.6908	0.2039	0.0422	5,083.0501
City Park	0	0.0000	0.0000	0.0000	0.0000
Elementary School	448448	146.5569	5.9000e-003	1.2200e-003	147.0591
Strip Mall	1.96139e+006	640.9988	0.0258	5.3400e-003	643.1954
Total		**5,853.2465**	**0.2356**	**0.0488**	**5,873.3046**

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	311.5011	4.2046	380.0972	0.1372		48.8895	48.8895		48.8881	48.8881	4,632.8153	1,997.3517	6,630.1670	4.3284	0.3644	6,834.0295
Unmitigated	311.5011	4.2046	380.0972	0.1372		48.8895	48.8895		48.8881	48.8881	4,632.8153	1,997.3517	6,630.1670	4.3284	0.3644	6,834.0295

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	7.9715					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	21.0946					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	281.4167	3.8181	346.6751	0.1354		48.7058	48.7058		48.7043	48.7043	4,632.8153	1,942.9352	6,575.7505	4.2753	0.3644	6,778.4980
Landscaping	1.0184	0.3865	33.4221	1.7600e-003		0.1838	0.1838		0.1838	0.1838	0.0000	54.4165	54.4165	0.0531	0.0000	55.5315
Total	**311.5011**	**4.2046**	**380.0972**	**0.1372**		**48.8895**	**48.8895**		**48.8881**	**48.8881**	**4,632.8153**	**1,997.3517**	**6,630.1670**	**4.3284**	**0.3644**	**6,834.0295**

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	7.9715					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	21.0946					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	281.4167	3.8181	346.6751	0.1354		48.7058	48.7058		48.7043	48.7043	4,632.8153	1,942.9352	6,575.7505	4.2753	0.3644	6,778.4980
Landscaping	1.0184	0.3865	33.4221	1.7600e-003		0.1838	0.1838		0.1838	0.1838	0.0000	54.4165	54.4165	0.0531	0.0000	55.5315
Total	**311.5011**	**4.2046**	**380.0972**	**0.1372**		**48.8895**	**48.8895**		**48.8881**	**48.8881**	**4,632.8153**	**1,997.3517**	**6,630.1670**	**4.3284**	**0.3644**	**6,834.0295**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1,704.3299	8.0096	0.2011	1,934.8807
Unmitigated	2,175.4224	10.0138	0.2518	2,463.7652

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	292.216 / 184.223	2,005.0803	9.5988	0.2408	2,281.2904
City Park	0 / 19.1828	69.6500	2.8000e-003	5.8000e-004	69.8886
Elementary School	2.18182 / 5.61038	30.3471	0.0723	1.9300e-003	32.4621
Strip Mall	10.3479 / 6.34228	70.3451	0.3399	8.5200e-003	80.1240
Total		**2,175.4224**	**10.0138**	**0.2518**	**2,463.7652**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	233.773 / 147.378	1,569.5367	7.6777	0.1923	1,790.3865
City Park	0 / 15.3463	55.7200	2.2400e-003	4.6000e-004	55.9109
Elementary School	1.74545 / 4.48831	24.0199	0.0578	1.5400e-003	25.7110
Strip Mall	8.27834 / 5.07382	55.0534	0.2719	6.8100e-003	62.8723
Total		**1,704.3299**	**8.0096**	**0.2011**	**1,934.8807**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	482.1888	28.4965	0.0000	1,080.6162
Unmitigated	482.1888	28.4965	0.0000	1,080.6162

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	2063.1	418.7907	24.7498	0.0000	938.5369
City Park	1.38	0.2801	0.0166	0.0000	0.6278
Elementary School	164.25	33.3413	1.9704	0.0000	74.7199
Strip Mall	146.69	29.7767	1.7598	0.0000	66.7316
Total		**482.1888**	**28.4966**	**0.0000**	**1,080.6162**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	2063.1	418.7907	24.7498	0.0000	938.5369
City Park	1.38	0.2801	0.0166	0.0000	0.6278
Elementary School	164.25	33.3413	1.9704	0.0000	74.7199
Strip Mall	146.69	29.7767	1.7598	0.0000	66.7316
Total		**482.1888**	**28.4966**	**0.0000**	**1,080.6162**

9.0 Operational Offroad

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

10.0 Vegetation