# CLIMATE ACTION PLAN CONSISTENCY CHECKLIST INTRODUCTION

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

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

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

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

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

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# CAP CONSISTENCY CHECKLIST SUBMITTAL APPLICATION

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

## Application Information

### Contact Information

Project No./Name: Project No. 690358/PA61 – Lot 1 VTM/SDP/MDP/NDP/CPA & Rezone

Property Address: 5320 Otay Mesa Road, San Diego, CA 92154

Applicant Name/Co.: Tri Pointe Homes

Contact Phone: 858-794-2579 Contact Email: jimmy.ayala@tripointehomes.com

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

Consultant Name: MayKia Vang Contact Phone: 858-663-8642

Company Name: Civil Sense, Inc. Contact Email: maykia@civil-sense.com

### Project Information

1. What is the size of the project (acres)? 4.464 acres
2. Identify all applicable proposed land uses:
   - ☐ Residential (indicate # of single-family units):
   - ■ Residential (indicate # of multi-family units): 79
   - ☐ Commercial (total square footage):
   - ☐ Industrial (total square footage):
   - ☐ Other (describe):
3. Is the project or a portion of the project located in a Transit Priority Area? ■ Yes ☐ No
4. Provide a brief description of the project proposed:

The project proposes a Vesting Tentative Map, Site Development Permit, Master Development Permit, Neighborhood Development Permit, Community Plan Amendment and Rezone to construct 79 multi-family residential condominium units with supporting improvements within Lot 1 of Map 16413. The project proposes a Community Plan Amendment to change Lot 1 to Medium Density Residential to allow for multi-family residential uses. The project also proposes to rezone Lot 1 to RM-2-5. The project site is located at the southeast corner of Otay Mesa Road and Caliente Ave and within the Otay Mesa Community Plan Area.

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

# CAP CONSISTENCY CHECKLIST QUESTIONS

## Step 1: Land Use Consistency

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

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

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

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

The project site is designated as Commercial Employment, Retail & Services in the City's General Plan and as Community Commercial in the Otay Mesa Community Plan, and is zoned CC-1-3 (Community Commercial). The existing designation prohibits residential.

The project would require a rezone to RM-2-5 (Residential-Medium) and a Community Plan Amendment (CPA) to allow for the construction of a residential project.

Beacuse the proposed project is not consistent with the existing land use plan and zoning designations, and includes a land use plan and/or zoning designation amendment, and would result in an increased density within a Transit Priority Area (TPA), it will be required to implement CAP Stratgy 3 actions to the satisfaction of the Planning Department. CAP Checklist Step 3 evaluating the project's consistency with CAP Strategy 3 actions is attached hereto.

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

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

# Step 2: CAP Strategies Consistency

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

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

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

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

| Strategy 3: Bicycling, Walking, Transit & Land Use | | | |
|---|---|---|---|
| 3. *Electric Vehicle Charging*<br><br>• Multiple-family projects of 17 dwelling units or less: Would 3% of the total parking spaces required, or a minimum of one space, whichever is greater, be provided with a listed cabinet, box or enclosure connected to a conduit linking the parking spaces with the electrical service, in a manner approved by the building and safety official, to allow for the future installation of electric vehicle supply equipment to provide electric vehicle charging stations at such time as it is needed for use by residents?<br><br>• Multiple-family projects of more than 17 dwelling units: Of the total required listed cabinets, boxes or enclosures, would 50% have the necessary electric vehicle supply equipment installed to provide active electric vehicle charging stations ready for use by residents?<br><br>• Non-residential projects: Of the total required listed cabinets, boxes or enclosures, would 50% have the necessary electric vehicle supply equipment installed to provide active electric vehicle charging stations ready for use?<br><br>Check "N/A" only if the project is a single-family project or would not require the provision of listed cabinets, boxes, or enclosures connected to a conduit linking the parking spaces with electrical service, e.g., projects requiring fewer than 10 parking spaces.<br><br>EV capable spaces and EV charging stations are included consistent with the requirements of this checklist. Specifically, the project would provide a total of 158 automobiles spaces, including 4 accessible spaces, 20 driveway parking, 30 open spaces, and 8 motorcycle spaces for a total of 220 parking spaces. Of these spaces, the project would provide 7 spaces (3%) with the listed cabinets, boxes, or enclosures and 4 of those (50%) would include the electrical vehicle supply equipment. The location of the EV spaces are shown on the Site Plan, Sheet 6 of the plan set. | ☑ | ☐ | ☐ |
| **Strategy 3: Bicycling, Walking, Transit & Land Use**<br>(Complete this section if project includes non-residential or mixed uses) | | | |
| 4. *Bicycle Parking Spaces*<br><br>Would the project provide more short- and long-term bicycle parking spaces than required in the City's Municipal Code (Chapter 14, Article 2, Division 5)?[6]<br><br>Check "N/A" only if the project is a residential project.<br><br>N/A. This is a residential project. | ☐ | ☐ | ☑ |

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

| | | | |
|---|---|---|---|
| 5. *Shower facilities*<br>If the project includes nonresidential development that would accommodate over 10 tenant occupants (employees), would the project include changing/shower facilities in accordance with the voluntary measures under the California Green Building Standards Code as shown in the table below?<br><br>**Number of Tenant Occupants (Employees)** / **Shower/Changing Facilities Required** / **Two-Tier (12" X 15" X 72") Personal Effects Lockers Required**<br>0-10 / 0 / 0<br>11-50 / 1 shower stall / 2<br>51-100 / 1 shower stall / 3<br>101-200 / 1 shower stall / 4<br>Over 200 / 1 shower stall plus 1 additional shower stall for each 200 additional tenant-occupants / 1 two-tier locker plus 1 two-tier locker for each 50 additional tenant-occupants<br><br>Check "N/A" only if the project is a residential project, or if it does not include nonresidential development that would accommodate over 10 tenant occupants (employees).<br><br>N/A. This is a residential project. | ☐ | ☐ | ☑ |

6. *Designated Parking Spaces*

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

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

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

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

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

N/A. This is a residential project.

☐ ☐ ☑

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

# Step 3: Project CAP Conformance Evaluation (if applicable)

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

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

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

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

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

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

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

# CLIMATE ACTION PLAN CONSISTENCY CHECKLIST
# ATTACHMENT A

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

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

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

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

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

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

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

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

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

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

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

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

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

# Step 3: Project CAP Conformance Evaluation

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

RESPONSE:

The project proposes a Vesting Tentative Map, Site Development Permit, Master Development Permit, Neighborhood Development Permit, Community Plan Amendment and Rezone to construct 79 multi-family residential condominium units with supporting improvements within Lot 1 of Map 16413. The City of Villages Strategy of the City's General Plan aims to direct compact growth in areas that are served by transit. The project would implement the City of Villages strategy by increasing residential density within a TPA. Specifically, the CPA would redesignate the project site from Community Commercial–Residential Prohibited to Residential–Medium Density. Allowable density would increase from 0 dwelling units to 15–29 units per acre within the proposed RM-2-5 zone. This would allow residential construction between 66 and 129 units. The project would be permitted for a 79 multi-family residential apartment complex. Adding density to the project site would be supportive of existing and planned transit service to the project site. The project would implement the City of Villages strategy in an identified TPA by providing housing near a transit stop.

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

RESPONSE:

The project would add density directly adjacent to an existing bus route and a park-and-ride lot. Route 905 Iris Transit Center–Otay Mesa is an existing bus route that provides service along State Route 905 (SR-905) and Otay Mesa Road between the Iris Transit Center and the Otay Mesa Port of Entry. Route 905 provides 15- to 30-minute frequencies on weekdays and 60-minute frequencies on weekends. There are two bus stops adjacent to and near the project site—one at SR-905 and Caliente Avenue near the southwest corner of the project site and another at Otay Mesa Road and Corporate Center Drive, approximately 0.35-mile east of the project site. Additionally, the project site is located 0.15-mile east of Caltrans Park and Ride Lot 80. Park and ride lots are for ride share commuter (vanpool/carpool) use. The project would install new accessible sidewalks along the project frontage along Otay Mesa Road. Internal paths would connect to sidewalks to provide pedestrian connectivity to adjacent transit.

As detailed in the Transportation Impact Analysis prepared for the previously approved project (LOS Engineering, July 2018), the project would include a Transportation Demand Management (TDM) plan to foster use of alternative forms of transportation other than single occupancy vehicles. The TDM would include information on the following: provide information about San Diego Association of Governments iCommute program (www.icommutesd.com); encourage carpooling, encourage bicycle and transit usage; display maps, routes, and schedules for public transit near the retail buildings; and provide a bicycle rack.

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

RESPONSE:

The project would be designed to provide access by connecting to existing and proposed transit lines. As discussed, there are two Route 905 bus stops and a park-and-ride lot located within a quarter mile of the project site. The project would install new accessible sidewalks along the project frontage along Otay Mesa Road. Internal paths would connect to sidewalks to provide pedestrian connectivity to adjacent transit. Thus, with the proposed internal private pedestrian connections to the improved public sidewalks, the project incorporates features for walkability, providing direct access to the transit stop and to local commercial amenities.

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

RESPONSE:

Otay Mesa Road is currently a Class III bicycle route, and Ocean View Hills Parkway has a Class II bicycle lane. The City of San Diego Bicycle Master Plan also identifies Otay Mesa Road as a planned Class II bicycle facility. Additionally, the Bicycle Master Plan identifies a planned Class I bicycle path south of the project site that would parallel SR-905 from Beyer Boulevard to the project site and would then travel south of the project site connecting to Airway Road and continue along Airway Road to the eastern City boundary. The project would provide adequate frontage along Otay Mesa Road to allow for implementation of these priority bicycle improvements. The project would provide frontage improvements including the roadway widths required to implement planned bicycle improvements but would not install bicycle lane striping since this would need to be coordinated and implemented along the length of the roadway, which is beyond the control of the project applicant. The project would not alter the surrounding circulation system but would provide roadway improvements consistent with City standards. The project would maximize pedestrian connectivity

from the project site connecting to the surrounding area. Overall, proposed roadway improvements would promote a balanced, multimodal, "complete streets" approach to accommodate mobility needs of all users. Additionally, each residential unit includes an enclosed garage that would allow for safe bicycle parking.

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

RESPONSE:

Under the previously approved project, a 0.19-acre park would be constructed on Lot 2 adjacent to the project site (Lot 1). The park would provide recreational opportunities for future residents. The project would enhance the surrounding right-of-way by providing improved pedestrian pathways adjacent to and within the project site. The project would also include landscaping improvements within the project site and along the project site frontage that would enhance the roadway corridor and the pedestrian realm.

The project would meet the City's parking requirements. The project site's location in proximity to an existing bus route, park and ride facility, and Class I, II, and III bicycle routes would encourage alternative transportation uses.

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

RESPONSE:

The project landscape plan provides for a number of tree options to accommodate the varying needs throughout the project site and frontage. There are no existing trees on the site

## Approved 2013 Cal Terraces PA-61 Project

| Land Use | Amount | Trips | % of Total |
|---|---|---|---|
| Retail (Lot 1) | 45 ksf | 5,400 | 77.0% |
| Multi-Family (Lot 2) | 267 units | 1,602 | 22.8% |
| Park (Lot 2) | 0.19 acres | 9.5 | 0.1% |

GHG Emissions (MT CO2E)

| | Total Lot 1 and 2 | Retail (Lot 1) | Multi-Family (Lot 2) | Park (Lot 2) |
|---|---|---|---|---|
| Mobile | 4,141 | 3,189 | 946 | 6 |
| Energy | 452 | 123 | 329 | 0 |
| Natural Gas | 112 | 5 | 106 | 0 |
| Electricity | 340 | 118 | 223 | 0 |
| Area | 3 | 0 | 3 | 0 |
| Water | 98 | 16 | 82 | 1 |
| Waste | 64 | 18 | 46 | 0 |
| Total | 4,758 | 3,345 | 1,407 | 6 |

## Proposed PA-61 Lot 1 Project (79 units)

| Land Use | Amount | Trips |
|---|---|---|
| Multi-Family (Lot 1) | 79 units | 632 |

GHG Emissions (MT CO2E)

| | Total Lot 1 |
|---|---|
| Mobile | 613 |
| Energy | 105 |
| Natural Gas | 31 |
| Electricity | 75 |
| Area | 1 |
| Water | 32 |
| Waste | 18 |
| Total | 770 |

4135.1 PA-61 Lot 1 - San Diego County APCD Air District, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

# 4135.1 PA-61 Lot 1

**San Diego County APCD Air District, Annual**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| Apartments Mid Rise | 79.00 | Dwelling Unit | 4.50 | 79,000.00 | 226 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.6 | **Precipitation Freq (Days)** | 40 |
| **Climate Zone** | 13 | | | **Operational Year** | 2023 |
| **Utility Company** | San Diego Gas & Electric | | | | |
| **CO2 Intensity (lb/MWhr)** | 539.98 | **CH4 Intensity (lb/MWhr)** | 0.033 | **N2O Intensity (lb/MWhr)** | 0.004 |

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 79 units, 4.5 acres

Construction Phase -

Architectural Coating - SDAPCD Rule 67.0.1

Vehicle Trips - 8 trips/du

Woodstoves - No woodstoves or fireplaces

Area Coating - SDAPCD Rule 67.0.1

Mobile Land Use Mitigation -

Area Mitigation -

Grading -

4135.1 PA-61 Lot 1 - San Diego County APCD Air District, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblArchitecturalCoating | EF_Residential_Exterior | 250.00 | 150.00 |
| tblArchitecturalCoating | EF_Residential_Interior | 250.00 | 100.00 |
| tblAreaCoating | Area_EF_Residential_Exterior | 250 | 150 |
| tblAreaCoating | Area_EF_Residential_Interior | 250 | 100 |
| tblFireplaces | FireplaceDayYear | 82.00 | 0.00 |
| tblFireplaces | FireplaceHourDay | 3.00 | 0.00 |
| tblFireplaces | FireplaceWoodMass | 3,078.40 | 0.00 |
| tblFireplaces | NumberGas | 43.45 | 0.00 |
| tblFireplaces | NumberNoFireplace | 7.90 | 79.00 |
| tblFireplaces | NumberWood | 27.65 | 0.00 |
| tblGrading | MaterialImported | 0.00 | 2,600.00 |
| tblLandUse | LotAcreage | 2.08 | 4.50 |
| tblVehicleTrips | ST_TR | 4.91 | 8.00 |
| tblVehicleTrips | SU_TR | 4.09 | 8.00 |
| tblVehicleTrips | WD_TR | 5.44 | 8.00 |
| tblWoodstoves | NumberCatalytic | 3.95 | 0.00 |
| tblWoodstoves | NumberNoncatalytic | 3.95 | 0.00 |
| tblWoodstoves | WoodstoveDayYear | 82.00 | 0.00 |
| tblWoodstoves | WoodstoveWoodMass | 3,019.20 | 0.00 |

## 2.0 Emissions Summary

4135.1 PA-61 Lot 1 - San Diego County APCD Air District, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

## 2.1 Overall Construction

### Unmitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2022 | 0.2427 | 2.1352 | 2.2865 | 4.2600e-003 | 0.1413 | 0.1061 | 0.2474 | 0.0561 | 0.0996 | 0.1556 | 0.0000 | 373.3113 | 373.3113 | 0.0768 | 5.7100e-003 | 376.9308 |
| 2023 | 0.5586 | 0.0163 | 0.0249 | 4.0000e-005 | 8.7000e-004 | 8.6000e-004 | 1.7300e-003 | 2.3000e-004 | 8.4000e-004 | 1.0800e-003 | 0.0000 | 3.8085 | 3.8085 | 4.2000e-004 | 2.0000e-005 | 3.8247 |
| **Maximum** | **0.5586** | **2.1352** | **2.2865** | **4.2600e-003** | **0.1413** | **0.1061** | **0.2474** | **0.0561** | **0.0996** | **0.1556** | **0.0000** | **373.3113** | **373.3113** | **0.0768** | **5.7100e-003** | **376.9308** |

### Mitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2022 | 0.2427 | 2.1352 | 2.2865 | 4.2600e-003 | 0.1413 | 0.1061 | 0.2474 | 0.0561 | 0.0996 | 0.1556 | 0.0000 | 373.3109 | 373.3109 | 0.0768 | 5.7100e-003 | 376.9304 |
| 2023 | 0.5586 | 0.0163 | 0.0249 | 4.0000e-005 | 8.7000e-004 | 8.6000e-004 | 1.7300e-003 | 2.3000e-004 | 8.4000e-004 | 1.0800e-003 | 0.0000 | 3.8085 | 3.8085 | 4.2000e-004 | 2.0000e-005 | 3.8247 |
| **Maximum** | **0.5586** | **2.1352** | **2.2865** | **4.2600e-003** | **0.1413** | **0.1061** | **0.2474** | **0.0561** | **0.0996** | **0.1556** | **0.0000** | **373.3109** | **373.3109** | **0.0768** | **5.7100e-003** | **376.9304** |

4135.1 PA-61 Lot 1 - San Diego County APCD Air District, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

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

| Quarter | Start Date | End Date | Maximum Unmitigated ROG + NOX (tons/quarter) | Maximum Mitigated ROG + NOX (tons/quarter) |
|---|---|---|---|---|
| **1** | **1-3-2022** | **4-2-2022** | 0.6645 | 0.6645 |
| **2** | **4-3-2022** | **7-2-2022** | 0.5863 | 0.5863 |
| **3** | **7-3-2022** | **10-2-2022** | 0.5928 | 0.5928 |
| **4** | **10-3-2022** | **1-2-2023** | 0.5241 | 0.5241 |
| **5** | **1-3-2023** | **4-2-2023** | 0.5429 | 0.5429 |
| | | **Highest** | 0.6645 | 0.6645 |

## 2.2 Overall Operational

**Unmitigated Operational**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 0.3818 | 6.7600e-003 | 0.5867 | 3.0000e-005 | | 3.2500e-003 | 3.2500e-003 | | 3.2500e-003 | 3.2500e-003 | 0.0000 | 0.9582 | 0.9582 | 9.2000e-004 | 0.0000 | 0.9812 |
| Energy | 3.1000e-003 | 0.0265 | 0.0113 | 1.7000e-004 | | 2.1400e-003 | 2.1400e-003 | | 2.1400e-003 | 2.1400e-003 | 0.0000 | 104.9789 | 104.9789 | 5.1300e-003 | 1.1100e-003 | 105.4387 |
| Mobile | 0.3320 | 0.3840 | 3.1290 | 6.5300e-003 | 0.6750 | 5.1400e-003 | 0.6802 | 0.1802 | 4.8000e-003 | 0.1850 | 0.0000 | 603.7019 | 603.7019 | 0.0434 | 0.0277 | 613.0348 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 7.3767 | 0.0000 | 7.3767 | 0.4360 | 0.0000 | 18.2754 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 1.6330 | 25.2457 | 26.8786 | 0.1693 | 4.1500e-003 | 32.3461 |
| **Total** | **0.7169** | **0.4173** | **3.7270** | **6.7300e-003** | **0.6750** | **0.0105** | **0.6856** | **0.1802** | **0.0102** | **0.1904** | **9.0097** | **734.8846** | **743.8942** | **0.6547** | **0.0329** | **770.0763** |

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

## 2.2 Overall Operational

### Mitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 0.3818 | 6.7600e-003 | 0.5867 | 3.0000e-005 | | 3.2500e-003 | 3.2500e-003 | | 3.2500e-003 | 3.2500e-003 | 0.0000 | 0.9582 | 0.9582 | 9.2000e-004 | 0.0000 | 0.9812 |
| Energy | 3.1000e-003 | 0.0265 | 0.0113 | 1.7000e-004 | | 2.1400e-003 | 2.1400e-003 | | 2.1400e-003 | 2.1400e-003 | 0.0000 | 104.9789 | 104.9789 | 5.1300e-003 | 1.1100e-003 | 105.4387 |
| Mobile | 0.3313 | 0.3828 | 3.1190 | 6.5100e-003 | 0.6723 | 5.1200e-003 | 0.6775 | 0.1794 | 4.7800e-003 | 0.1842 | 0.0000 | 601.3471 | 601.3471 | 0.0433 | 0.0276 | 610.6516 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 7.3767 | 0.0000 | 7.3767 | 0.4360 | 0.0000 | 18.2754 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 1.6330 | 25.2457 | 26.8786 | 0.1693 | 4.1500e-003 | 32.3461 |
| **Total** | **0.7163** | **0.4160** | **3.7170** | **6.7100e-003** | **0.6723** | **0.0105** | **0.6829** | **0.1794** | **0.0102** | **0.1896** | **9.0097** | **732.5298** | **741.5394** | **0.6546** | **0.0329** | **767.6930** |

| | ROG | NOx | 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** | **0.09** | **0.30** | **0.27** | **0.30** | **0.40** | **0.19** | **0.40** | **0.40** | **0.20** | **0.39** | **0.00** | **0.32** | **0.32** | **0.02** | **0.27** | **0.31** |

## 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 | 1/3/2022 | 1/7/2022 | 5 | 5 | |
| 2 | Grading | Grading | 1/8/2022 | 1/19/2022 | 5 | 8 | |
| 3 | Building Construction | Building Construction | 1/20/2022 | 12/7/2022 | 5 | 230 | |

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 4 | Paving | Paving | 12/8/2022 | 1/2/2023 | 5 | 18 | |
| 5 | Architectural Coating | Architectural Coating | 1/3/2023 | 1/26/2023 | 5 | 18 | |

**Acres of Grading (Site Preparation Phase): 7.5**

**Acres of Grading (Grading Phase): 8**

**Acres of Paving: 0**

**Residential Indoor: 159,975; Residential Outdoor: 53,325; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)**

**OffRoad Equipment**

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|---|---|---|---|---|---|
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| Grading | Excavators | 1 | 8.00 | 158 | 0.38 |
| Grading | Graders | 1 | 8.00 | 187 | 0.41 |
| Grading | Rubber Tired Dozers | 1 | 8.00 | 247 | 0.40 |
| Grading | Tractors/Loaders/Backhoes | 3 | 8.00 | 97 | 0.37 |
| Building Construction | Cranes | 1 | 7.00 | 231 | 0.29 |
| Building Construction | Forklifts | 3 | 8.00 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |
| Paving | Cement and Mortar Mixers | 2 | 6.00 | 9 | 0.56 |
| Paving | Pavers | 1 | 8.00 | 130 | 0.42 |
| Paving | Paving Equipment | 2 | 6.00 | 132 | 0.36 |
| Paving | Rollers | 2 | 6.00 | 80 | 0.38 |
| Paving | Tractors/Loaders/Backhoes | 1 | 8.00 | 97 | 0.37 |
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**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 | 6 | 15.00 | 0.00 | 325.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 9 | 57.00 | 8.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | 8 | 20.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 11.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |

## 3.1 Mitigation Measures Construction

## 3.2 Site Preparation - 2022

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.0491 | 0.0000 | 0.0491 | 0.0253 | 0.0000 | 0.0253 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 7.9300e-003 | 0.0827 | 0.0492 | 1.0000e-004 | | 4.0300e-003 | 4.0300e-003 | | 3.7100e-003 | 3.7100e-003 | 0.0000 | 8.3599 | 8.3599 | 2.7000e-003 | 0.0000 | 8.4274 |
| **Total** | **7.9300e-003** | **0.0827** | **0.0492** | **1.0000e-004** | **0.0491** | **4.0300e-003** | **0.0532** | **0.0253** | **3.7100e-003** | **0.0290** | **0.0000** | **8.3599** | **8.3599** | **2.7000e-003** | **0.0000** | **8.4274** |

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

## 3.2 Site Preparation - 2022

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 1.3000e-004 | 9.0000e-005 | 1.1000e-003 | 0.0000 | 3.6000e-004 | 0.0000 | 3.6000e-004 | 1.0000e-004 | 0.0000 | 1.0000e-004 | 0.0000 | 0.2949 | 0.2949 | 1.0000e-005 | 1.0000e-005 | 0.2977 |
| **Total** | **1.3000e-004** | **9.0000e-005** | **1.1000e-003** | **0.0000** | **3.6000e-004** | **0.0000** | **3.6000e-004** | **1.0000e-004** | **0.0000** | **1.0000e-004** | **0.0000** | **0.2949** | **0.2949** | **1.0000e-005** | **1.0000e-005** | **0.2977** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.0491 | 0.0000 | 0.0491 | 0.0253 | 0.0000 | 0.0253 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 7.9300e-003 | 0.0827 | 0.0492 | 1.0000e-004 | | 4.0300e-003 | 4.0300e-003 | | 3.7100e-003 | 3.7100e-003 | 0.0000 | 8.3598 | 8.3598 | 2.7000e-003 | 0.0000 | 8.4274 |
| **Total** | **7.9300e-003** | **0.0827** | **0.0492** | **1.0000e-004** | **0.0491** | **4.0300e-003** | **0.0532** | **0.0253** | **3.7100e-003** | **0.0290** | **0.0000** | **8.3598** | **8.3598** | **2.7000e-003** | **0.0000** | **8.4274** |

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

## 3.2 Site Preparation - 2022

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 1.3000e-004 | 9.0000e-005 | 1.1000e-003 | 0.0000 | 3.6000e-004 | 0.0000 | 3.6000e-004 | 1.0000e-004 | 0.0000 | 1.0000e-004 | 0.0000 | 0.2949 | 0.2949 | 1.0000e-005 | 1.0000e-005 | 0.2977 |
| **Total** | **1.3000e-004** | **9.0000e-005** | **1.1000e-003** | **0.0000** | **3.6000e-004** | **0.0000** | **3.6000e-004** | **1.0000e-004** | **0.0000** | **1.0000e-004** | **0.0000** | **0.2949** | **0.2949** | **1.0000e-005** | **1.0000e-005** | **0.2977** |

## 3.3 Grading - 2022

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.0285 | 0.0000 | 0.0285 | 0.0137 | 0.0000 | 0.0137 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 7.7900e-003 | 0.0834 | 0.0611 | 1.2000e-004 | | 3.7600e-003 | 3.7600e-003 | | 3.4600e-003 | 3.4600e-003 | 0.0000 | 10.4219 | 10.4219 | 3.3700e-003 | 0.0000 | 10.5062 |
| **Total** | **7.7900e-003** | **0.0834** | **0.0611** | **1.2000e-004** | **0.0285** | **3.7600e-003** | **0.0323** | **0.0137** | **3.4600e-003** | **0.0172** | **0.0000** | **10.4219** | **10.4219** | **3.3700e-003** | **0.0000** | **10.5062** |

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

## 3.3 Grading - 2022

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 7.2000e-004 | 0.0274 | 6.4500e-003 | 1.0000e-004 | 2.7800e-003 | 2.5000e-004 | 3.0400e-003 | 7.6000e-004 | 2.4000e-004 | 1.0100e-003 | 0.0000 | 10.1857 | 10.1857 | 4.9000e-004 | 1.6200e-003 | 10.6801 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 1.7000e-004 | 1.3000e-004 | 1.4700e-003 | 0.0000 | 4.8000e-004 | 0.0000 | 4.8000e-004 | 1.3000e-004 | 0.0000 | 1.3000e-004 | 0.0000 | 0.3932 | 0.3932 | 1.0000e-005 | 1.0000e-005 | 0.3969 |
| **Total** | **8.9000e-004** | **0.0275** | **7.9200e-003** | **1.0000e-004** | **3.2600e-003** | **2.5000e-004** | **3.5200e-003** | **8.9000e-004** | **2.4000e-004** | **1.1400e-003** | **0.0000** | **10.5789** | **10.5789** | **5.0000e-004** | **1.6300e-003** | **11.0770** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.0285 | 0.0000 | 0.0285 | 0.0137 | 0.0000 | 0.0137 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 7.7900e-003 | 0.0834 | 0.0611 | 1.2000e-004 | | 3.7600e-003 | 3.7600e-003 | | 3.4600e-003 | 3.4600e-003 | 0.0000 | 10.4219 | 10.4219 | 3.3700e-003 | 0.0000 | 10.5062 |
| **Total** | **7.7900e-003** | **0.0834** | **0.0611** | **1.2000e-004** | **0.0285** | **3.7600e-003** | **0.0323** | **0.0137** | **3.4600e-003** | **0.0172** | **0.0000** | **10.4219** | **10.4219** | **3.3700e-003** | **0.0000** | **10.5062** |

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

## 3.3 Grading - 2022

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 7.2000e-004 | 0.0274 | 6.4500e-003 | 1.0000e-004 | 2.7800e-003 | 2.5000e-004 | 3.0400e-003 | 7.6000e-004 | 2.4000e-004 | 1.0100e-003 | 0.0000 | 10.1857 | 10.1857 | 4.9000e-004 | 1.6200e-003 | 10.6801 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 1.7000e-004 | 1.3000e-004 | 1.4700e-003 | 0.0000 | 4.8000e-004 | 0.0000 | 4.8000e-004 | 1.3000e-004 | 0.0000 | 1.3000e-004 | 0.0000 | 0.3932 | 0.3932 | 1.0000e-005 | 1.0000e-005 | 0.3969 |
| **Total** | **8.9000e-004** | **0.0275** | **7.9200e-003** | **1.0000e-004** | **3.2600e-003** | **2.5000e-004** | **3.5200e-003** | **8.9000e-004** | **2.4000e-004** | **1.1400e-003** | **0.0000** | **10.5789** | **10.5789** | **5.0000e-004** | **1.6300e-003** | **11.0770** |

## 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 | 0.1962 | 1.7958 | 1.8818 | 3.1000e-003 | | 0.0930 | 0.0930 | | 0.0875 | 0.0875 | 0.0000 | 266.4840 | 266.4840 | 0.0638 | 0.0000 | 268.0801 |
| **Total** | **0.1962** | **1.7958** | **1.8818** | **3.1000e-003** | | **0.0930** | **0.0930** | | **0.0875** | **0.0875** | **0.0000** | **266.4840** | **266.4840** | **0.0638** | **0.0000** | **268.0801** |

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

## 3.4 Building Construction - 2022

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 2.0300e-003 | 0.0506 | 0.0166 | 2.0000e-004 | 6.1100e-003 | 5.3000e-004 | 6.6400e-003 | 1.7600e-003 | 5.1000e-004 | 2.2700e-003 | 0.0000 | 19.1856 | 19.1856 | 5.8000e-004 | 2.7900e-003 | 20.0307 |
| Worker | 0.0189 | 0.0137 | 0.1609 | 4.7000e-004 | 0.0526 | 3.0000e-004 | 0.0529 | 0.0140 | 2.8000e-004 | 0.0143 | 0.0000 | 42.9527 | 42.9527 | 1.3600e-003 | 1.2500e-003 | 43.3584 |
| **Total** | **0.0210** | **0.0644** | **0.1775** | **6.7000e-004** | **0.0587** | **8.3000e-004** | **0.0595** | **0.0157** | **7.9000e-004** | **0.0165** | **0.0000** | **62.1383** | **62.1383** | **1.9400e-003** | **4.0400e-003** | **63.3891** |

### 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 | 0.1962 | 1.7958 | 1.8818 | 3.1000e-003 | | 0.0930 | 0.0930 | | 0.0875 | 0.0875 | 0.0000 | 266.4837 | 266.4837 | 0.0638 | 0.0000 | 268.0798 |
| **Total** | **0.1962** | **1.7958** | **1.8818** | **3.1000e-003** | | **0.0930** | **0.0930** | | **0.0875** | **0.0875** | **0.0000** | **266.4837** | **266.4837** | **0.0638** | **0.0000** | **268.0798** |

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

## 3.4 Building Construction - 2022

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 2.0300e-003 | 0.0506 | 0.0166 | 2.0000e-004 | 6.1100e-003 | 5.3000e-004 | 6.6400e-003 | 1.7600e-003 | 5.1000e-004 | 2.2700e-003 | 0.0000 | 19.1856 | 19.1856 | 5.8000e-004 | 2.7900e-003 | 20.0307 |
| Worker | 0.0189 | 0.0137 | 0.1609 | 4.7000e-004 | 0.0526 | 3.0000e-004 | 0.0529 | 0.0140 | 2.8000e-004 | 0.0143 | 0.0000 | 42.9527 | 42.9527 | 1.3600e-003 | 1.2500e-003 | 43.3584 |
| **Total** | **0.0210** | **0.0644** | **0.1775** | **6.7000e-004** | **0.0587** | **8.3000e-004** | **0.0595** | **0.0157** | **7.9000e-004** | **0.0165** | **0.0000** | **62.1383** | **62.1383** | **1.9400e-003** | **4.0400e-003** | **63.3891** |

## 3.5 Paving - 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 | 8.3000e-003 | 0.0809 | 0.1037 | 1.6000e-004 | | 4.1500e-003 | 4.1500e-003 | | 3.8300e-003 | 3.8300e-003 | 0.0000 | 13.9195 | 13.9195 | 4.3700e-003 | 0.0000 | 14.0288 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **8.3000e-003** | **0.0809** | **0.1037** | **1.6000e-004** | | **4.1500e-003** | **4.1500e-003** | | **3.8300e-003** | **3.8300e-003** | **0.0000** | **13.9195** | **13.9195** | **4.3700e-003** | **0.0000** | **14.0288** |

4135.1 PA-61 Lot 1 - San Diego County APCD Air District, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

## 3.5 Paving - 2022

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 4.9000e-004 | 3.6000e-004 | 4.1700e-003 | 1.0000e-005 | 1.3600e-003 | 1.0000e-005 | 1.3700e-003 | 3.6000e-004 | 1.0000e-005 | 3.7000e-004 | 0.0000 | 1.1140 | 1.1140 | 4.0000e-005 | 3.0000e-005 | 1.1245 |
| **Total** | **4.9000e-004** | **3.6000e-004** | **4.1700e-003** | **1.0000e-005** | **1.3600e-003** | **1.0000e-005** | **1.3700e-003** | **3.6000e-004** | **1.0000e-005** | **3.7000e-004** | **0.0000** | **1.1140** | **1.1140** | **4.0000e-005** | **3.0000e-005** | **1.1245** |

### 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 | 8.3000e-003 | 0.0809 | 0.1037 | 1.6000e-004 | | 4.1500e-003 | 4.1500e-003 | | 3.8300e-003 | 3.8300e-003 | 0.0000 | 13.9195 | 13.9195 | 4.3700e-003 | 0.0000 | 14.0288 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **8.3000e-003** | **0.0809** | **0.1037** | **1.6000e-004** | | **4.1500e-003** | **4.1500e-003** | | **3.8300e-003** | **3.8300e-003** | **0.0000** | **13.9195** | **13.9195** | **4.3700e-003** | **0.0000** | **14.0288** |

4135.1 PA-61 Lot 1 - San Diego County APCD Air District, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

## 3.5 Paving - 2022

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 4.9000e-004 | 3.6000e-004 | 4.1700e-003 | 1.0000e-005 | 1.3600e-003 | 1.0000e-005 | 1.3700e-003 | 3.6000e-004 | 1.0000e-005 | 3.7000e-004 | 0.0000 | 1.1140 | 1.1140 | 4.0000e-005 | 3.0000e-005 | 1.1245 |
| **Total** | **4.9000e-004** | **3.6000e-004** | **4.1700e-003** | **1.0000e-005** | **1.3600e-003** | **1.0000e-005** | **1.3700e-003** | **3.6000e-004** | **1.0000e-005** | **3.7000e-004** | **0.0000** | **1.1140** | **1.1140** | **4.0000e-005** | **3.0000e-005** | **1.1245** |

## 3.5 Paving - 2023

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 4.6000e-004 | 4.4000e-003 | 6.1000e-003 | 1.0000e-005 | | 2.2000e-004 | 2.2000e-004 | | 2.0000e-004 | 2.0000e-004 | 0.0000 | 0.8189 | 0.8189 | 2.6000e-004 | 0.0000 | 0.8254 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **4.6000e-004** | **4.4000e-003** | **6.1000e-003** | **1.0000e-005** | | **2.2000e-004** | **2.2000e-004** | | **2.0000e-004** | **2.0000e-004** | **0.0000** | **0.8189** | **0.8189** | **2.6000e-004** | **0.0000** | **0.8254** |

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

## 3.5 Paving - 2023

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 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 | 3.0000e-005 | 2.0000e-005 | 2.3000e-004 | 0.0000 | 8.0000e-005 | 0.0000 | 8.0000e-005 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0635 | 0.0635 | 0.0000 | 0.0000 | 0.0640 |
| **Total** | **3.0000e-005** | **2.0000e-005** | **2.3000e-004** | **0.0000** | **8.0000e-005** | **0.0000** | **8.0000e-005** | **2.0000e-005** | **0.0000** | **2.0000e-005** | **0.0000** | **0.0635** | **0.0635** | **0.0000** | **0.0000** | **0.0640** |

### 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 | 4.6000e-004 | 4.4000e-003 | 6.1000e-003 | 1.0000e-005 | | 2.2000e-004 | 2.2000e-004 | | 2.0000e-004 | 2.0000e-004 | 0.0000 | 0.8189 | 0.8189 | 2.6000e-004 | 0.0000 | 0.8254 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **4.6000e-004** | **4.4000e-003** | **6.1000e-003** | **1.0000e-005** | | **2.2000e-004** | **2.2000e-004** | | **2.0000e-004** | **2.0000e-004** | **0.0000** | **0.8189** | **0.8189** | **2.6000e-004** | **0.0000** | **0.8254** |

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

## 3.5 Paving - 2023

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 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 | 3.0000e-005 | 2.0000e-005 | 2.3000e-004 | 0.0000 | 8.0000e-005 | 0.0000 | 8.0000e-005 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0635 | 0.0635 | 0.0000 | 0.0000 | 0.0640 |
| **Total** | **3.0000e-005** | **2.0000e-005** | **2.3000e-004** | **0.0000** | **8.0000e-005** | **0.0000** | **8.0000e-005** | **2.0000e-005** | **0.0000** | **2.0000e-005** | **0.0000** | **0.0635** | **0.0635** | **0.0000** | **0.0000** | **0.0640** |

## 3.6 Architectural Coating - 2023

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 0.5561 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 1.7200e-003 | 0.0117 | 0.0163 | 3.0000e-005 | | 6.4000e-004 | 6.4000e-004 | | 6.4000e-004 | 6.4000e-004 | 0.0000 | 2.2979 | 2.2979 | 1.4000e-004 | 0.0000 | 2.3014 |
| **Total** | **0.5578** | **0.0117** | **0.0163** | **3.0000e-005** | | **6.4000e-004** | **6.4000e-004** | | **6.4000e-004** | **6.4000e-004** | **0.0000** | **2.2979** | **2.2979** | **1.4000e-004** | **0.0000** | **2.3014** |

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

## 3.6 Architectural Coating - 2023

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 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 | 2.7000e-004 | 1.9000e-004 | 2.2600e-003 | 1.0000e-005 | 7.9000e-004 | 0.0000 | 8.0000e-004 | 2.1000e-004 | 0.0000 | 2.1000e-004 | 0.0000 | 0.6282 | 0.6282 | 2.0000e-005 | 2.0000e-005 | 0.6339 |
| **Total** | **2.7000e-004** | **1.9000e-004** | **2.2600e-003** | **1.0000e-005** | **7.9000e-004** | **0.0000** | **8.0000e-004** | **2.1000e-004** | **0.0000** | **2.1000e-004** | **0.0000** | **0.6282** | **0.6282** | **2.0000e-005** | **2.0000e-005** | **0.6339** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 0.5561 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 1.7200e-003 | 0.0117 | 0.0163 | 3.0000e-005 | | 6.4000e-004 | 6.4000e-004 | | 6.4000e-004 | 6.4000e-004 | 0.0000 | 2.2979 | 2.2979 | 1.4000e-004 | 0.0000 | 2.3014 |
| **Total** | **0.5578** | **0.0117** | **0.0163** | **3.0000e-005** | | **6.4000e-004** | **6.4000e-004** | | **6.4000e-004** | **6.4000e-004** | **0.0000** | **2.2979** | **2.2979** | **1.4000e-004** | **0.0000** | **2.3014** |

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

### 3.6 Architectural Coating - 2023

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 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 | 2.7000e-004 | 1.9000e-004 | 2.2600e-003 | 1.0000e-005 | 7.9000e-004 | 0.0000 | 8.0000e-004 | 2.1000e-004 | 0.0000 | 2.1000e-004 | 0.0000 | 0.6282 | 0.6282 | 2.0000e-005 | 2.0000e-005 | 0.6339 |
| **Total** | **2.7000e-004** | **1.9000e-004** | **2.2600e-003** | **1.0000e-005** | **7.9000e-004** | **0.0000** | **8.0000e-004** | **2.1000e-004** | **0.0000** | **2.1000e-004** | **0.0000** | **0.6282** | **0.6282** | **2.0000e-005** | **2.0000e-005** | **0.6339** |

## 4.0 Operational Detail - Mobile

### 4.1 Mitigation Measures Mobile

Integrate Below Market Rate Housing

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 0.3313 | 0.3828 | 3.1190 | 6.5100e-003 | 0.6723 | 5.1200e-003 | 0.6775 | 0.1794 | 4.7800e-003 | 0.1842 | 0.0000 | 601.3471 | 601.3471 | 0.0433 | 0.0276 | 610.6516 |
| Unmitigated | 0.3320 | 0.3840 | 3.1290 | 6.5300e-003 | 0.6750 | 5.1400e-003 | 0.6802 | 0.1802 | 4.8000e-003 | 0.1850 | 0.0000 | 603.7019 | 603.7019 | 0.0434 | 0.0277 | 613.0348 |

## 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Apartments Mid Rise | 632.00 | 632.00 | 632.00 | 1,804,552 | 1,797,334 |
| Total | 632.00 | 632.00 | 632.00 | 1,804,552 | 1,797,334 |

## 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 |

## 4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Apartments Mid Rise | 0.553514 | 0.062792 | 0.181046 | 0.120736 | 0.024419 | 0.006214 | 0.008493 | 0.006184 | 0.000715 | 0.000556 | 0.029185 | 0.000982 | 0.005164 |

# 5.0 Energy Detail

Historical Energy Use: N

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

## 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 | 74.3049 | 74.3049 | 4.5400e-003 | 5.5000e-004 | 74.5825 |
| Electricity Unmitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 74.3049 | 74.3049 | 4.5400e-003 | 5.5000e-004 | 74.5825 |
| NaturalGas Mitigated | 3.1000e-003 | 0.0265 | 0.0113 | 1.7000e-004 | | 2.1400e-003 | 2.1400e-003 | | 2.1400e-003 | 2.1400e-003 | 0.0000 | 30.6739 | 30.6739 | 5.9000e-004 | 5.6000e-004 | 30.8562 |
| NaturalGas Unmitigated | 3.1000e-003 | 0.0265 | 0.0113 | 1.7000e-004 | | 2.1400e-003 | 2.1400e-003 | | 2.1400e-003 | 2.1400e-003 | 0.0000 | 30.6739 | 30.6739 | 5.9000e-004 | 5.6000e-004 | 30.8562 |

## 5.2 Energy by Land Use - NaturalGas

**Unmitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Apartments Mid Rise | 574808 | 3.1000e-003 | 0.0265 | 0.0113 | 1.7000e-004 | | 2.1400e-003 | 2.1400e-003 | | 2.1400e-003 | 2.1400e-003 | 0.0000 | 30.6739 | 30.6739 | 5.9000e-004 | 5.6000e-004 | 30.8562 |
| **Total** | | **3.1000e-003** | **0.0265** | **0.0113** | **1.7000e-004** | | **2.1400e-003** | **2.1400e-003** | | **2.1400e-003** | **2.1400e-003** | **0.0000** | **30.6739** | **30.6739** | **5.9000e-004** | **5.6000e-004** | **30.8562** |

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

## 5.2 Energy by Land Use - NaturalGas

**Mitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Apartments Mid Rise | 574808 | 3.1000e-003 | 0.0265 | 0.0113 | 1.7000e-004 | | 2.1400e-003 | 2.1400e-003 | | 2.1400e-003 | 2.1400e-003 | 0.0000 | 30.6739 | 30.6739 | 5.9000e-004 | 5.6000e-004 | 30.8562 |
| **Total** | | **3.1000e-003** | **0.0265** | **0.0113** | **1.7000e-004** | | **2.1400e-003** | **2.1400e-003** | | **2.1400e-003** | **2.1400e-003** | **0.0000** | **30.6739** | **30.6739** | **5.9000e-004** | **5.6000e-004** | **30.8562** |

## 5.3 Energy by Land Use - Electricity

**Unmitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| Apartments Mid Rise | 303371 | 74.3049 | 4.5400e-003 | 5.5000e-004 | 74.5825 |
| **Total** | | **74.3049** | **4.5400e-003** | **5.5000e-004** | **74.5825** |

## 5.3 Energy by Land Use - Electricity

**Mitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| Apartments Mid Rise | 303371 | 74.3049 | 4.5400e-003 | 5.5000e-004 | 74.5825 |
| **Total** | | **74.3049** | **4.5400e-003** | **5.5000e-004** | **74.5825** |

# 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 | 0.3818 | 6.7600e-003 | 0.5867 | 3.0000e-005 | | 3.2500e-003 | 3.2500e-003 | | 3.2500e-003 | 3.2500e-003 | 0.0000 | 0.9582 | 0.9582 | 9.2000e-004 | 0.0000 | 0.9812 |
| Unmitigated | 0.3818 | 6.7600e-003 | 0.5867 | 3.0000e-005 | | 3.2500e-003 | 3.2500e-003 | | 3.2500e-003 | 3.2500e-003 | 0.0000 | 0.9582 | 0.9582 | 9.2000e-004 | 0.0000 | 0.9812 |

4135.1 PA-61 Lot 1 - San Diego County APCD Air District, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

## 6.2 Area by SubCategory

**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 0.0556 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 0.3085 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 0.0177 | 6.7600e-003 | 0.5867 | 3.0000e-005 | | 3.2500e-003 | 3.2500e-003 | | 3.2500e-003 | 3.2500e-003 | 0.0000 | 0.9582 | 0.9582 | 9.2000e-004 | 0.0000 | 0.9812 |
| **Total** | **0.3818** | **6.7600e-003** | **0.5867** | **3.0000e-005** | | **3.2500e-003** | **3.2500e-003** | | **3.2500e-003** | **3.2500e-003** | **0.0000** | **0.9582** | **0.9582** | **9.2000e-004** | **0.0000** | **0.9812** |

4135.1 PA-61 Lot 1 - San Diego County APCD Air District, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

## 6.2 Area by SubCategory

**Mitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 0.0556 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 0.3085 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 0.0177 | 6.7600e-003 | 0.5867 | 3.0000e-005 | | 3.2500e-003 | 3.2500e-003 | | 3.2500e-003 | 3.2500e-003 | 0.0000 | 0.9582 | 0.9582 | 9.2000e-004 | 0.0000 | 0.9812 |
| **Total** | **0.3818** | **6.7600e-003** | **0.5867** | **3.0000e-005** | | **3.2500e-003** | **3.2500e-003** | | **3.2500e-003** | **3.2500e-003** | **0.0000** | **0.9582** | **0.9582** | **9.2000e-004** | **0.0000** | **0.9812** |

# 7.0 Water Detail

## 7.1 Mitigation Measures Water

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| Category | MT/yr | | | |
| Mitigated | 26.8786 | 0.1693 | 4.1500e-003 | 32.3461 |
| Unmitigated | 26.8786 | 0.1693 | 4.1500e-003 | 32.3461 |

## 7.2 Water by Land Use

**Unmitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| Apartments Mid Rise | 5.14717 / 3.24495 | 26.8786 | 0.1693 | 4.1500e-003 | 32.3461 |
| **Total** | | **26.8786** | **0.1693** | **4.1500e-003** | **32.3461** |

### 7.2 Water by Land Use

**Mitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| Apartments Mid Rise | 5.14717 / 3.24495 | 26.8786 | 0.1693 | 4.1500e-003 | 32.3461 |
| **Total** | | **26.8786** | **0.1693** | **4.1500e-003** | **32.3461** |

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

**Category/Year**

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| | MT/yr | | | |
| Mitigated | 7.3767 | 0.4360 | 0.0000 | 18.2754 |
| Unmitigated | 7.3767 | 0.4360 | 0.0000 | 18.2754 |

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

## 8.2 Waste by Land Use

**Unmitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| Apartments Mid Rise | 36.34 | 7.3767 | 0.4360 | 0.0000 | 18.2754 |
| **Total** | | **7.3767** | **0.4360** | **0.0000** | **18.2754** |

**Mitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| Apartments Mid Rise | 36.34 | 7.3767 | 0.4360 | 0.0000 | 18.2754 |
| **Total** | | **7.3767** | **0.4360** | **0.0000** | **18.2754** |

## 9.0 Operational Offroad

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

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

## 10.0 Stationary Equipment

**Fire Pumps and Emergency Generators**

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

**Boilers**

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

**User Defined Equipment**

| Equipment Type | Number |
|---|---|

## 11.0 Vegetation