

January 5, 2021

SCL-02

Ms. Fiona McKenna
SD Commercial, LLC
5440 Morehouse Drive, Suite 4000
Calimesa, CA 92320

Subject: Memorandum Update to the Air Quality Analysis for the East Otay Mesa Business Park Specific Plan Amendment

Dear Ms. McKenna:

The project description for the East Otay Mesa Business Park Specific Plan Amendment has been updated for clarification purposes and is as follows:

The Project is an amendment to the East Otay Mesa Business Park Specific Plan and does not involve any specific approvals or entitlements. Future discretionary permits will be required for any development proposals under the Specific Plan. The Project includes changes to land uses and specific plan road network, the land use matrix and development regulations, updates to reflect Caltrans acquisitions for State Route 11 and 125 and increases to the development footprint for the new Port of Entry (POE), and miscellaneous typographical and editorial updates to text, tables and figures. The Project results in the increase of land use designations by approximately 60.8 acres for Mixed-Use – Residential Emphasis, 209.8 acres for Heavy Industrial, 255.91 acres for Circulation Corridors. The Project results in the decrease of land use designations by approximately 53.12 acres for Mixed-Use – Employment Emphasis, 99.11 acres for Mixed Industrial, 107.34 acres for Light Industrial, and 266.94 acres for Technology Business Park.

The revision of acreage in the project description has been made to reflect reduction in future developable land within the Specific Plan Area due to land acquisitions by the California Department of Transportation (Caltrans) for the buildout of SR-125/SR-905/SR-11 interchange and the US/Mexico Port of Entry. Impacts to Air Quality, GHG, Noise, and Traffic related to development on Caltrans acquisition land have been separately analyzed.

A technical analysis for Air Quality was performed by HELIX Environmental Planning, Inc., dated November 2020. This analysis focused only on changes in land use proposed by the applicant team and did not include reductions in land acreage resulting from Caltrans acquisitions, thereby making the analysis more conservative than that of the full Project due to a larger amount of acreage being

Letter to Ms. Fiona McKenna
January 5, 2021

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analyzed as available for future development. The inclusion of this reduced development potential would further reduce Project impacts as those identified in the study. No further analysis is required.

Sincerely,

A handwritten signature in blue ink, appearing to read 'V. Ortiz', with a stylized flourish at the end.

Victor Ortiz
Senior Air Quality and Greenhouse Gas Specialist

East Otay Mesa Business Park Specific Plan Amendment Project

Air Quality Technical Report

November 2020 | SCL-02

Prepared for:

SD Commercial, LLC
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Prepared by:

HELIX Environmental Planning, Inc.
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East Otay Mesa Business Park Specific Plan Amendment Project

Air Quality Technical Report

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November 2020 | SCL-02

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ACRONYMS AND ABBREVIATIONS

$\mu\text{g}/\text{m}^3$	micrograms per cubic meter
ADT	average daily trips
AQIA	Air Quality Impact Assessment
CAA	Clean Air Act (Federal)
CAAQS	California Ambient Air Quality Standard
CalEEMod	California Emission Estimator Model
CalEPA	California Environmental Protection Agency
CARB	California Air Resources Board
CCAA	California Clean Air Act
CEQA	California Environmental Quality Act
CO	carbon monoxide
County	County of San Diego
DPM	diesel particulate matter
EIR	Environmental Impact Report
EOM	East Otay Mesa Business Park
FAR	floor area ratio
g/L	grams per liter
GPA	General Plan Amendment
H ₂ S	hydrogen sulfide
lbs	pounds
LOS	level of service
NAAQS	National Ambient Air Quality Standard
NO	nitric oxide
NO _x	oxides of nitrogen
NO ₂	nitrogen dioxide
O ₃	ozone
Pb	lead
PCE	perchloroethylene
PM ₁₀	respirable particulate matter 10 microns or less diameter
PM _{2.5}	fine particulate matter 2.5 microns or less diameter
ppm	parts per million
PVC	polyvinyl chloride

ACRONYMS AND ABBREVIATIONS (cont.)

RAQS	Regional Air Quality Strategy
SAFE	Safer Affordable Fuel-Efficient
SANDAG	San Diego Association of Governments
SCAQMD	South Coast Air Quality Management District
SDAB	San Diego Air Basin
SDAPCD	San Diego Air Pollution Control District
SIP	State Implementation Plan
SO ₂	sulfur dioxide
SP	Specific Plan
SPA	Specific Plan Amendment
TACs	toxic air contaminants
T-BACT	Toxics Best Available Control Technology
VOCs	volatile organic compounds
WRCC	Western Regional Climate Center
USEPA	U.S. Environmental Protection Agency

EXECUTIVE SUMMARY

This report analyzes potential air quality impacts associated with the proposed East Otay Mesa Business Park (EOM) Specific Plan (SP) Amendment (SPA; Project). It evaluates the air quality impacts from the Project compared to what is considered in the Environmental Impact Report (EIR) for the EOM SP, as amended, and assesses whether the changes proposed under the Project would result in a significant change in the impact determination.

The Project would be consistent with the San Diego Air Pollution Control District (SDAPCD) Regional Air Quality Strategy (RAQS).

Construction of land uses within the Project area and associated emissions would occur regardless of whether the proposed Project would occur. The scope of the Project's simultaneous construction activities is anticipated to be less than or similar to that which was evaluated in the EIR. Criteria pollutant emissions for the construction scenario analyzed in the EIR were determined to be less than significant for all criteria pollutants except volatile organic compounds (VOCs), which were determined to be significant and unmitigated, but temporary. Project-related impacts are assessed as the same.

Modeling indicated that emissions for both the existing land uses under the EOM SP and the proposed land uses under the Project exceed screening-level thresholds for VOCs, oxides of nitrogen (NO_x), carbon monoxide (CO), and particulate matter. The Project would not result in an exceedance that would not already occur under the EOM SP. The EIR determined emissions of VOCs, CO, and particulate matter would exceed thresholds and would result in significant and unmitigable impacts. Project-related impacts are assessed as the same level of significance.

Cumulative impacts associated with Project construction would be less than cumulatively considerable and therefore less than significant, the same as the impact identified in the EIR. Because emissions of non-attainment pollutants during operations would exceed thresholds, impacts would be cumulatively significant; however, the Project would not result in an exceedance that would not already occur under the EOM SP, as the existing land uses under the EOM SP would also result in exceedances of these pollutants. The EIR found operational emissions of non-attainment pollutants would exceed thresholds and would result in a cumulatively considerable impact. The Project's impact is assessed as the same.

Impacts associated with exposure of sensitive receptors to substantial pollutant concentrations would be less than significant.

An evaluation of odors from general Project construction and operation of the Project indicated that odor impacts would be less than significant.

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1.0 INTRODUCTION

1.1 PURPOSE OF THE REPORT

This report analyzes potential air quality impacts associated with the proposed East Otay Mesa Business Park (EOM) Specific Plan (SP) Amendment (SPA; Project). It evaluates the air quality impacts from the Project compared to what is considered in the Environmental Impact Report (EIR) for the Otay 250 Sunroad–East Otay Mesa Business Park Specific Plan Amendment (SCH No. 2016031028; County 2018), and assesses whether the changes proposed under the Project would result in a significant change in the impact determinations identified in the EIR. The EIR was prepared for the entire EOM SP area, including the existing land uses on the Project site. The report and analysis of impacts is prepared in accordance with the County of San Diego (County) Guidelines for Determining Significance and Report Content and Format Requirement for Air Quality (County 2007).

1.2 PROJECT BACKGROUND

The Project would involve several changes to the EOM SP. The original EOM SP and EIR were first approved on July 27, 1994 and has been amended nine times, most recently with SPA-15-001, which was approved on July 25, 2018. SPA-15-001 was evaluated in the Otay 250 Sunroad–East Otay Mesa Business Park Specific Plan Amendment EIR (SCH No. 2016031028; County 2018).

1.3 PROJECT LOCATION AND DESCRIPTION

The Project covers a portion of the 3,013-acre EOM SP, located in an unincorporated area in the southwestern portion of San Diego County, adjacent to the U.S./Mexico border (see Figure 1, *Regional Location*, and Figure 2, *Aerial Photograph of Project Vicinity*).

The Project is an SPA within the EOM SP. The SPA proposes: to re-designate 207.3 acres of Technology Business Park to Heavy Industrial uses (refer to Figure 3, *Project Components*); to re-designate 77.7 acres of Light Industrial to Mixed Industrial uses (refer to Figure 3); to re-designate 7.8 acres of Technology Business Park and 53.1 acres of Mixed Use – Employment Emphasis to Mixed Use – Residential Emphasis; the removal of David Ridge Road, from Vann Center Boulevard to Alta Road which would result in an additional 2.5 acres of developable land which will be subject to Heavy Industrial Land Use designation and an additional 2.5 acres of developable land which will be subject to Technology Business Park Land Use designation; changes to the Mixed Use – Residential Emphasis designation to allow for additional flexibility; changes to allowable uses within the Land Use Matrix, including the addition of new allowable uses, changing certain regulatory processes, and removing interim uses as a regulatory process; changes to design regulations for certain uses, including removal of height restrictions, increasing floor area ratio and coverage (refer to Figure 3), reducing parking requirements, reducing lot sizes, and revised landscape requirements. As part of the proposed SPA, text, tables and figures will be updated to reflect current conditions in East Otay Mesa, as well as changes to the overall vision for the area. The Project proposes changes which would affect the entire EOM SP. The Project consists of approximately 3,013 acres and is located in the southwestern portion of San Diego County, immediately adjacent to the U.S./Mexico border. The Project is subject to the County's General Plan Regional Category Village and General Plan Land Use Designation Specific Plan Area. The Project area is assigned S-88 zoning, and is governed by the EOM SP.

2.0 ENVIRONMENTAL SETTING

2.1 CLIMATE / METEOROLOGY

The climate in southern California, including the San Diego Air Basin (SDAB) in which the Project is located, is controlled largely by the strength and position of the subtropical high-pressure cell over the Pacific Ocean. Areas within 30 miles of the coast, including the Project site, experience moderate temperatures and comfortable humidity.

Due to its climate, the SDAB experiences frequent temperature inversions (temperature increases as altitude increases, which is the opposite of general patterns). Temperature inversions prevent air close to the ground from mixing with the air above it. As a result, air pollutants are trapped near the ground. During the summer, air quality problems are created due to the interaction between the ocean surface and the lower layer of the atmosphere, creating a moist marine layer. An upper layer of warm air mass forms over the cool marine layer, preventing air pollutants from dispersing upward. Additionally, hydrocarbons and nitrogen dioxide (NO₂) react under strong sunlight, creating smog. Light, daytime winds, predominantly from the west, further aggravate the condition by driving the air pollutants inland, toward the foothills. During the fall and winter, air quality problems are created due to carbon monoxide (CO) and NO₂ emissions. High NO₂ levels usually occur during autumn or winter, on days with summer-like conditions (SDAPCD 2016).

The highest monthly average maximum temperature (74.2°F) in the project area, as measured at the Chula Vista climatic station, occurs in August, and the lowest monthly average minimum temperature (43.8°F) occurs in January (Western Regional Climate Center [WRCC] 2016). The average annual precipitation is approximately 10 inches, most of which occurs in the winter months (WRCC 2016).

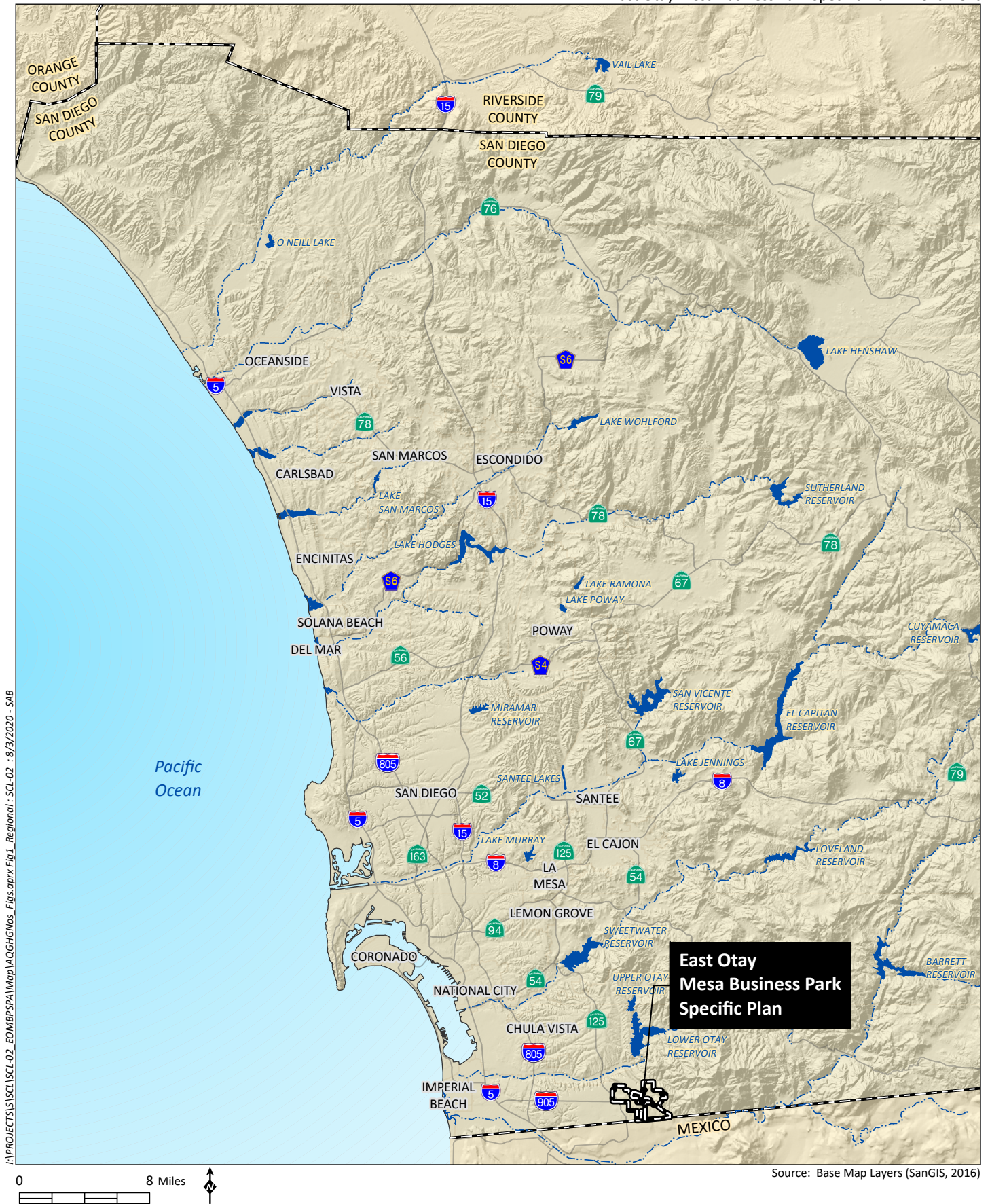
2.2 AIR POLLUTANTS OF CONCERN

2.2.1 Criteria Air Pollutants

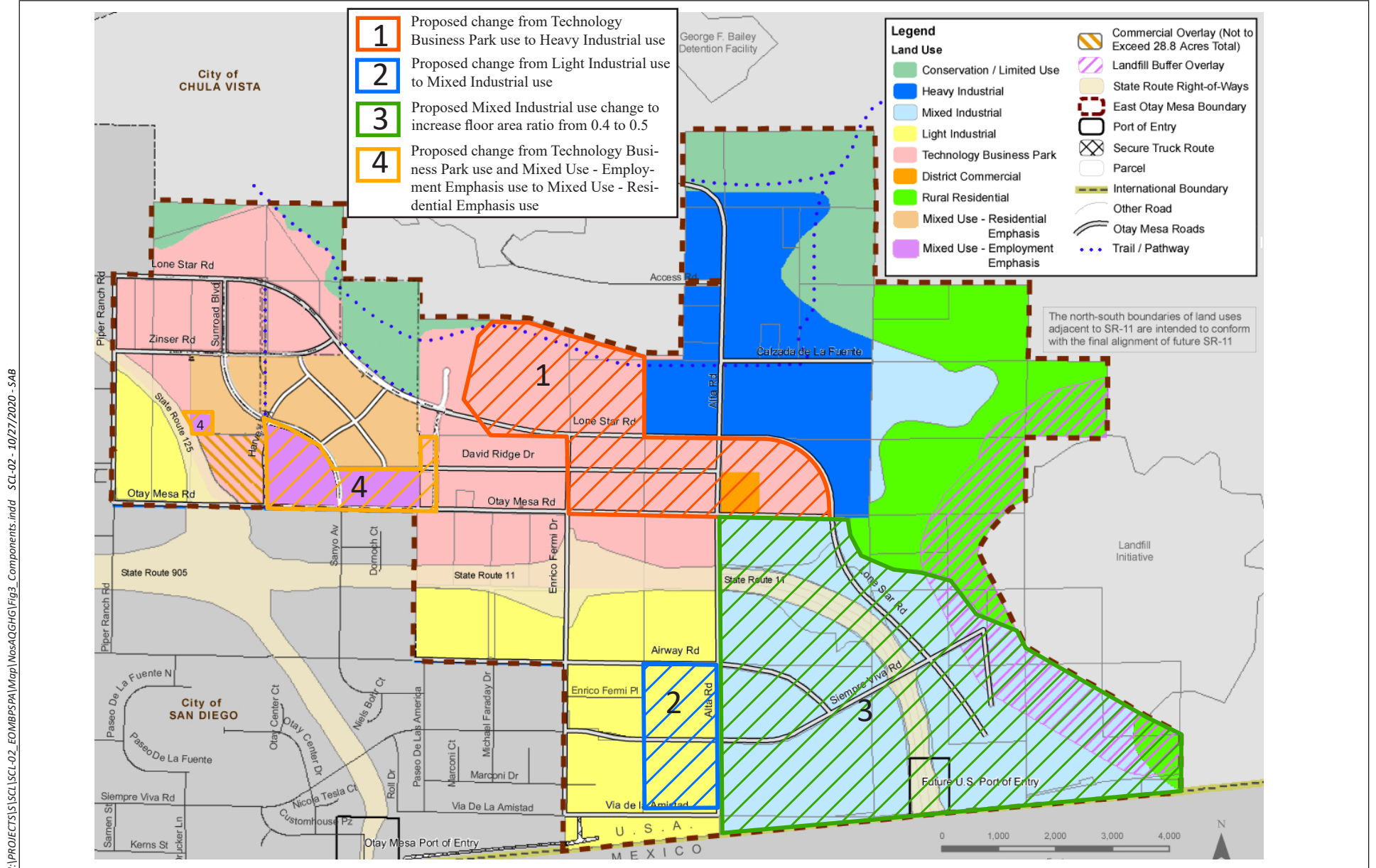
Federal and state laws regulate air pollutants emitted into the ambient air by stationary and mobile sources. These regulated air pollutants are known as “criteria air pollutants” and are categorized as primary and secondary standards. Primary standards are a set of limits based on human health. Another set of limits intended to prevent environmental and property damage is called secondary standards. Criteria pollutants are defined by state and federal law as a risk to the health and welfare of the general public.

The following specific descriptions of health effects for each air pollutant associated are based on information available through the U.S. Environmental Protection Agency (USEPA; 2018) and California Air Resources Board (CARB; 2020a).

Ozone. Ozone (O₃) is considered a photochemical oxidant, which is a chemical that is formed when VOCs and oxides of nitrogen (NO_x), both by-products of fuel combustion, react in the presence of ultraviolet light. VOCs and NO_x are together referred to as “ozone precursors.” Ozone is considered a respiratory irritant and prolonged exposure can reduce lung function, aggravate asthma, and increase susceptibility to respiratory infections. Children and those with existing respiratory diseases are at greatest risk from exposure to ozone.







Source: County of San Diego (2018)

Carbon Monoxide. CO is a product of fuel combustion, and the main source of CO in the SDAB is from motor vehicle exhaust. CO is an odorless, colorless gas. CO affects red blood cells in the body by binding to hemoglobin and reducing the amount of oxygen that can be carried to the body's organs and tissues. CO can cause health effects to those with cardiovascular disease and can also affect mental alertness and vision.

Nitrogen Dioxide. NO₂ is also a by-product of fuel combustion and is formed both directly as a product of combustion and in the atmosphere through the reaction of nitric oxide (NO) with oxygen. NO₂ is a respiratory irritant and may affect those with existing respiratory illness, including asthma. NO₂ can also increase the risk of respiratory illness.

Respirable Particulate Matter and Fine Particulate Matter. Respirable particulate matter, or PM₁₀, refers to particulate matter with an aerodynamic diameter of 10 microns or less. Fine particulate matter, or PM_{2.5}, refers to particulate matter with an aerodynamic diameter of 2.5 microns or less. Particulate matter in these size ranges have been determined to have the potential to lodge in the lungs and contribute to respiratory problems. PM₁₀ and PM_{2.5} arise from a variety of sources, including road dust, diesel exhaust, fuel combustion, tire and brake wear, construction operations and windblown dust. PM₁₀ and PM_{2.5} can increase susceptibility to respiratory infections and can aggravate existing respiratory diseases such as asthma and chronic bronchitis. PM_{2.5} is considered to have the potential to lodge deeper in the lungs.

Sulfur dioxide. Sulfur dioxide (SO₂) is a colorless, reactive gas that is produced from the burning of sulfur-containing fuels such as coal and oil, and by other industrial processes. Generally, the highest concentrations of SO₂ are found near large industrial sources. SO₂ is a respiratory irritant that can cause narrowing of the airways leading to wheezing and shortness of breath. Long-term exposure to SO₂ can cause respiratory illness and aggravate existing cardiovascular disease.

Lead. Lead (Pb) in the atmosphere occurs as particulate matter. Lead has historically been emitted from vehicles combusting leaded gasoline, as well as from industrial sources. With the phase-out of leaded gasoline, large manufacturing facilities are the sources of the largest amounts of lead emissions. Lead has the potential to cause gastrointestinal, central nervous system, kidney and blood diseases upon prolonged exposure. Lead is also classified as a probable human carcinogen.

Sulfates. Sulfates are the fully oxidized ionic form of sulfur. In California, emissions of sulfur compounds occur primarily from the combustion of petroleum-derived fuels (e.g., gasoline and diesel fuel) that contain sulfur. This sulfur is oxidized to SO₂ during the combustion process and subsequently converted to sulfate compounds in the atmosphere. The conversion of SO₂ to sulfates takes place comparatively rapidly and completely in urban areas of California due to regional meteorological features. CARB's sulfates standard is designed to prevent aggravation of respiratory symptoms. Effects of sulfate exposure at levels above the standard include a decrease in ventilatory function, aggravation of asthmatic symptoms and an increased risk of cardio-pulmonary disease. Sulfates are particularly effective in degrading visibility, and due to fact that they are usually acidic, can harm ecosystems and damage materials and property.

Hydrogen Sulfide. Hydrogen sulfide (H₂S) is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. Also, it can be present in sewer gas and some natural gas, and can be emitted as the result of geothermal energy exploitation. Breathing H₂S at levels above the standard would result in exposure to a very disagreeable odor. In 1984, a CARB

committee concluded that the ambient standard for H₂S is adequate to protect public health and to significantly reduce odor annoyance.

Vinyl Chloride. Vinyl chloride, a chlorinated hydrocarbon, is a colorless gas with a mild, sweet odor. Most vinyl chloride is used to make polyvinyl chloride (PVC) plastic and vinyl products. Vinyl chloride has been detected near landfills, sewage plants, and hazardous waste sites, due to microbial breakdown of chlorinated solvents. Short-term exposure to high levels of vinyl chloride in air causes central nervous system effects, such as dizziness, drowsiness, and headaches. Long-term exposure to vinyl chloride through inhalation and oral exposure causes liver damage. Cancer is a major concern from exposure to vinyl chloride via inhalation. Vinyl chloride exposure has been shown to increase the risk of angiosarcoma, a rare form of liver cancer, in humans.

Visibility-Reducing Particles. Visibility-reducing particles consist of suspended particulate matter, which is a complex mixture of tiny particles that consists of dry solid fragments, solid cores with liquid coatings, and small droplets of liquid. These particles vary greatly in shape, size and chemical composition, and can be made up of many different materials such as metals, soot, soil, dust, and salt. These particles in the atmosphere would obstruct the range of visibility. This standard is intended to limit the frequency and severity of visibility impairment due to regional haze.

2.2.2 Toxic Air Contaminants

The Health and Safety Code (§39655, subd. (a).) defines a toxic air contaminant (TAC) as “an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health.” A substance that is listed as a hazardous air pollutant pursuant to subsection (b) of Section 112 of the Federal Clean Air Act (CAA) (42 United States Code Section 7412[b]) is a TAC. Under State law, the California Environmental Protection Agency (CalEPA), acting through CARB, is authorized to identify a substance as a TAC if it determines the substance is an air pollutant that may cause or contribute to an increase in mortality or an increase in serious illness, or that may pose a present or potential hazard to human health.

Diesel engines emit a complex mixture of air pollutants, composed of gaseous and solid material. The solid emissions in diesel exhaust are known as diesel particulate matter (DPM). In 1998, California identified DPM as a TAC based on its potential to cause cancer, premature death, and other health problems (e.g., asthma attacks and other respiratory symptoms). Those most vulnerable are children whose lungs are still developing and the elderly who may have other serious health problems. Overall, diesel engine emissions are responsible for the majority of California’s known cancer risk from outdoor air pollutants. Diesel engines also contribute to California’s PM_{2.5} air quality problems. In addition, diesel soot causes visibility reduction (CARB 2020b).

2.3 REGULATORY SETTING

Air quality is defined by ambient air concentrations of specific pollutants identified by the USEPA to be of concern with respect to health and welfare of the general public. The USEPA is responsible for enforcing the Federal CAA of 1970 and its 1977 and 1990 Amendments. The CAA required the USEPA to establish National Ambient Air Quality Standards (NAAQS), which identify concentrations of pollutants in the ambient air below which no adverse effects on the public health and welfare are anticipated. In response, the USEPA established both primary and secondary standards for several pollutants (called “criteria” pollutants, specifically, ozone, particulate matter, carbon monoxide, nitrogen oxides, sulfur

dioxide, and lead). Primary standards are designed to protect human health with an adequate margin of safety. Secondary standards are designed to protect property and the public welfare from air pollutants in the atmosphere. The CAA allows states to adopt ambient air quality standards and other regulations provided they are at least as stringent as federal standards. CARB has established the California Ambient Air Quality Standards (CAAQS) for the six criteria pollutants through the California Clean Air Act of 1988 (CCAA), and has established CAAQS for additional pollutants, including sulfates, H₂S, vinyl chloride, and visibility-reducing particles. Similar to the NAAQS, the CAAQS incorporate a margin of safety to protect sensitive individuals from adverse health effects related to air pollutants. Table 1, *California and National Ambient Air Quality Standards*, shows the federal and state ambient air quality standards.

Table 1
CALIFORNIA AND NATIONAL AMBIENT AIR QUALITY STANDARDS

Pollutant	Averaging Time	California Standards	Federal Standards Primary ^a	Federal Standards Secondary ^b
O ₃	1 Hour	0.09 ppm (180 µg/m ³)	–	–
	8 Hour	0.070 ppm (137 µg/m ³)	0.070 ppm (147 µg/m ³)	Same as Primary
PM ₁₀	24 Hour	50 µg/m ³	150 µg/m ³	Same as Primary
	AAM	20 µg/m ³	–	Same as Primary
PM _{2.5}	24 Hour	–	35 µg/m ³	Same as Primary
	AAM	12 µg/m ³	12.0 µg/m ³	Same as Primary
CO	1 Hour	20 ppm (23 mg/m ³)	35 ppm (40 mg/m ³)	–
	8 Hour	9.0 ppm (10 mg/m ³)	9 ppm (10 mg/m ³)	–
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m ³)	–	–
NO ₂	AAM	0.030 ppm (57 µg/m ³)	0.053 ppm (100 µg/m ³)	Same as Primary
	1 Hour	0.18 ppm (339 µg/m ³)	0.100 ppm (188 µg/m ³)	–
SO ₂	24 Hour	0.04 ppm (105 µg/m ³)	–	–
	3 Hour	–	–	0.5 ppm (1,300 µg/m ³)
	1 Hour	0.25 ppm (655 µg/m ³)	0.075 ppm (196 µg/m ³)	–
Lead	30-day Avg.	1.5 µg/m ³	–	–
	Calendar Quarter	–	1.5 µg/m ³	Same as Primary
	Rolling 3-month Avg.	–	0.15 µg/m ³	Same as Primary

Table 1 (cont.)
CALIFORNIA AND NATIONAL AMBIENT AIR QUALITY STANDARDS

Pollutant	Averaging Time	California Standards	Federal Standards Primary^a	Federal Standards Secondary^b
Visibility Reducing Particles	8 hour	Extinction coefficient of 0.23 per km – visibility ≥ 10 miles (0.07 per km – ≥30 miles for Lake Tahoe)	No Federal Standards	No Federal Standards
Sulfates	24 Hour	25 µg/m ³	No Federal Standards	No Federal Standards
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m ³)	No Federal Standards	No Federal Standards
Vinyl Chloride	24 Hour	0.01 ppm (26 µg/m ³)	No Federal Standards	No Federal Standards

Source: CARB 2016

Note: More detailed information in the data presented in this table can be found at the CARB website (www.arb.ca.gov).

a National Primary Standards: The levels of air quality necessary, within an adequate margin of safety, to protect the public health.

b National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

O₃ = ozone; ppm = parts per million; µg/m³ = micrograms per cubic meter; PM₁₀ = large particulate matter;

AAM = Annual Arithmetic Mean; PM_{2.5} = fine particulate matter; CO = carbon monoxide;

mg/m³ = milligrams per cubic meter; NO₂ = nitrogen dioxide; SO₂ = sulfur dioxide; km = kilometer; –: No Standard

Areas that do not meet the NAAQS or the CAAQS for a particular pollutant are considered to be “nonattainment areas” for that pollutant. On August 3, 2018, the SDAB was classified as a moderate nonattainment area for the 8-hour NAAQS for ozone (USEPA 2020). The SDAB is currently classified as a nonattainment area under the CAAQS for ozone, PM₁₀, and PM_{2.5}. The SDAB is an attainment area for the NAAQS and CAAQS for all other criteria pollutants (SDAPCD 2019).

CARB is the state regulatory agency with authority to enforce regulations to both achieve and maintain the NAAQS and CAAQS. The local air district has the primary responsibility for the development and implementation of rules and regulations designed to attain the NAAQS and CAAQS, as well as the permitting of new or modified sources, development of air quality management plans, and adoption and enforcement of air pollution regulations. The SDAPCD is the local agency responsible for the administration and enforcement of air quality regulations for the County.

The SDAPCD and San Diego Association of Governments (SANDAG) are responsible for developing and implementing the clean air plan for attainment and maintenance of the NAAQS and CAAQS in the SDAB, thereby protecting public health in the SDAB as related to air quality. The San Diego County Regional Air Quality Strategy (RAQS) was initially adopted in 1991, and is generally updated on a triennial basis. The most recent version of the RAQS was adopted by the SDAPCD in 2016. The local RAQS, in combination with those from all other California nonattainment areas with serious (or worse) air quality problems, is submitted to the CARB, which develops the California State Implementation Plan (SIP).

The RAQS relies on information from CARB and SANDAG, including mobile and area source emissions, as well as information regarding projected growth in the County, to project future emissions and then determine from that the strategies necessary for the reduction of emissions through regulatory controls. CARB mobile source emission projections and SANDAG growth projections are based on population and

vehicle trends and land use plans developed by the cities and by the County as part of the development of the County's General Plan.

The SIP relies on the same information from SANDAG to develop emission inventories and emission reduction strategies that are included in the attainment demonstration for the air basin. The current federal and state attainment status (Table 2, *Federal and State Air Quality Designation*) for the County is as follows:

Table 2
FEDERAL AND STATE AIR QUALITY DESIGNATION

Criteria Pollutant	Federal Designation	State Designation
Ozone (1-hour)	Attainment ¹	Nonattainment
Ozone (8-hour)	Nonattainment	Nonattainment
CO	Attainment	Attainment
PM ₁₀	Unclassifiable ²	Nonattainment
PM _{2.5}	Attainment	Nonattainment
NO ₂	Attainment	Attainment
SO ₂	Attainment	Attainment
Lead	Attainment	Attainment
Sulfates	(No federal standard)	Attainment
Hydrogen Sulfide	(No federal standard)	Unclassifiable
Visibility	(No federal standard)	Unclassifiable

Source: SDAPCD 2019

¹ The federal 1-hour standard of 12 pphm was in effect from 1979 through June 15, 2005. The revoked standard is referenced here because it was employed for such a long period and because this benchmark is addressed in State Implementation Plans.

² At the time of designation, if the available data does not support a designation of attainment or nonattainment, the area is designated as unclassifiable.

2.4 BACKGROUND AIR QUALITY

The SDAPCD operates a network of ambient air monitoring stations throughout the County. The purpose of the monitoring stations is to measure ambient concentrations of the pollutants and determine whether the ambient air quality meets the CAAQS and the NAAQS. The nearest ambient monitoring station to the Project is the Otay Mesa-Donovan Correctional Facility Monitoring Station located at 480 Alta Road in the city of San Diego, approximately 1,500 feet north of the nearest Project component. The Otay Mesa-Donovan Correctional Facility Monitoring Station monitors ozone, particulate matter, and NO₂. Air quality data for the monitoring station is shown in Table 3, *Air Quality Monitoring Data*.

Table 3
AIR QUALITY MONITORING DATA

Air Pollutant	2016	2017	2018
Ozone (O₃)			
Max 1-hour (ppm)	0.092	0.097	0.092
Days > CAAQS (0.09 ppm)	0	1	0
Max 8-hour (ppm)	0.075	0.082	0.078
Days > NAAQS (0.070 ppm)	4	6	1
Days > CAAQS (0.070 ppm)	4	6	1
Particulate Matter (PM₁₀)			
Max Daily (µg/m ³)	79.0	69.0	55.0
Days > NAAQS (150 µg/m ³)	0	0	0
Days > CAAQS (50 µg/m ³)	9	4	3
Annual Average (µg/m ³)	31.3	26.9	26.3
Exceed CAAQS (20 µg/m ³)	Yes	Yes	Yes
Particulate Matter (PM_{2.5})			
Max Daily (µg/m ³)	42.1	42.7	50.8
Days > NAAQS (35 µg/m ³)	*	*	*
Nitrogen Dioxide (NO₂)			
Max 1-hour (ppm)	0.067	0.074	0.054
Days > NAAQS (0.10 ppm)	0	0	0
Days > CAAQS (0.18 ppm)	0	0	0

Sources: CARB 2020c

ppm = parts per million; µg/m³ = micrograms per cubic meter;

* = Insufficient data available to determine the value.

Monitoring data at the Otay Mesa-Donovan Correctional Facility Monitoring Station show one violation of the state 1-hour ozone standard over the period from 2016 to 2018. Violations of both the state and federal 8-hour ozone standards occurred four times in 2016, six times in 2017, and once in 2018. While no exceedances of the federal PM₁₀ standard occurred, multiple exceedances of the state PM₁₀ occurred in 2016, 2017, and 2018. There is insufficient data to determine exceedances of the PM_{2.5} standard over the period from 2016 to 2018. The monitoring data show acceptable levels of NO₂. Through implementation of the RAQS and SIP, emissions of PM and ozone, for which the SDAB is nonattainment, have generally decreased over time.

3.0 SIGNIFICANCE CRITERIA AND ANALYSIS METHODOLOGIES

3.1 SIGNIFICANCE CRITERIA

The County (2007) has approved guidelines for determining significance (County Guidelines), which state that a project would have a significant environmental impact if it would:

1. Conflict with or obstruct the implementation of the San Diego RAQS or applicable portions of the SIP;
2. Result in emissions that would violate any air quality standard or contribute substantially to an existing or projected air quality violation;

3. Result in a cumulatively considerable net increase for which the SDAB is in non-attainment of NAAQS or CAAQS;
4. Expose sensitive receptors (including, but not limited to, residences, schools, hospitals, resident care facilities, or day-care centers) to substantial pollutant concentrations; and/or
5. Create objectionable odors affecting a substantial number of people.

These guidelines are based on the version of the CEQA Guidelines Appendix G questions for air quality that were used prior to Appendix G being updated in 2019. The 2019 updated version combines guidelines 2 and 3. The pre-2019 guidelines are retained in this analysis for consistency with the Otay 250 Sunroad–East Otay Mesa Business Park Specific Plan Amendment EIR.

To determine whether a project would (a) result in emissions that would violate any air quality standard or contribute substantially to an existing or projected air quality violation, or (b) result in a cumulatively considerable net increase of PM₁₀ or exceed quantitative thresholds for ozone precursors, NO_x and VOCs, project emissions may be evaluated based on the quantitative trigger levels established by the SDAPCD. As part of its air quality permitting process, the SDAPCD has established trigger levels in Rule 20.2 for the preparation of Air Quality Impact Assessments (AQIAs). The County has adopted these trigger levels as screening level thresholds, which a project's emissions are compared to. The County has also adopted the SCAQMD's screening threshold of 55 pounds (lbs) per day or 10 tons per year as a significance threshold for PM_{2.5} and SCAQMD's screening threshold for the Coachella Valley of 75 lbs per day or 13.7 tons per year as a significance threshold for VOCs in the absence of SDAPCD adopted values.

The screening criteria were developed by SDAPCD and SCAQMD to with the purpose of attaining the NAAQS and CAAQS. The NAAQS and CAAQS, as discussed in Section 2.4, identify concentrations of pollutants in the ambient air below which no adverse effects on the public health and welfare are anticipated. Therefore, for CEQA purposes, these screening criteria can be used as numeric methods to demonstrate that a project's total emissions would not result in a significant impact to air quality or an adverse effect on human health. The screening thresholds are included in Table 4, *Screening-Level Thresholds for Air Quality Impact Analysis*.

Table 4
SCREENING-LEVEL THRESHOLDS FOR AIR QUALITY IMPACT ANALYSIS

Pollutant	Total Emissions		
Construction Emissions (Pounds per Day)			
Respirable Particulate Matter (PM ₁₀)	100		
Fine Particulate Matter (PM _{2.5})	55		
Oxides of Nitrogen (NO _x)	250		
Oxides of Sulfur (SO _x)	250		
Carbon Monoxide (CO)	550		
Volatile Organic Compounds (VOCs)	75		
Operational Emissions			
	Pounds per Hour	Pounds per Day	Tons per Year
Respirable Particulate Matter (PM ₁₀)	---	100	15
Fine Particulate Matter (PM _{2.5})	---	55	10
Oxides of Nitrogen (NO _x)	25	250	40
Oxides of Sulfur (SO _x)	25	250	40
Carbon Monoxide (CO)	100	550	100
Lead and Lead Compounds	---	3.2	0.6
Volatile Organic Compounds (VOCs)	---	75	13.7
Toxic Air Contaminant Emissions			
Excess Cancer Risk	1 in 1 million 10 in 1 million with T-BACT		
Non-Cancer Hazard	1.0		

Source: SDACPD Rule 20.2 and Rule 1210

T-BACT = Toxics Best Available Control Technology

3.2 ANALYSIS METHODOLOGIES

As discussed above in Section 1.1, this report evaluates the air quality impacts from the Project compared to what is considered in the EIR for the EOM SP, as amended, and assesses whether the changes proposed under the Project would result in a significant change in the impact determination. Portions of this analysis rely on the Otay 250 Sunroad–East Otay Mesa Business Park Specific Plan Amendment EIR (SCH No. 2016031028; County 2018).

3.2.1 Emissions Modeling

Criteria pollutant and ozone precursor emissions were calculated for both the existing land uses included in the EOM SP and for the proposed land uses under the EOM SPA using the California Emissions Estimator Model (CalEEMod), Version 2016.3.2. CalEEMod is a computer model developed by SCAQMD with the input of several air quality management and pollution control districts to estimate criteria air pollutant emissions from construction and operation of various urban land uses. CalEEMod has the ability to calculate on-road mobile (i.e., vehicular), off-road mobile (i.e., heavy construction equipment), energy, area, and stationary source emissions. CalEEMod allows land use selections that include project land use types and sizes. Table 5, *Land Uses Included in Model*, shows the land uses that were modeled under each scenario to compare air pollutant emissions.

Table 5
LAND USES INCLUDED IN MODEL

Land Use	Size
<i>Existing Land Use under EOM SP</i>	
Research and Development	4,946,238 square feet
General Light Industry	1,742,400 square feet
Mixed Use – Commercial/Retail	1,1546,518 square feet
Mixed Use – Residential	1,062 dwelling units
<i>Proposed Land Use under EOM SPA</i>	
General Heavy Industry	3,924,756 square feet
Industrial Park	1,952,185 square feet
Mixed Use – Commercial/Retail	256,280 square feet
Mixed Use – Residential	2,192 dwelling units

The model estimates short-term construction emissions and long-term regional area-source, energy-source, and mobile-source emissions of criteria air pollutants and ozone precursors. Construction emissions include those from heavy off-road equipment exhaust, on-road vehicle exhaust, and fugitive dust. The quantity, duration, and intensity of construction activity influence the amount of construction emissions and related pollutant concentrations that occur at any one time. Operational emissions from area sources include engine emissions from landscape maintenance equipment, emissions from consumer products, and VOC emissions from repainting of buildings. Operational emissions from energy sources include emissions associated with combustion of natural gas for heating, cooking, and hot water.

CalEEMod default motor vehicle emission rates are based on CARB's EMFAC state-wide emission factors for the County region which are incorporated into CalEEMod. The Safer Affordable Fuel-Efficient Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks (SAFE Vehicles Rule) adjustment factors, which have been developed by CARB to account for anticipated increased emissions, were applied to the emission factors in the model. Default vehicle speeds, trip lengths, trip purpose, and trip type percentages were used. Trip generation for the existing land uses and land uses proposed under the Project was based on the transportation analysis prepared for the Project (Darnell and Associates, Inc. 2020). The transportation analysis did not include trip generation rates for the mixed use land uses, which are therefore based on CalEEMod defaults. Model output data sheets are included in Appendix A.

4.0 PROJECT IMPACT ANALYSIS

4.1 CONFORMANCE TO THE REGIONAL AIR QUALITY STRATEGY

4.1.1 Guidelines for the Determination of Significance

Would the project conflict with or obstruct the implementation of the San Diego RAQS or applicable portions of the SIP?

The RAQS outlines SDAPCD's plans and control measures designed to attain the CAAQS for ozone. In addition, the SDAPCD relies on the SIP, which includes the SDAPCD's plans and control measures for attaining the ozone NAAQS. These plans accommodate emissions from all sources, including natural

sources, through implementation of control measures, where feasible, on stationary sources to attain the standards. Mobile sources are regulated by the USEPA and CARB, and the emissions and reduction strategies related to mobile sources are considered in the RAQS and SIP.

The RAQS relies on information from CARB and SANDAG, including projected growth in the County, mobile, area and all other source emissions in order to project future emissions and determine from that the strategies necessary for the reduction of stationary source emissions through regulatory controls. CARB mobile source emission projections and SANDAG growth projections are based on population and vehicle trends and land use plans developed by the cities and by the County. As such, projects that propose development that is consistent with the growth anticipated by the general plans would be consistent with the RAQS. In the event that a project proposes development which is less intense than anticipated within the General Plan, the project would likewise be consistent with the RAQS. If a project proposes development that is greater than that anticipated in the County General Plan and SANDAG's growth projections upon which the RAQS is based, the project would be in conflict with the RAQS and SIP, and might have a potentially significant impact on air quality. This situation would warrant further analysis to determine if the project and the surrounding projects exceed the growth projections used in the RAQS for the specific subregional area.

4.1.2 Significance of Impacts Prior to Mitigation

The Project is an SPA to the EOM SP with the primary land use-related changes involving re-designating Technology Business Park use to Heavy Industrial use, re-designating Light Industrial use to Mixed Industrial use, re-designating Technology Business Park use and Mixed Use – Employment Emphasis use to Mixed Use – Residential Emphasis use, and increasing the FAR of Mixed Industrial use. The Project does not introduce new land use types to the EOM SP and does not require a General Plan Amendment (GPA) or Rezone. It would be consistent with the General Plan's land use designation of 'Specific Plan Area' within the Regional Category 'Village,' which allows for a variety of industrial uses. Further, the RAQS and SIP account for what is currently included in the EOM SP. The change in land uses under the Project would not result in an exceedance of net pollutant emissions, as evaluated below in Section 4.2.2. As such, the Project is proposing development that is similar to the existing allowed uses, and emissions have been accounted for in the RAQS and SIP. Therefore, because the Project is proposing development consistent with the General Plan and development that is less intensive than the EOM SP, it is correspondingly consistent with the RAQS.

On an annual basis, the County provides SANDAG with updated land use designations in the General Plan to ensure SANDAG demographics, employment, and transportation forecasts reflect the most recently approved plans and developments. Through annual coordination with SANDAG, the County provides land use changes that would be included in forecasts used by SDAPCD to develop updates to the RAQS and air quality attainment plans. Through this process the land uses changes proposed by the Project would be fully incorporated into the updated RAQS and SIP.

4.1.3 Mitigation Measures and Design Considerations

Impacts would be less than significant and no Project-specific mitigation is required. The Project would, however, incorporate applicable mitigation measures from the EIR to reduce impacts.

4.1.4 Conclusions

The Project would conform to the RAQS and SIP and would result in a less than significant impact.

4.2 CONFORMANCE TO FEDERAL AND STATE AMBIENT AIR QUALITY STANDARDS

4.2.1 Construction Impacts

4.2.1.1 Guidelines for the Determination of Significance

Would the project construction result in emissions that would violate any air quality standard or contribute substantially to an existing or projected air quality violation?

To determine whether a project would result in emissions that would violate any air quality standard, contribute substantially to an existing or projected air quality violation, or have an adverse effect on human health, project emissions may be evaluated based on the quantitative emission thresholds established by the SDAPCD (as shown in Table 4).

4.2.1.2 Significance of Impacts Prior to Mitigation

Construction of land uses within the Project area and associated emissions would occur regardless of whether the proposed Project would occur. The scope of the Project' simultaneous construction activities is anticipated to be similar to that for SPA-15-001, which was evaluated in the EIR using CalEEMod. The EIR analysis assumed the simultaneous operation of 30 pieces of heavy off-road equipment for the development of 3,158 dwelling units, 78,000 SF of general commercial uses, 765,000 SF of employment uses on a total of 253 acres. While the types and amounts of land uses vary from what is proposed under the Project, the most emission-intensive construction activities that were analyzed in the EIR (site preparation, grading, and vertical building construction) would also occur for the land uses under the proposed Project. The modeling in the EIR analysis assumed that watering graded areas three times a day would reduce particulate matter emissions by 61 percent (this reduction was applied in CalEEMod), that speeds on unpaved surfaces would be reduced to 15 miles per hour, and that Tier 3 equipment would be used. The modeling also assumed architectural coatings would meet the requirements of SDAPCD Rule 67.0.1, which limits VOC content to 100 grams per liter (g/L) for exterior coatings and 50 g/L for interior coatings.

Emissions estimates indicated that all criteria pollutant emissions would be less than the screening-level thresholds except for VOCs, which were modeled to be above the threshold in year 2021.

4.2.1.3 Mitigation Measures and Design Considerations

As discussed above in Section 4.2.1.2, during construction graded areas would be watered three times a day, vehicle speeds on unpaved surfaces would be limited to 15 miles per hour, Tier 3 construction equipment would be used, and low VOC content coatings would be used. As such, emissions would be reduced to the extent feasible. The emissions of VOCs would mainly be attributable to application of architectural coatings. Because the coatings would meet SDAPCD low-VOC requirements in accordance with mitigation identified in the EIR, there are no additional mitigation measures that would reduce VOC emissions to less than significant levels.

4.2.1.4 Conclusions

Construction of land uses within the Project area and associated emissions would occur regardless of whether the proposed Project would occur. Criteria pollutant emissions for the construction scenario analyzed in the EIR were determined to be less than significant for all criteria pollutants except VOCs, which were determined to be significant and unmitigated, but temporary. Project-related impacts are assessed as the same.

4.2.2 Operational Impacts

4.2.2.1 Guidelines for the Determination of Significance

Would the project construction result in emissions that would violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Based on the County Guidelines (2007), operational impacts would be potentially significant if they exceed the quantitative screening-level thresholds for criteria pollutants as listed under Section 4.2.1.1.

4.2.2.2 Significance of Impacts Prior to Mitigation

Main operational emissions include area sources, such as landscaping equipment and consumer products, mobile emissions associated with traffic, and energy emissions from on-site energy use. Operational emissions were modeled for both the existing land uses included in the EOM SP and the proposed land uses under the EOM SPA to determine net emissions associated with implementation of the Project. Table 6, *Estimated Daily Operational Emissions*, presents the summary of operational emissions for both scenarios and net emissions. Operational emission calculations and model outputs are provided in Appendix A.

Table 6
ESTIMATED DAILY OPERATIONAL EMISSIONS

Category	VOC (lbs/day)	NO _x (lbs/day)	CO (lbs/day)	SO ₂ (lbs/day)	PM ₁₀ (lbs/day)	PM _{2.5} (lbs/day)
Existing Land Use under EOM SP						
Area	252	1	88	<0.5	<0.5	<0.5
Energy	3	25	20	<0.5	2	2
Mobile	79	359	862	4	411	111
<i>Total</i>	<i>334</i>	<i>386</i>	<i>970</i>	<i>4</i>	<i>413</i>	<i>113</i>
<i>Screening-Level Thresholds</i>	<i>75</i>	<i>250</i>	<i>550</i>	<i>250</i>	<i>100</i>	<i>55</i>
Exceedance?	Yes	Yes	Yes	No	Yes	Yes
Proposed Land Use under EOM SPA						
Area	242	2	181	<0.5	1	1
Energy	3	31	23	<0.5	2	2
Mobile	56	255	671	3	335	91
<i>Total</i>	<i>301</i>	<i>288</i>	<i>874</i>	<i>3</i>	<i>339</i>	<i>94</i>
<i>Screening-Level Thresholds</i>	<i>75</i>	<i>250</i>	<i>550</i>	<i>250</i>	<i>100</i>	<i>55</i>
Exceedance?	Yes	Yes	Yes	No	Yes	Yes
SPA Net Emissions	-32	-11	-95	-1	-75	-19

Note: The total presented is the sum of the unrounded values; as such, totals may not add up exactly due to rounding. The CalEEMod model outputs are presented in Appendix A.

As shown in Table 6, the Project's proposed land uses would result in a net decrease in emissions of all criteria pollutants when compared to the existing land uses included in the EOM SP. The modeling indicates that emissions for both the existing land uses and the proposed land uses exceed screening-level thresholds for VOCs, NO_x, CO, PM₁₀, and PM_{2.5}. The Project would not, however, result in an exceedance that was not already identified for the EOM SP.

4.2.2.3 Mitigation Measures and Design Considerations

A wide range of current regulatory codes (discussed above in Section 2.3), Project design features (listed below in Section 5.1), and other measures would be incorporated into the Project. There are no additional mitigation measures that would reduce the impacts associated with the Project to below a level of significance.

4.2.2.4 Conclusions

Emissions for both the existing land uses under the EOM SP and the proposed land uses under the Project are modeled to exceed screening-level thresholds for VOCs, NO_x, CO, PM₁₀, and PM_{2.5}. The Project would not result in an exceedance that was not already identified for the EOM SP. The EIR determined emissions of VOCs, CO, PM₁₀, and PM_{2.5} would exceed thresholds, therefore resulting in significant and unmitigable impacts related to criteria pollutant emissions. Project-related impacts are assessed as the same level of significance.

4.3 CUMULATIVELY CONSIDERABLE NET INCREASE OF CRITERIA POLLUTANTS

4.3.1 Construction Impacts

4.3.1.1 Guidelines for the Determination of Significance

The following thresholds are used for the assessment of cumulative construction impacts:

Would the project result in emissions that exceed 250 lbs per day of NO_x or 75 lbs per day of VOCs?

Would the project result in emissions of PM_{2.5} that exceed 55 lbs per day?

Would the project result in emissions of PM₁₀ that exceed 100 lbs per day and increase the ambient PM₁₀ concentration by 5.0 micrograms per cubic meter (µg/m³) or greater at the maximum exposed individual?

Based on the County Guidelines (2007), a project would result in a cumulatively significant impact if the project results in a significant contribution to the cumulative increase in pollutants for which the SDAB is listed as nonattainment for the CAAQS and NAAQS. As discussed in Section 2.0, the SDAB is designated as a nonattainment area for the NAAQS for ozone and the CAAQS for ozone, PM₁₀, and PM_{2.5}.

Cumulatively considerable net increases during the construction phase would typically happen if two or more projects near each other are simultaneously undergoing construction. A project that has a significant direct impact on air quality with regard to emissions of PM₁₀, PM_{2.5}, NO_x, or VOCs during construction would also have a significant cumulatively considerable net increase. In the event direct

impacts from a proposed project are less than significant, a project may still have a cumulatively considerable impact on air quality if the emissions of concern from the proposed project, in combination with the emissions of concern from other proposed or reasonably foreseeable future projects within a proximity relevant to the pollutants of concern, are in excess of the guidelines identified in Section 3.0.

4.3.1.2 Significance of Impacts Prior to Mitigation

As discussed above in Section 4.2.1.2, the scope of the Project's simultaneous construction activities is anticipated to be similar to that for SPA-15-001, which was evaluated in the EIR. While the types and amounts of land uses evaluated in the EIR vary from what is proposed under the Project, the most emission-intensive construction activities that were analyzed in the EIR (site preparation, grading, and vertical building construction) would also occur for the land uses under the proposed Project. That analysis, as discussed above, determined that construction emissions would not exceed the County's screening-level thresholds for nonattainment pollutants except VOCs during one year of construction. Construction emissions of NO_x, PM₁₀, and PM_{2.5} are below significance thresholds are anticipated within the SDAB RAQS and SIP and within CARB's regional air emissions budgets. Because emissions of these pollutants are below the screening-level thresholds, emissions would not be cumulatively considerable on a regional basis. Local cumulative impacts related to fugitive dust were also found to be less than significant.

While VOCs were modeled to be above the County's threshold for construction during one year of construction, the EIR determined that the impact would be temporary, associated with the application of architectural coatings, and below the screening-level threshold for all other years of construction; therefore the impacts from VOCs are not considered cumulatively considerable.

As such, emissions associated with the proposed Project's construction are also considered not to be cumulatively considerable and impacts are less than significant.

4.3.1.3 Mitigation Measures and Design Considerations

As discussed above in Section 4.2.1.2, during construction graded areas would be watered three times a day, vehicle speeds on unpaved surfaces would be limited to 15 miles per hour, Tier 3 construction equipment would be used, and low VOC content coatings would be used. As such, emissions would be reduced to the extent feasible. The emissions of VOCs would mainly be attributable to application of architectural coatings. Because the coatings would meet SDAPCD low-VOC requirements, there are no additional mitigation measures that would reduce VOC emissions to less than significant levels.

4.3.1.4 Conclusions

Cumulative impacts associated with Project construction would be less than cumulatively considerable and therefore less than significant, the same as the impact identified in the EIR.

4.3.2 Operational Impacts

4.3.2.1 Guidelines for the Determination of Significance

The following thresholds are used for the assessment of cumulatively considerable net increases in air pollutants during the operational phase:

Would the project conform to the RAQS and/or have a significant direct impact on air quality with regard to operational emissions of PM₁₀, PM_{2.5}, NO_x, and/or VOCs, which would also have a significant cumulatively considerable net increase in these emissions?

Would the project cause road intersections or roadway segments to operate at or below LOS E and create a CO hotspot that would result in a cumulatively considerable net increase of CO?

As discussed above, based on the County Guidelines (2007), a project would result in a cumulatively significant impact if the project results in a significant contribution to the cumulative increase in NO_x, VOCs, PM₁₀, and PM_{2.5}. In accordance with the guidelines, a project that does not conform to the RAQS and/or has a significant direct impact on air quality with regard to operational emissions of nonattainment pollutants would also have a cumulatively considerable net increase. Also, projects that cause road intersections to operate at or below a level of service (LOS) E and create a CO hotspot create a cumulatively considerable net increase of CO.

4.3.2.2 Significance of Impacts Prior to Mitigation

As described in Sections 4.1, the Project would be consistent with the RAQS. As shown in Section 4.2, the Project's proposed land uses would result in emissions of VOCs, NO_x, PM₁₀, and PM_{2.5} that would exceed the County's screening level thresholds; however, the Project would not result in an exceedance that would not already occur under the EOM SP, as the existing land uses under the EOM SP would also result in exceedances of these pollutants.

As discussed in Section 4.4.2, the Project would not create a CO hotspot that would result in a cumulatively considerable net increase of CO.

4.3.2.3 Mitigation Measures and Design Considerations

As discussed in Section 4.2.2.3, there are no additional mitigation measures that would reduce impacts to a less than significant level.

4.3.2.4 Conclusions

Because emissions of non-attainment pollutants during operations would exceed thresholds, impacts would be cumulatively significant; however, as discussed above, the Project would not result in an exceedance that would not already occur under the EOM SP, as the existing land uses under the EOM SP would also result in exceedances of these pollutants. The EIR found operational emissions of non-attainment pollutants would exceed thresholds and would result in a cumulatively considerable impact. The Project's impact is assessed as the same.

4.4 IMPACTS TO SENSITIVE RECEPTORS

4.4.1 Guidelines for the Determination of Significance

Would the project expose sensitive receptors to substantial pollutant concentrations?

The guidelines of significance listed below are used by the County to address the above question:

Would the project place sensitive receptors near CO hotspots or creates CO hotspots near sensitive receptors?

Would project implementation result in exposure to TACs resulting in a maximum incremental cancer risk greater than 1 in 1 million without application of Toxics-Best Available Control Technology or a health hazard index greater than 1 and, thus, be deemed as having a potentially significant impact?

4.4.2 Significance of Impacts Prior to Mitigation

4.4.2.1 CO Concentrations (CO Hotspot Analysis)

CO hotspots are most likely to occur at heavily congested intersections where idling vehicles increase localized CO concentrations. The County guidelines call for a CO hotspot analysis if the Project would:

- place sensitive receptors within 500 feet of a signalized intersection with a LOS of E or F, with peak-hour trips exceeding 3,000 vehicles; or
- cause intersections to operate at LOS E or F, with peak-hour trips exceeding 3,000 vehicles.

The EIR analyzed the potential for CO hotspots based on a trip generation of 37,916 average daily trips (ADT). The analysis found that multiple intersections would be significantly impacted; therefore, procedures in the Caltrans ITS Transportation Project-Level Carbon Monoxide Protocol were used. As recommended in the protocol, CALINE4 modeling was conducted for the intersections significantly impacted to calculate maximum predicted 1-hour and 8-hour CO concentrations. The results of the analysis revealed that CO concentrations were substantially below the 1-hour and 8-hour NAAQS of 35 ppm and CAAQS of 20 ppm for CO, and that that project would therefore not result in CO hotspots. Specifically, the modeling indicated a maximum 1-hour CO concentration of 3.2 ppm and a maximum 8-hour concentration of 2.3 ppm. The land uses proposed under the Project are estimated to result in a reduction in ADT compared to the existing land uses under the EOM SP. Therefore, maximum 1-hour and 8-hour CO concentrations would remain below thresholds. The Project would not result in CO hotspots and impacts would be less than significant.

4.4.2.2 Diesel Health Risk

Substantial emissions of DPM are generally associated with operation of diesel-powered equipment during construction and from heavy diesel-powered trucks during operations. CARB has declared that DPM from diesel engine exhaust is a TAC. Additionally, Office of Environmental Health Hazard Assessment has determined that chronic exposure to DPM can cause carcinogenic and non-carcinogenic health effects. For this reason, although other pollutants would be generated, DPM would be the primary pollutant of concern.

The dose to which receptors are exposed is the primary factor used to determine health risk related to DPM. Dose is a function of the concentration of a substance or substances in the environment and the duration of exposure to the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher level of health risk for any exposed receptor.

As discussed above in Section 4.2.1.2, the scope of Project construction is anticipated to be similar to that for SPA-15-001, which was evaluated in the EIR. The EIR included a health risk evaluation to assess potential effects of diesel exhaust particulate matter from construction equipment on nearby sensitive receptors. The evaluation determined that the cancer risk is below the County's significance threshold of 10 in 1 million with implementation of T-BACT (which, at the time of the previous EIR, was Tier 3 equipment) and that the chronic hazard is below the County's significance threshold of 1.0. Construction-related DPM emissions impacts on sensitive receptors were therefore determined to be less than significant in the EIR. The Project's impacts are assessed as the same.

Operationally, the Project's proposed Heavy Industrial and Mixed Industrial uses may involve the use of heavy trucks which emit DPM; however, the Project would not result in the addition of new land uses that are not already included in the EOM SP, would not change the types of land uses in proximity to sensitive residential uses, and would therefore not result in increased potential DPM-related impacts to sensitive receptors. The Project's proposed Mixed Use – Residential Emphasis would not involve the regular use of heavy trucks and would not be a source of DPM. As was determined in the EIR, potential impacts to sensitive receptors from operation-phase DPM would be less than significant. Further, as developed, each project within the EOM SP area will be required to undergo additional CEQA review, and specific uses that are identified would be evaluated for potential health risk impacts. Impacts are considered less than significant.

4.4.3 Mitigation Measures and Design Considerations

Impacts are less than significant; therefore, no mitigation measures are required.

4.4.4 Conclusions

Impacts to sensitive receptors would be less than significant.

4.5 ODOR IMPACTS

4.5.1 Guidelines for the Determination of Significance

Based on the County Guidelines (2007), a project would have a significant impact if it would generate objectionable odors or place sensitive receptors next to existing objectionable odors that would affect a considerable number of persons or the public.

SDAPCD Rule 51 (Public Nuisance) and California Health & Safety Code, Division 26, Part 4, Chapter 3, Section 541700, prohibit the emission of any material that causes nuisance to a considerable number of persons or endangers the comfort, health, or safety of the public. Projects required to obtain permits from SDAPCD, typically industrial and some commercial projects, are evaluated by SDAPCD staff for potential odor nuisance and conditions may be applied (or control equipment required), where necessary, to prevent occurrence of public nuisance.

4.5.2 Significance of Impacts Prior to Mitigation

Project construction could result in minor amounts of odor compounds associated with diesel heavy equipment exhaust. Diesel exhaust and VOCs from application of asphalt and architectural coatings would be emitted during construction of the Project. The odor of these emissions is objectionable to some; however, emissions would disperse rapidly from the Project site and therefore, should not be at a level that would affect a substantial number of people. Further, construction operations would be temporary. As a result, impacts associated with odors during construction are not considered significant.

According to the SCAQMD *CEQA Air Quality Handbook* (SCAQMD 1993), land uses associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting activities, refineries, landfills, dairies, and fiberglass molding operations. The Project's proposed Heavy Industrial and Mixed Industrial uses may include these uses and may also involve the use of heavy trucks that could emit diesel-related odors; however, the Project, which involves changes in land use to certain portions of the EOM SP, would not introduce new land use types not previously included in the EOM SP, would not change the types of land uses in proximity to sensitive receptors and would, therefore, not result in increased potential odors impacts to sensitive receptors. The Project's proposed Mixed Use – Industrial Emphasis would not include substantial odor-generating sources. As developed, each project within the EOM SP area will be required to undergo additional CEQA review, and specific uses that are identified would be evaluated for potential odor impacts. Projects generally considered to be an odor generator would be required to get applicable permits from SDAPCD. The Project is therefore not considered to have a significant impact related to objectionable odors from operations.

4.5.3 Mitigation Measures and Design Considerations

Because the Project would not generate objectionable odors or place sensitive receptors near existing odor sources that would affect a considerable number of persons or the public, no mitigation measures or additional design considerations are required.

4.5.4 Conclusions

Due to the nature of the development, there are no significant odorous air emissions anticipated from construction or operation; therefore, impacts are anticipated to be less than significant.

5.0 SUMMARY OF RECOMMENDED PROJECT DESIGN FEATURES, IMPACTS, AND MITIGATION

5.1 PROJECT DESIGN FEATURES

During construction graded areas would be watered three times a day, vehicle speeds on unpaved surfaces would be limited to 15 miles per hour, Tier 3 construction equipment would be used, and low VOC content coatings would be used. As such, emissions would be reduced to the extent feasible. The emissions of VOCs would mainly be attributable to application of architectural coatings.

5.2 PROJECT IMPACTS

As described in Section 4.1, the Project would be consistent with the RAQS.

Criteria pollutant emissions for the construction scenario analyzed in the EIR were determined to be less than significant for all criteria pollutants except VOCs, which were determined to be significant and unmitigated, but temporary. Project-related impacts are assessed as the same.

Emissions for both the existing land uses under the EOM SP and the proposed land uses under the Project are modeled to exceed screening-level thresholds for VOCs, NO_x, CO, PM₁₀, and PM_{2.5}. The Project would not result in an exceedance that would not already occur under the EOM SP. The EIR determined emissions of VOCs, CO, PM₁₀, and PM_{2.5} would exceed thresholds, therefore resulting in significant and unmitigable impacts. Project-related impacts are assessed as the same level of significance.

Cumulative impacts associated with Project construction would be less than cumulatively considerable and therefore less than significant, the same as the impact identified in the EIR. Because emissions of non-attainment pollutants during operations would exceed thresholds, impacts would be cumulatively significant; however, as discussed above, the Project would not result in an exceedance that would not already occur under the EOM SP, as the existing land uses under the EOM SP would also result in exceedances of these pollutants. The EIR found operational emissions of non-attainment pollutants would exceed thresholds and would result in a cumulatively considerable impact. The Project's impact is assessed as the same.

Impacts associated with exposure of sensitive receptors to substantial pollutant concentrations would be less than significant.

An evaluation of odors from general Project construction and operation of the Project indicated that odor impacts would be less than significant.

5.3 PROJECT MITIGATION

A wide range of current regulatory codes, Project design features, and other measures would be incorporated into the Project. The Project would also incorporate all applicable mitigation measures included in the previous EIR related to air quality. There are no additional mitigation measures that would reduce the impacts associated with the Project to below a level of significance.

6.0 REFERENCES

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- Western Regional Climate Center (WRCC). 2016. Period of Record Monthly Climate Summary – Chula Vista, California (041758). Accessed August 2020. Available at: <https://wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca1758>.

7.0 LIST OF PREPARERS

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Appendix A

CalEEMod Output

SCL02 - EOM SPA (Existing) - San Diego County, Summer

SCL02 - EOM SPA (Existing)**San Diego County, Summer****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Research & Development	4,946.24	1000sqft	227.10	4,946,240.00	0
General Light Industry	1,742.40	1000sqft	80.00	1,742,400.00	0
Condo/Townhouse	1,062.00	Dwelling Unit	26.55	1,062,000.00	3037
Strip Mall	1,156.52	1000sqft	26.55	1,156,520.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	40
Climate Zone	13			Operational Year	2035
Utility Company	San Diego Gas & Electric				
CO2 Intensity (lb/MW hr)	720.49	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 227.1 ac Tech Business Park at 0.5 FAR

80 ac Light Industrial at 0.5 FAR

53.1 ac Mixed Use - Employment Emphasis (half retail at 1.0 FAR and half residential at 40 du/ac)

Construction Phase - Construction consistent with EOM Specific Plan

Vehicle Trips - Darnell & Associates, Inc. 2020

Woodstoves - No hearth

SCL02 - EOM SPA (Existing) - San Diego County, Summer

Table Name	Column Name	Default Value	New Value
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tblFireplaces	FireplaceWoodMass	3,078.40	0.00
tblFireplaces	NumberGas	584.10	0.00
tblFireplaces	NumberNoFireplace	106.20	1,062.00
tblFireplaces	NumberWood	371.70	0.00
tblLandUse	LotAcreage	113.55	227.10
tblLandUse	LotAcreage	40.00	80.00
tblLandUse	LotAcreage	66.38	26.55
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tblVehicleEF	LDA	176.13	200.00
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tblVehicleEF	LDA	0.04	0.04
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tblVehicleEF	LDA	1.3020e-003	1.3490e-003
tblVehicleEF	LDA	8.1000e-004	8.3900e-004
tblVehicleEF	LDA	1.1970e-003	1.2400e-003
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.06	0.07
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SCL02 - EOM SPA (Existing) - San Diego County, Summer

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tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.02	0.03
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tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	8.8100e-004	9.1300e-004
tblVehicleEF	LDA	1.3020e-003	1.3490e-003
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SCL02 - EOM SPA (Existing) - San Diego County, Summer

tblVehicleEF	LDA	0.02	0.02
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tblVehicleEF	LDT1	0.04	0.04
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tblVehicleEF	LDT1	0.08	0.08
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tblVehicleEF	LDT1	0.71	0.73
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tblVehicleEF	LDT1	1.1890e-003	1.2320e-003
tblVehicleEF	LDT1	1.7300e-003	1.7930e-003

SCL02 - EOM SPA (Existing) - San Diego County, Summer

tblVehicleEF	LDT1	1.0930e-003	1.1330e-003
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tblVehicleEF	LDT1	0.07	0.07
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tblVehicleEF	LDT1	1.7300e-003	1.7930e-003
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tblVehicleEF	LDT1	0.01	0.01
tblVehicleEF	LDT1	0.10	0.10
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT2	0.40	0.41
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tblVehicleEF	LDT2	258.14	293.12

SCL02 - EOM SPA (Existing) - San Diego County, Summer

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tblVehicleEF	LDT2	1.3950e-003	1.4450e-003
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SCL02 - EOM SPA (Existing) - San Diego County, Summer

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tblVehicleEF	LDT2	9.6300e-004	9.9800e-004
tblVehicleEF	LDT2	1.3950e-003	1.4450e-003
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	8.5050e-003	8.5650e-003
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tblVehicleEF	MDV	1.5850e-003	1.6420e-003
tblVehicleEF	MDV	1.0160e-003	1.0530e-003

SCL02 - EOM SPA (Existing) - San Diego County, Summer

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tblVehicleEF	MDV	0.01	0.01
tblVehicleEF	MDV	0.06	0.06
tblVehicleEF	MDV	0.06	0.06
tblVehicleEF	MDV	0.54	0.55
tblVehicleEF	MDV	0.79	0.81
tblVehicleEF	MDV	362.37	411.47
tblVehicleEF	MDV	72.70	82.55
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tblVehicleEF	MDV	0.10	0.10
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tblVehicleEF	MDV	0.01	0.01
tblVehicleEF	MDV	0.06	0.06
tblVehicleEF	MDV	0.05	0.05
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SCL02 - EOM SPA (Existing) - San Diego County, Summer

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tblVehicleEF	MDV	1.5850e-003	1.6420e-003
tblVehicleEF	MDV	1.0160e-003	1.0530e-003
tblVehicleEF	MDV	1.4570e-003	1.5100e-003
tblVehicleEF	MDV	0.03	0.03
tblVehicleEF	MDV	0.10	0.10
tblVehicleEF	MDV	0.05	0.05
tblVehicleEF	MDV	0.01	0.01
tblVehicleEF	MDV	0.07	0.08
tblVehicleEF	MDV	0.06	0.06
tblVehicleTrips	ST_TR	1.32	5.51
tblVehicleTrips	ST_TR	1.90	5.51
tblVehicleTrips	SU_TR	0.68	5.51
tblVehicleTrips	SU_TR	1.11	5.51
tblVehicleTrips	WD_TR	6.97	5.51
tblVehicleTrips	WD_TR	8.11	5.51
tblWoodstoves	NumberCatalytic	53.10	0.00
tblWoodstoves	NumberNoncatalytic	53.10	0.00
tblWoodstoves	WoodstoveWoodMass	3,019.20	0.00

2.0 Emissions Summary

SCL02 - EOM SPA (Existing) - San Diego County, Summer

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

[illegible]

Mitigated Construction

[illegible][illegible]

SCL02 - EOM SPA (Existing) - San Diego County, Summer

2.2 Overall Operational**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	252.2110	1.0144	88.1048	4.6900e-003		0.4887	0.4887		0.4887	0.4887	0.0000	159.4795	159.4795	0.1546	0.0000	163.3446
Energy	2.8120	25.3177	19.6684	0.1534		1.9429	1.9429		1.9429	1.9429		30,676.6494	30,676.6494	0.5880	0.5624	30,858.9454
Mobile	78.7603	355.1655	861.7779	3.5943	408.8498	1.8449	410.6947	109.2309	1.7134	110.9444		403,560.5644	403,560.5644	17.7033		404,003.1468
Total	333.7833	381.4977	969.5511	3.7523	408.8498	4.2765	413.1262	109.2309	4.1450	113.3759	0.0000	434,396.6933	434,396.6933	18.4459	0.5624	435,025.4367

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	252.2110	1.0144	88.1048	4.6900e-003		0.4887	0.4887		0.4887	0.4887	0.0000	159.4795	159.4795	0.1546	0.0000	163.3446
Energy	2.8120	25.3177	19.6684	0.1534		1.9429	1.9429		1.9429	1.9429		30,676.6494	30,676.6494	0.5880	0.5624	30,858.9454
Mobile	78.7603	355.1655	861.7779	3.5943	408.8498	1.8449	410.6947	109.2309	1.7134	110.9444		403,560.5644	403,560.5644	17.7033		404,003.1468
Total	333.7833	381.4977	969.5511	3.7523	408.8498	4.2765	413.1262	109.2309	4.1450	113.3759	0.0000	434,396.6933	434,396.6933	18.4459	0.5624	435,025.4367

SCL02 - EOM SPA (Existing) - San Diego County, Summer

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

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	2/3/2051	2/2/2051	5	0	

Acres of Grading (Site Preparation Phase): 0**Acres of Grading (Grading Phase): 0****Acres of Paving: 0****Residential Indoor: 2,150,550; Residential Outdoor: 716,850; Non-Residential Indoor: 11,767,740; Non-Residential Outdoor: 3,922,580; Striped Parking Area: 0 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	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
Architectural Coating	1	690.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

SCL02 - EOM SPA (Existing) - San Diego County, Summer

3.2 Architectural Coating - 2051

Unmitigated Construction On-Site

[illegible]

Unmitigated Construction Off-Site

[illegible]

SCL02 - EOM SPA (Existing) - San Diego County, Summer

3.2 Architectural Coating - 2051**Mitigated Construction On-Site**

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

Mitigated Construction Off-Site

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

4.0 Operational Detail - Mobile

SCL02 - EOM SPA (Existing) - San Diego County, Summer

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	78.7603	355.1655	861.7779	3.5943	408.8498	1.8449	410.6947	109.2309	1.7134	110.9444		403,560.5644	403,560.5644	17.7033		404,003.1468
Unmitigated	78.7603	355.1655	861.7779	3.5943	408.8498	1.8449	410.6947	109.2309	1.7134	110.9444		403,560.5644	403,560.5644	17.7033		404,003.1468

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Condo/Townhouse	6,170.22	6,021.54	5140.08	17,137,009	17,137,009
General Light Industry	9,600.62	9,600.62	9600.62	28,029,129	28,029,129
Research & Development	27,253.78	27,253.78	27253.78	68,304,721	68,304,721
Strip Mall	51,256.97	48,620.10	23627.70	72,278,731	72,278,731
Total	94,281.59	91,496.05	65,622.19	185,749,589	185,749,589

4.3 Trip Type Information

SCL02 - EOM SPA (Existing) - San Diego County, Summer

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Condo/Townhouse	10.80	7.30	7.50	41.60	18.80	39.60	86	11	3
General Light Industry	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3
Research & Development	9.50	7.30	7.30	33.00	48.00	19.00	82	15	3
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Condo/Townhouse	0.617626	0.036451	0.176904	0.096837	0.011340	0.005282	0.018425	0.026503	0.001944	0.001632	0.005548	0.000800	0.000709
General Light Industry	0.617626	0.036451	0.176904	0.096837	0.011340	0.005282	0.018425	0.026503	0.001944	0.001632	0.005548	0.000800	0.000709
Research & Development	0.617626	0.036451	0.176904	0.096837	0.011340	0.005282	0.018425	0.026503	0.001944	0.001632	0.005548	0.000800	0.000709
Strip Mall	0.617626	0.036451	0.176904	0.096837	0.011340	0.005282	0.018425	0.026503	0.001944	0.001632	0.005548	0.000800	0.000709

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

SCL02 - EOM SPA (Existing) - San Diego County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	2.8120	25.3177	19.6684	0.1534		1.9429	1.9429		1.9429	1.9429		30,676.6494	30,676.6494	0.5880	0.5624	30,858.9454
NaturalGas Unmitigated	2.8120	25.3177	19.6684	0.1534		1.9429	1.9429		1.9429	1.9429		30,676.6494	30,676.6494	0.5880	0.5624	30,858.9454

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Condo/Townhouse	41848.2	0.4513	3.8566	1.6411	0.0246		0.3118	0.3118		0.3118	0.3118		4,923.3156	4,923.3156	0.0944	0.0903	4,952.5724
General Light Industry	55184	0.5951	5.4102	4.5446	0.0325		0.4112	0.4112		0.4112	0.4112		6,492.2301	6,492.2301	0.1244	0.1190	6,530.8102
Research & Development	156654	1.6894	15.3582	12.9009	0.0922		1.1672	1.1672		1.1672	1.1672		18,429.8258	18,429.8258	0.3532	0.3379	18,539.3450
Strip Mall	7065.86	0.0762	0.6927	0.5819	4.1600e-003		0.0527	0.0527		0.0527	0.0527		831.2779	831.2779	0.0159	0.0152	836.2177
Total		2.8120	25.3177	19.6684	0.1534		1.9429	1.9429		1.9429	1.9429		30,676.6494	30,676.6494	0.5880	0.5624	30,858.9454

SCL02 - EOM SPA (Existing) - San Diego County, Summer

5.2 Energy by Land Use - NaturalGas**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Condo/Townhouse	41.8482	0.4513	3.8566	1.6411	0.0246		0.3118	0.3118		0.3118	0.3118		4,923.3156	4,923.3156	0.0944	0.0903	4,952.5724
General Light Industry	55.184	0.5951	5.4102	4.5446	0.0325		0.4112	0.4112		0.4112	0.4112		6,492.2301	6,492.2301	0.1244	0.1190	6,530.8102
Research & Development	156.654	1.6894	15.3582	12.9009	0.0922		1.1672	1.1672		1.1672	1.1672		18,429.8258	18,429.8258	0.3532	0.3379	18,539.3450
Strip Mall	7.06586	0.0762	0.6927	0.5819	4.1600e-003		0.0527	0.0527		0.0527	0.0527		831.2779	831.2779	0.0159	0.0152	836.2177
Total		2.8120	25.3177	19.6684	0.1534		1.9429	1.9429		1.9429	1.9429		30,676.6494	30,676.6494	0.5880	0.5624	30,858.9454

6.0 Area Detail**6.1 Mitigation Measures Area**

SCL02 - EOM SPA (Existing) - San Diego County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	252.2110	1.0144	88.1048	4.6900e-003		0.4887	0.4887		0.4887	0.4887	0.0000	159.4795	159.4795	0.1546	0.0000	163.3446
Unmitigated	252.2110	1.0144	88.1048	4.6900e-003		0.4887	0.4887		0.4887	0.4887	0.0000	159.4795	159.4795	0.1546	0.0000	163.3446

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	58.9144					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	190.6132					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	2.6833	1.0144	88.1048	4.6900e-003		0.4887	0.4887		0.4887	0.4887		159.4795	159.4795	0.1546		163.3446
Total	252.2110	1.0144	88.1048	4.6900e-003		0.4887	0.4887		0.4887	0.4887	0.0000	159.4795	159.4795	0.1546	0.0000	163.3446

SCL02 - EOM SPA (Existing) - San Diego County, Summer

6.2 Area by SubCategory**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	58.9144					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	190.6132					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	2.6833	1.0144	88.1048	4.6900e-003		0.4887	0.4887		0.4887	0.4887		159.4795	159.4795	0.1546		163.3446
Total	252.2110	1.0144	88.1048	4.6900e-003		0.4887	0.4887		0.4887	0.4887	0.0000	159.4795	159.4795	0.1546	0.0000	163.3446

7.0 Water Detail**7.1 Mitigation Measures Water****8.0 Waste Detail****8.1 Mitigation Measures Waste****9.0 Operational Offroad**

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

SCL02 - EOM SPA (Existing) - San Diego County, Summer

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

SCL02 - EOM SPA (Existing) - San Diego County, Winter

SCL02 - EOM SPA (Existing)**San Diego County, Winter****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Research & Development	4,946.24	1000sqft	227.10	4,946,240.00	0
General Light Industry	1,742.40	1000sqft	80.00	1,742,400.00	0
Condo/Townhouse	1,062.00	Dwelling Unit	26.55	1,062,000.00	3037
Strip Mall	1,156.52	1000sqft	26.55	1,156,520.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	40
Climate Zone	13			Operational Year	2035
Utility Company	San Diego Gas & Electric				
CO2 Intensity (lb/MW hr)	720.49	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 227.1 ac Tech Business Park at 0.5 FAR

80 ac Light Industrial at 0.5 FAR

53.1 ac Mixed Use - Employment Emphasis (half retail at 1.0 FAR and half residential at 40 du/ac)

Construction Phase - Construction consistent with EOM Specific Plan

Vehicle Trips - Darnell & Associates, Inc. 2020

Woodstoves - No hearth

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Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	440.00	0.00
tblFireplaces	FireplaceWoodMass	3,078.40	0.00
tblFireplaces	NumberGas	584.10	0.00
tblFireplaces	NumberNoFireplace	106.20	1,062.00
tblFireplaces	NumberWood	371.70	0.00
tblLandUse	LotAcreage	113.55	227.10
tblLandUse	LotAcreage	40.00	80.00
tblLandUse	LotAcreage	66.38	26.55
tblVehicleEF	LDA	0.38	0.39
tblVehicleEF	LDA	0.86	0.89
tblVehicleEF	LDA	176.13	200.00
tblVehicleEF	LDA	37.33	42.39
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	8.8100e-004	9.1300e-004
tblVehicleEF	LDA	1.3020e-003	1.3490e-003
tblVehicleEF	LDA	8.1000e-004	8.3900e-004
tblVehicleEF	LDA	1.1970e-003	1.2400e-003
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.06	0.07
tblVehicleEF	LDA	0.42	0.43
tblVehicleEF	LDA	0.72	0.74

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tblVehicleEF	LDA	186.15	211.37
tblVehicleEF	LDA	37.33	42.39
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	8.8100e-004	9.1300e-004
tblVehicleEF	LDA	1.3020e-003	1.3490e-003
tblVehicleEF	LDA	8.1000e-004	8.3900e-004
tblVehicleEF	LDA	1.1970e-003	1.2400e-003
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	0.06	0.06
tblVehicleEF	LDA	0.37	0.38
tblVehicleEF	LDA	0.92	0.95
tblVehicleEF	LDA	174.32	197.94
tblVehicleEF	LDA	37.33	42.39
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	8.8100e-004	9.1300e-004
tblVehicleEF	LDA	1.3020e-003	1.3490e-003
tblVehicleEF	LDA	8.1000e-004	8.3900e-004
tblVehicleEF	LDA	1.1970e-003	1.2400e-003
tblVehicleEF	LDA	9.0950e-003	9.2580e-003
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.01	0.01

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tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.07	0.07
tblVehicleEF	LDT1	0.42	0.44
tblVehicleEF	LDT1	0.85	0.88
tblVehicleEF	LDT1	232.82	264.37
tblVehicleEF	LDT1	50.56	57.41
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	1.1890e-003	1.2320e-003
tblVehicleEF	LDT1	1.7300e-003	1.7930e-003
tblVehicleEF	LDT1	1.0930e-003	1.1330e-003
tblVehicleEF	LDT1	1.5910e-003	1.6490e-003
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.11	0.11
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.01	0.01
tblVehicleEF	LDT1	0.08	0.08
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.47	0.49
tblVehicleEF	LDT1	0.71	0.73
tblVehicleEF	LDT1	245.72	279.02
tblVehicleEF	LDT1	50.56	57.41
tblVehicleEF	LDT1	0.03	0.03
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	1.1890e-003	1.2320e-003
tblVehicleEF	LDT1	1.7300e-003	1.7930e-003

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tblVehicleEF	LDT1	1.0930e-003	1.1330e-003
tblVehicleEF	LDT1	1.5910e-003	1.6490e-003
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.11	0.11
tblVehicleEF	LDT1	0.08	0.08
tblVehicleEF	LDT1	0.01	0.01
tblVehicleEF	LDT1	0.07	0.07
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.41	0.43
tblVehicleEF	LDT1	0.91	0.94
tblVehicleEF	LDT1	230.49	261.72
tblVehicleEF	LDT1	50.56	57.41
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	1.1890e-003	1.2320e-003
tblVehicleEF	LDT1	1.7300e-003	1.7930e-003
tblVehicleEF	LDT1	1.0930e-003	1.1330e-003
tblVehicleEF	LDT1	1.5910e-003	1.6490e-003
tblVehicleEF	LDT1	0.03	0.03
tblVehicleEF	LDT1	0.12	0.12
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.01	0.01
tblVehicleEF	LDT1	0.10	0.10
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT2	0.40	0.41
tblVehicleEF	LDT2	0.63	0.65
tblVehicleEF	LDT2	258.14	293.12

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tblVehicleEF	LDT2	54.97	62.42
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	1.0470e-003	1.0850e-003
tblVehicleEF	LDT2	1.5170e-003	1.5720e-003
tblVehicleEF	LDT2	9.6300e-004	9.9800e-004
tblVehicleEF	LDT2	1.3950e-003	1.4450e-003
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	8.6520e-003	8.7130e-003
tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.44	0.46
tblVehicleEF	LDT2	0.55	0.56
tblVehicleEF	LDT2	272.54	309.47
tblVehicleEF	LDT2	54.97	62.42
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	1.0470e-003	1.0850e-003
tblVehicleEF	LDT2	1.5170e-003	1.5720e-003
tblVehicleEF	LDT2	9.6300e-004	9.9800e-004
tblVehicleEF	LDT2	1.3950e-003	1.4450e-003
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	9.3190e-003	9.3840e-003

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tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.39	0.40
tblVehicleEF	LDT2	0.67	0.68
tblVehicleEF	LDT2	255.54	290.16
tblVehicleEF	LDT2	54.97	62.42
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	1.0470e-003	1.0850e-003
tblVehicleEF	LDT2	1.5170e-003	1.5720e-003
tblVehicleEF	LDT2	9.6300e-004	9.9800e-004
tblVehicleEF	LDT2	1.3950e-003	1.4450e-003
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	8.5050e-003	8.5650e-003
tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	MDV	0.48	0.49
tblVehicleEF	MDV	0.93	0.96
tblVehicleEF	MDV	343.76	390.34
tblVehicleEF	MDV	72.70	82.55
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	0.06	0.06
tblVehicleEF	MDV	1.1030e-003	1.1430e-003
tblVehicleEF	MDV	1.5850e-003	1.6420e-003
tblVehicleEF	MDV	1.0160e-003	1.0530e-003

SCL02 - EOM SPA (Existing) - San Diego County, Winter

tblVehicleEF	MDV	1.4570e-003	1.5100e-003
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	0.09	0.09
tblVehicleEF	MDV	0.05	0.05
tblVehicleEF	MDV	0.01	0.01
tblVehicleEF	MDV	0.06	0.06
tblVehicleEF	MDV	0.06	0.06
tblVehicleEF	MDV	0.54	0.55
tblVehicleEF	MDV	0.79	0.81
tblVehicleEF	MDV	362.37	411.47
tblVehicleEF	MDV	72.70	82.55
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	0.05	0.05
tblVehicleEF	MDV	1.1030e-003	1.1430e-003
tblVehicleEF	MDV	1.5850e-003	1.6420e-003
tblVehicleEF	MDV	1.0160e-003	1.0530e-003
tblVehicleEF	MDV	1.4570e-003	1.5100e-003
tblVehicleEF	MDV	0.06	0.06
tblVehicleEF	MDV	0.10	0.10
tblVehicleEF	MDV	0.09	0.09
tblVehicleEF	MDV	0.01	0.01
tblVehicleEF	MDV	0.06	0.06
tblVehicleEF	MDV	0.05	0.05
tblVehicleEF	MDV	0.47	0.48
tblVehicleEF	MDV	0.99	1.02
tblVehicleEF	MDV	340.39	386.52
tblVehicleEF	MDV	72.70	82.55

SCL02 - EOM SPA (Existing) - San Diego County, Winter

tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	0.06	0.06
tblVehicleEF	MDV	1.1030e-003	1.1430e-003
tblVehicleEF	MDV	1.5850e-003	1.6420e-003
tblVehicleEF	MDV	1.0160e-003	1.0530e-003
tblVehicleEF	MDV	1.4570e-003	1.5100e-003
tblVehicleEF	MDV	0.03	0.03
tblVehicleEF	MDV	0.10	0.10
tblVehicleEF	MDV	0.05	0.05
tblVehicleEF	MDV	0.01	0.01
tblVehicleEF	MDV	0.07	0.08
tblVehicleEF	MDV	0.06	0.06
tblVehicleTrips	ST_TR	1.32	5.51
tblVehicleTrips	ST_TR	1.90	5.51
tblVehicleTrips	SU_TR	0.68	5.51
tblVehicleTrips	SU_TR	1.11	5.51
tblVehicleTrips	WD_TR	6.97	5.51
tblVehicleTrips	WD_TR	8.11	5.51
tblWoodstoves	NumberCatalytic	53.10	0.00
tblWoodstoves	NumberNoncatalytic	53.10	0.00
tblWoodstoves	WoodstoveWoodMass	3,019.20	0.00

2.0 Emissions Summary

SCL02 - EOM SPA (Existing) - San Diego County, Winter

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

[illegible]

Mitigated Construction

[illegible][illegible]

SCL02 - EOM SPA (Existing) - San Diego County, Winter

2.2 Overall Operational**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	252.2110	1.0144	88.1048	4.6900e-003		0.4887	0.4887		0.4887	0.4887	0.0000	159.4795	159.4795	0.1546	0.0000	163.3446
Energy	2.8120	25.3177	19.6684	0.1534		1.9429	1.9429		1.9429	1.9429		30,676.6494	30,676.6494	0.5880	0.5624	30,858.9454
Mobile	76.1585	359.1806	856.4560	3.4129	408.8498	1.8509	410.7007	109.2309	1.7192	110.9501		383,010.1389	383,010.1389	17.9342		383,458.4941
Total	331.1815	385.5127	964.2293	3.5710	408.8498	4.2825	413.1323	109.2309	4.1508	113.3817	0.0000	413,846.2677	413,846.2677	18.6768	0.5624	414,480.7841

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	252.2110	1.0144	88.1048	4.6900e-003		0.4887	0.4887		0.4887	0.4887	0.0000	159.4795	159.4795	0.1546	0.0000	163.3446
Energy	2.8120	25.3177	19.6684	0.1534		1.9429	1.9429		1.9429	1.9429		30,676.6494	30,676.6494	0.5880	0.5624	30,858.9454
Mobile	76.1585	359.1806	856.4560	3.4129	408.8498	1.8509	410.7007	109.2309	1.7192	110.9501		383,010.1389	383,010.1389	17.9342		383,458.4941
Total	331.1815	385.5127	964.2293	3.5710	408.8498	4.2825	413.1323	109.2309	4.1508	113.3817	0.0000	413,846.2677	413,846.2677	18.6768	0.5624	414,480.7841

SCL02 - EOM SPA (Existing) - San Diego County, Winter

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	2/3/2051	2/2/2051	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 2,150,550; Residential Outdoor: 716,850; Non-Residential Indoor: 11,767,740; Non-Residential Outdoor: 3,922,580; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	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
Architectural Coating	1	690.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

SCL02 - EOM SPA (Existing) - San Diego County, Winter

3.2 Architectural Coating - 2051

Unmitigated Construction On-Site

[illegible]

Unmitigated Construction Off-Site

[illegible]

SCL02 - EOM SPA (Existing) - San Diego County, Winter

3.2 Architectural Coating - 2051**Mitigated Construction On-Site**

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

Mitigated Construction Off-Site

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

4.0 Operational Detail - Mobile

SCL02 - EOM SPA (Existing) - San Diego County, Winter

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	76.1585	359.1806	856.4560	3.4129	408.8498	1.8509	410.7007	109.2309	1.7192	110.9501		383,010.1389	383,010.1389	17.9342		383,458.4941
Unmitigated	76.1585	359.1806	856.4560	3.4129	408.8498	1.8509	410.7007	109.2309	1.7192	110.9501		383,010.1389	383,010.1389	17.9342		383,458.4941

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Condo/Townhouse	6,170.22	6,021.54	5140.08	17,137,009	17,137,009
General Light Industry	9,600.62	9,600.62	9600.62	28,029,129	28,029,129
Research & Development	27,253.78	27,253.78	27253.78	68,304,721	68,304,721
Strip Mall	51,256.97	48,620.10	23627.70	72,278,731	72,278,731
Total	94,281.59	91,496.05	65,622.19	185,749,589	185,749,589

4.3 Trip Type Information

SCL02 - EOM SPA (Existing) - San Diego County, Winter

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Condo/Townhouse	10.80	7.30	7.50	41.60	18.80	39.60	86	11	3
General Light Industry	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3
Research & Development	9.50	7.30	7.30	33.00	48.00	19.00	82	15	3
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Condo/Townhouse	0.617626	0.036451	0.176904	0.096837	0.011340	0.005282	0.018425	0.026503	0.001944	0.001632	0.005548	0.000800	0.000709
General Light Industry	0.617626	0.036451	0.176904	0.096837	0.011340	0.005282	0.018425	0.026503	0.001944	0.001632	0.005548	0.000800	0.000709
Research & Development	0.617626	0.036451	0.176904	0.096837	0.011340	0.005282	0.018425	0.026503	0.001944	0.001632	0.005548	0.000800	0.000709
Strip Mall	0.617626	0.036451	0.176904	0.096837	0.011340	0.005282	0.018425	0.026503	0.001944	0.001632	0.005548	0.000800	0.000709

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

SCL02 - EOM SPA (Existing) - San Diego County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	2.8120	25.3177	19.6684	0.1534		1.9429	1.9429		1.9429	1.9429		30,676.6494	30,676.6494	0.5880	0.5624	30,858.9454
NaturalGas Unmitigated	2.8120	25.3177	19.6684	0.1534		1.9429	1.9429		1.9429	1.9429		30,676.6494	30,676.6494	0.5880	0.5624	30,858.9454

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Condo/Townhouse	41848.2	0.4513	3.8566	1.6411	0.0246		0.3118	0.3118		0.3118	0.3118		4,923.3156	4,923.3156	0.0944	0.0903	4,952.5724
General Light Industry	55184	0.5951	5.4102	4.5446	0.0325		0.4112	0.4112		0.4112	0.4112		6,492.2301	6,492.2301	0.1244	0.1190	6,530.8102
Research & Development	156654	1.6894	15.3582	12.9009	0.0922		1.1672	1.1672		1.1672	1.1672		18,429.8258	18,429.8258	0.3532	0.3379	18,539.3450
Strip Mall	7065.86	0.0762	0.6927	0.5819	4.1600e-003		0.0527	0.0527		0.0527	0.0527		831.2779	831.2779	0.0159	0.0152	836.2177
Total		2.8120	25.3177	19.6684	0.1534		1.9429	1.9429		1.9429	1.9429		30,676.6494	30,676.6494	0.5880	0.5624	30,858.9454

SCL02 - EOM SPA (Existing) - San Diego County, Winter

5.2 Energy by Land Use - NaturalGas**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Condo/Townhouse	41.8482	0.4513	3.8566	1.6411	0.0246		0.3118	0.3118		0.3118	0.3118		4,923.3156	4,923.3156	0.0944	0.0903	4,952.5724
General Light Industry	55.184	0.5951	5.4102	4.5446	0.0325		0.4112	0.4112		0.4112	0.4112		6,492.2301	6,492.2301	0.1244	0.1190	6,530.8102
Research & Development	156.654	1.6894	15.3582	12.9009	0.0922		1.1672	1.1672		1.1672	1.1672		18,429.8258	18,429.8258	0.3532	0.3379	18,539.3450
Strip Mall	7.06586	0.0762	0.6927	0.5819	4.1600e-003		0.0527	0.0527		0.0527	0.0527		831.2779	831.2779	0.0159	0.0152	836.2177
Total		2.8120	25.3177	19.6684	0.1534		1.9429	1.9429		1.9429	1.9429		30,676.6494	30,676.6494	0.5880	0.5624	30,858.9454

6.0 Area Detail**6.1 Mitigation Measures Area**

SCL02 - EOM SPA (Existing) - San Diego County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	252.2110	1.0144	88.1048	4.6900e-003		0.4887	0.4887		0.4887	0.4887	0.0000	159.4795	159.4795	0.1546	0.0000	163.3446
Unmitigated	252.2110	1.0144	88.1048	4.6900e-003		0.4887	0.4887		0.4887	0.4887	0.0000	159.4795	159.4795	0.1546	0.0000	163.3446

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	58.9144					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	190.6132					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	2.6833	1.0144	88.1048	4.6900e-003		0.4887	0.4887		0.4887	0.4887		159.4795	159.4795	0.1546		163.3446
Total	252.2110	1.0144	88.1048	4.6900e-003		0.4887	0.4887		0.4887	0.4887	0.0000	159.4795	159.4795	0.1546	0.0000	163.3446

SCL02 - EOM SPA (Existing) - San Diego County, Winter

6.2 Area by SubCategory**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	58.9144					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	190.6132					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	2.6833	1.0144	88.1048	4.6900e-003		0.4887	0.4887		0.4887	0.4887		159.4795	159.4795	0.1546		163.3446
Total	252.2110	1.0144	88.1048	4.6900e-003		0.4887	0.4887		0.4887	0.4887	0.0000	159.4795	159.4795	0.1546	0.0000	163.3446

7.0 Water Detail**7.1 Mitigation Measures Water****8.0 Waste Detail****8.1 Mitigation Measures Waste****9.0 Operational Offroad**

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

SCL02 - EOM SPA (Existing) - San Diego County, Winter

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

SCL02 - EOM SPA (Proposed) - San Diego County, Summer

SCL02 - EOM SPA (Proposed)

San Diego County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Heavy Industry	3,924.76	1000sqft	180.20	3,924,760.00	0
Industrial Park	1,952.19	1000sqft	128.16	1,952,190.00	0
Condo/Townhouse	2,192.00	Dwelling Unit	54.81	2,192,000.00	6269
Strip Mall	265.28	1000sqft	6.09	265,280.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	40
Climate Zone	13			Operational Year	2035
Utility Company	San Diego Gas & Electric				
CO2 Intensity (lb/MW hr)	720.49	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 180.2 ac Heavy Industrial Use at 0.5 FAR

80 ac Mixed Industrial Use at 0.5 FAR plus 48.16 ac increasing from 0.4 to 0.5 FAR

60.9 ac Mixed Use - Residential Emphasis (90% residential at 40 du/ac and 10% retail at 1.0 FAR)

Construction Phase - Construction consistent with EOM Specific Plan

Vehicle Trips - Darnell & Associates, Inc. 2020

Woodstoves - No hearth

SCL02 - EOM SPA (Proposed) - San Diego County, Summer

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	440.00	0.00
tblFireplaces	FireplaceWoodMass	3,078.40	0.00
tblFireplaces	NumberGas	1,205.60	0.00
tblFireplaces	NumberNoFireplace	219.20	2,192.00
tblFireplaces	NumberWood	767.20	0.00
tblLandUse	LotAcreage	90.10	180.20
tblLandUse	LotAcreage	44.82	128.16
tblLandUse	LotAcreage	137.00	54.81
tblVehicleEF	LDA	0.38	0.39
tblVehicleEF	LDA	0.86	0.89
tblVehicleEF	LDA	176.13	200.00
tblVehicleEF	LDA	37.33	42.39
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	8.8100e-004	9.1300e-004
tblVehicleEF	LDA	1.3020e-003	1.3490e-003
tblVehicleEF	LDA	8.1000e-004	8.3900e-004
tblVehicleEF	LDA	1.1970e-003	1.2400e-003
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.06	0.07
tblVehicleEF	LDA	0.42	0.43
tblVehicleEF	LDA	0.72	0.74

SCL02 - EOM SPA (Proposed) - San Diego County, Summer

tblVehicleEF	LDA	186.15	211.37
tblVehicleEF	LDA	37.33	42.39
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	8.8100e-004	9.1300e-004
tblVehicleEF	LDA	1.3020e-003	1.3490e-003
tblVehicleEF	LDA	8.1000e-004	8.3900e-004
tblVehicleEF	LDA	1.1970e-003	1.2400e-003
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	0.06	0.06
tblVehicleEF	LDA	0.37	0.38
tblVehicleEF	LDA	0.92	0.95
tblVehicleEF	LDA	174.32	197.94
tblVehicleEF	LDA	37.33	42.39
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	8.8100e-004	9.1300e-004
tblVehicleEF	LDA	1.3020e-003	1.3490e-003
tblVehicleEF	LDA	8.1000e-004	8.3900e-004
tblVehicleEF	LDA	1.1970e-003	1.2400e-003
tblVehicleEF	LDA	9.0950e-003	9.2580e-003
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.01	0.01

SCL02 - EOM SPA (Proposed) - San Diego County, Summer

tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.07	0.07
tblVehicleEF	LDT1	0.42	0.44
tblVehicleEF	LDT1	0.85	0.88
tblVehicleEF	LDT1	232.82	264.37
tblVehicleEF	LDT1	50.56	57.41
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	1.1890e-003	1.2320e-003
tblVehicleEF	LDT1	1.7300e-003	1.7930e-003
tblVehicleEF	LDT1	1.0930e-003	1.1330e-003
tblVehicleEF	LDT1	1.5910e-003	1.6490e-003
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.11	0.11
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.01	0.01
tblVehicleEF	LDT1	0.08	0.08
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.47	0.49
tblVehicleEF	LDT1	0.71	0.73
tblVehicleEF	LDT1	245.72	279.02
tblVehicleEF	LDT1	50.56	57.41
tblVehicleEF	LDT1	0.03	0.03
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	1.1890e-003	1.2320e-003
tblVehicleEF	LDT1	1.7300e-003	1.7930e-003

SCL02 - EOM SPA (Proposed) - San Diego County, Summer

tblVehicleEF	LDT1	1.0930e-003	1.1330e-003
tblVehicleEF	LDT1	1.5910e-003	1.6490e-003
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.11	0.11
tblVehicleEF	LDT1	0.08	0.08
tblVehicleEF	LDT1	0.01	0.01
tblVehicleEF	LDT1	0.07	0.07
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.41	0.43
tblVehicleEF	LDT1	0.91	0.94
tblVehicleEF	LDT1	230.49	261.72
tblVehicleEF	LDT1	50.56	57.41
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	1.1890e-003	1.2320e-003
tblVehicleEF	LDT1	1.7300e-003	1.7930e-003
tblVehicleEF	LDT1	1.0930e-003	1.1330e-003
tblVehicleEF	LDT1	1.5910e-003	1.6490e-003
tblVehicleEF	LDT1	0.03	0.03
tblVehicleEF	LDT1	0.12	0.12
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.01	0.01
tblVehicleEF	LDT1	0.10	0.10
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT2	0.40	0.41
tblVehicleEF	LDT2	0.63	0.65
tblVehicleEF	LDT2	258.14	293.12

SCL02 - EOM SPA (Proposed) - San Diego County, Summer

tblVehicleEF	LDT2	54.97	62.42
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	1.0470e-003	1.0850e-003
tblVehicleEF	LDT2	1.5170e-003	1.5720e-003
tblVehicleEF	LDT2	9.6300e-004	9.9800e-004
tblVehicleEF	LDT2	1.3950e-003	1.4450e-003
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	8.6520e-003	8.7130e-003
tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.44	0.46
tblVehicleEF	LDT2	0.55	0.56
tblVehicleEF	LDT2	272.54	309.47
tblVehicleEF	LDT2	54.97	62.42
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	1.0470e-003	1.0850e-003
tblVehicleEF	LDT2	1.5170e-003	1.5720e-003
tblVehicleEF	LDT2	9.6300e-004	9.9800e-004
tblVehicleEF	LDT2	1.3950e-003	1.4450e-003
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	9.3190e-003	9.3840e-003

SCL02 - EOM SPA (Proposed) - San Diego County, Summer

tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.39	0.40
tblVehicleEF	LDT2	0.67	0.68
tblVehicleEF	LDT2	255.54	290.16
tblVehicleEF	LDT2	54.97	62.42
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	1.0470e-003	1.0850e-003
tblVehicleEF	LDT2	1.5170e-003	1.5720e-003
tblVehicleEF	LDT2	9.6300e-004	9.9800e-004
tblVehicleEF	LDT2	1.3950e-003	1.4450e-003
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	8.5050e-003	8.5650e-003
tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	MDV	0.48	0.49
tblVehicleEF	MDV	0.93	0.96
tblVehicleEF	MDV	343.76	390.34
tblVehicleEF	MDV	72.70	82.55
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	0.06	0.06
tblVehicleEF	MDV	1.1030e-003	1.1430e-003
tblVehicleEF	MDV	1.5850e-003	1.6420e-003
tblVehicleEF	MDV	1.0160e-003	1.0530e-003

SCL02 - EOM SPA (Proposed) - San Diego County, Summer

tblVehicleEF	MDV	1.4570e-003	1.5100e-003
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	0.09	0.09
tblVehicleEF	MDV	0.05	0.05
tblVehicleEF	MDV	0.01	0.01
tblVehicleEF	MDV	0.06	0.06
tblVehicleEF	MDV	0.06	0.06
tblVehicleEF	MDV	0.54	0.55
tblVehicleEF	MDV	0.79	0.81
tblVehicleEF	MDV	362.37	411.47
tblVehicleEF	MDV	72.70	82.55
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	0.05	0.05
tblVehicleEF	MDV	1.1030e-003	1.1430e-003
tblVehicleEF	MDV	1.5850e-003	1.6420e-003
tblVehicleEF	MDV	1.0160e-003	1.0530e-003
tblVehicleEF	MDV	1.4570e-003	1.5100e-003
tblVehicleEF	MDV	0.06	0.06
tblVehicleEF	MDV	0.10	0.10
tblVehicleEF	MDV	0.09	0.09
tblVehicleEF	MDV	0.01	0.01
tblVehicleEF	MDV	0.06	0.06
tblVehicleEF	MDV	0.05	0.05
tblVehicleEF	MDV	0.47	0.48
tblVehicleEF	MDV	0.99	1.02
tblVehicleEF	MDV	340.39	386.52
tblVehicleEF	MDV	72.70	82.55

SCL02 - EOM SPA (Proposed) - San Diego County, Summer

tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	0.06	0.06
tblVehicleEF	MDV	1.1030e-003	1.1430e-003
tblVehicleEF	MDV	1.5850e-003	1.6420e-003
tblVehicleEF	MDV	1.0160e-003	1.0530e-003
tblVehicleEF	MDV	1.4570e-003	1.5100e-003
tblVehicleEF	MDV	0.03	0.03
tblVehicleEF	MDV	0.10	0.10
tblVehicleEF	MDV	0.05	0.05
tblVehicleEF	MDV	0.01	0.01
tblVehicleEF	MDV	0.07	0.08
tblVehicleEF	MDV	0.06	0.06
tblVehicleTrips	ST_TR	1.50	5.51
tblVehicleTrips	ST_TR	2.49	7.78
tblVehicleTrips	SU_TR	1.50	5.51
tblVehicleTrips	SU_TR	0.73	7.78
tblVehicleTrips	WD_TR	1.50	5.51
tblVehicleTrips	WD_TR	6.83	7.78
tblWoodstoves	NumberCatalytic	109.60	0.00
tblWoodstoves	NumberNoncatalytic	109.60	0.00
tblWoodstoves	WoodstoveWoodMass	3,019.20	0.00

2.0 Emissions Summary

SCL02 - EOM SPA (Proposed) - San Diego County, Summer

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2051	0.0000	0.0000	0.0000	0.0000	0.0000	7.4300e-003	0.0000	0.0000	7.4300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	0.0000	0.0000	0.0000	0.0000	0.0000	7.4300e-003	0.0000	0.0000	7.4300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2051	0.0000	0.0000	0.0000	0.0000	0.0000	7.4300e-003	0.0000	0.0000	7.4300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	0.0000	0.0000	0.0000	0.0000	0.0000	7.4300e-003	0.0000	0.0000	7.4300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

[illegible]

SCL02 - EOM SPA (Proposed) - San Diego County, Summer

2.2 Overall Operational**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	241.5855	2.0847	180.8307	9.6000e-003		1.0051	1.0051		1.0051	1.0051	0.0000	326.9709	326.9709	0.3134	0.0000	334.8069
Energy	3.4541	30.8923	22.6503	0.1884		2.3864	2.3864		2.3864	2.3864		37,680.49 10	37,680.49 10	0.7222	0.6908	37,904.40 73
Mobile	56.3661	250.9832	671.0594	2.8808	333.6826	1.4552	335.1378	89.1488	1.3519	90.5007		323,528.2 126	323,528.2 126	13.8593		323,874.6 943
Total	301.4057	283.9602	874.5404	3.0788	333.6826	4.8467	338.5293	89.1488	4.7434	93.8922	0.0000	361,535.6 744	361,535.6 744	14.8949	0.6908	362,113.9 085

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	241.5855	2.0847	180.8307	9.6000e-003		1.0051	1.0051		1.0051	1.0051	0.0000	326.9709	326.9709	0.3134	0.0000	334.8069
Energy	3.4541	30.8923	22.6503	0.1884		2.3864	2.3864		2.3864	2.3864		37,680.49 10	37,680.49 10	0.7222	0.6908	37,904.40 73
Mobile	56.3661	250.9832	671.0594	2.8808	333.6826	1.4552	335.1378	89.1488	1.3519	90.5007		323,528.2 126	323,528.2 126	13.8593		323,874.6 943
Total	301.4057	283.9602	874.5404	3.0788	333.6826	4.8467	338.5293	89.1488	4.7434	93.8922	0.0000	361,535.6 744	361,535.6 744	14.8949	0.6908	362,113.9 085

SCL02 - EOM SPA (Proposed) - San Diego County, Summer

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

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	2/3/2051	2/2/2051	5	0	

Acres of Grading (Site Preparation Phase): 0**Acres of Grading (Grading Phase): 0****Acres of Paving: 0****Residential Indoor: 4,438,800; Residential Outdoor: 1,479,600; Non-Residential Indoor: 9,213,345; Non-Residential Outdoor: 3,071,115; Striped Parking Area: 0 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	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
Architectural Coating	1	826.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

SCL02 - EOM SPA (Proposed) - San Diego County, Summer

3.2 Architectural Coating - 2051

Unmitigated Construction On-Site

[illegible]

Unmitigated Construction Off-Site

[illegible]

SCL02 - EOM SPA (Proposed) - San Diego County, Summer

3.2 Architectural Coating - 2051**Mitigated Construction On-Site**

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

Mitigated Construction Off-Site

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

4.0 Operational Detail - Mobile

SCL02 - EOM SPA (Proposed) - San Diego County, Summer

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	56.3661	250.9832	671.0594	2.8808	333.6826	1.4552	335.1378	89.1488	1.3519	90.5007		323,528.2126	323,528.2126	13.8593		323,874.6943
Unmitigated	56.3661	250.9832	671.0594	2.8808	333.6826	1.4552	335.1378	89.1488	1.3519	90.5007		323,528.2126	323,528.2126	13.8593		323,874.6943

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Condo/Townhouse	12,735.52	12,428.64	10609.28	35,371,302	35,371,302
General Heavy Industry	21,625.43	21,625.43	21625.43	63,135,677	63,135,677
Industrial Park	15,188.04	15,188.04	15188.04	39,820,428	39,820,428
Strip Mall	11,757.21	11,152.37	5419.67	16,579,135	16,579,135
Total	61,306.20	60,394.48	52,842.42	154,906,543	154,906,543

4.3 Trip Type Information

SCL02 - EOM SPA (Proposed) - San Diego County, Summer

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Condo/Townhouse	10.80	7.30	7.50	41.60	18.80	39.60	86	11	3
General Heavy Industry	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3
Industrial Park	9.50	7.30	7.30	59.00	28.00	13.00	79	19	2
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Condo/Townhouse	0.617626	0.036451	0.176904	0.096837	0.011340	0.005282	0.018425	0.026503	0.001944	0.001632	0.005548	0.000800	0.000709
General Heavy Industry	0.617626	0.036451	0.176904	0.096837	0.011340	0.005282	0.018425	0.026503	0.001944	0.001632	0.005548	0.000800	0.000709
Industrial Park	0.617626	0.036451	0.176904	0.096837	0.011340	0.005282	0.018425	0.026503	0.001944	0.001632	0.005548	0.000800	0.000709
Strip Mall	0.617626	0.036451	0.176904	0.096837	0.011340	0.005282	0.018425	0.026503	0.001944	0.001632	0.005548	0.000800	0.000709

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

SCL02 - EOM SPA (Proposed) - San Diego County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	3.4541	30.8923	22.6503	0.1884		2.3864	2.3864		2.3864	2.3864		37,680.49 10	37,680.49 10	0.7222	0.6908	37,904.40 73
NaturalGas Unmitigated	3.4541	30.8923	22.6503	0.1884		2.3864	2.3864		2.3864	2.3864		37,680.49 10	37,680.49 10	0.7222	0.6908	37,904.40 73

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Condo/Townhouse	86375.9	0.9315	7.9601	3.3873	0.0508		0.6436	0.6436		0.6436	0.6436		10,161.87 18	10,161.87 18	0.1948	0.1863	10,222.25 87
General Heavy Industry	124302	1.3405	12.1865	10.2366	0.0731		0.9262	0.9262		0.9262	0.9262		14,623.76 33	14,623.76 33	0.2803	0.2681	14,710.66 50
Industrial Park	107986	1.1646	10.5868	8.8929	0.0635		0.8046	0.8046		0.8046	0.8046		12,704.17 92	12,704.17 92	0.2435	0.2329	12,779.67 38
Strip Mall	1620.75	0.0175	0.1589	0.1335	9.5000e-004		0.0121	0.0121		0.0121	0.0121		190.6767	190.6767	3.6500e-003	3.5000e-003	191.8098
Total		3.4540	30.8923	22.6503	0.1884		2.3864	2.3864		2.3864	2.3864		37,680.49 10	37,680.49 10	0.7222	0.6908	37,904.40 73

SCL02 - EOM SPA (Proposed) - San Diego County, Summer

5.2 Energy by Land Use - NaturalGas**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Condo/Townhouse	86.3759	0.9315	7.9601	3.3873	0.0508		0.6436	0.6436		0.6436	0.6436		10,161.8718	10,161.8718	0.1948	0.1863	10,222.2587
General Heavy Industry	124.302	1.3405	12.1865	10.2366	0.0731		0.9262	0.9262		0.9262	0.9262		14,623.7633	14,623.7633	0.2803	0.2681	14,710.6650
Industrial Park	107.986	1.1646	10.5868	8.8929	0.0635		0.8046	0.8046		0.8046	0.8046		12,704.1792	12,704.1792	0.2435	0.2329	12,779.6738
Strip Mall	1.62075	0.0175	0.1589	0.1335	9.5000e-004		0.0121	0.0121		0.0121	0.0121		190.6767	190.6767	3.6500e-003	3.5000e-003	191.8098
Total		3.4540	30.8923	22.6503	0.1884		2.3864	2.3864		2.3864	2.3864		37,680.4910	37,680.4910	0.7222	0.6908	37,904.4073

6.0 Area Detail**6.1 Mitigation Measures Area**

SCL02 - EOM SPA (Proposed) - San Diego County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	241.5855	2.0847	180.8307	9.6000e-003		1.0051	1.0051		1.0051	1.0051	0.0000	326.9709	326.9709	0.3134	0.0000	334.8069
Unmitigated	241.5855	2.0847	180.8307	9.6000e-003		1.0051	1.0051		1.0051	1.0051	0.0000	326.9709	326.9709	0.3134	0.0000	334.8069

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	57.7879					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	178.3525					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	5.4452	2.0847	180.8307	9.6000e-003		1.0051	1.0051		1.0051	1.0051		326.9709	326.9709	0.3134		334.8069
Total	241.5855	2.0847	180.8307	9.6000e-003		1.0051	1.0051		1.0051	1.0051	0.0000	326.9709	326.9709	0.3134	0.0000	334.8069

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6.2 Area by SubCategory**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	57.7879					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	178.3525					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	5.4452	2.0847	180.8307	9.6000e-003		1.0051	1.0051		1.0051	1.0051		326.9709	326.9709	0.3134		334.8069
Total	241.5855	2.0847	180.8307	9.6000e-003		1.0051	1.0051		1.0051	1.0051	0.0000	326.9709	326.9709	0.3134	0.0000	334.8069

7.0 Water Detail**7.1 Mitigation Measures Water****8.0 Waste Detail****8.1 Mitigation Measures Waste****9.0 Operational Offroad**

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

SCL02 - EOM SPA (Proposed) - San Diego County, Summer

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

SCL02 - EOM SPA (Proposed) - San Diego County, Winter

SCL02 - EOM SPA (Proposed)**San Diego County, Winter****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Heavy Industry	3,924.76	1000sqft	180.20	3,924,760.00	0
Industrial Park	1,952.19	1000sqft	128.16	1,952,190.00	0
Condo/Townhouse	2,192.00	Dwelling Unit	54.81	2,192,000.00	6269
Strip Mall	265.28	1000sqft	6.09	265,280.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	40
Climate Zone	13			Operational Year	2035
Utility Company	San Diego Gas & Electric				
CO2 Intensity (lb/MW hr)	720.49	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 180.2 ac Heavy Industrial Use at 0.5 FAR

80 ac Mixed Industrial Use at 0.5 FAR plus 48.16 ac increasing from 0.4 to 0.5 FAR

60.9 ac Mixed Use - Residential Emphasis (90% residential at 40 du/ac and 10% retail at 1.0 FAR)

Construction Phase - Construction consistent with EOM Specific Plan

Vehicle Trips - Darnell & Associates, Inc. 2020

Woodstoves - No hearth

SCL02 - EOM SPA (Proposed) - San Diego County, Winter

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	440.00	0.00
tblFireplaces	FireplaceWoodMass	3,078.40	0.00
tblFireplaces	NumberGas	1,205.60	0.00
tblFireplaces	NumberNoFireplace	219.20	2,192.00
tblFireplaces	NumberWood	767.20	0.00
tblLandUse	LotAcreage	90.10	180.20
tblLandUse	LotAcreage	44.82	128.16
tblLandUse	LotAcreage	137.00	54.81
tblVehicleEF	LDA	0.38	0.39
tblVehicleEF	LDA	0.86	0.89
tblVehicleEF	LDA	176.13	200.00
tblVehicleEF	LDA	37.33	42.39
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	8.8100e-004	9.1300e-004
tblVehicleEF	LDA	1.3020e-003	1.3490e-003
tblVehicleEF	LDA	8.1000e-004	8.3900e-004
tblVehicleEF	LDA	1.1970e-003	1.2400e-003
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.06	0.07
tblVehicleEF	LDA	0.42	0.43
tblVehicleEF	LDA	0.72	0.74

SCL02 - EOM SPA (Proposed) - San Diego County, Winter

tblVehicleEF	LDA	186.15	211.37
tblVehicleEF	LDA	37.33	42.39
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	8.8100e-004	9.1300e-004
tblVehicleEF	LDA	1.3020e-003	1.3490e-003
tblVehicleEF	LDA	8.1000e-004	8.3900e-004
tblVehicleEF	LDA	1.1970e-003	1.2400e-003
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	0.06	0.06
tblVehicleEF	LDA	0.37	0.38
tblVehicleEF	LDA	0.92	0.95
tblVehicleEF	LDA	174.32	197.94
tblVehicleEF	LDA	37.33	42.39
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	8.8100e-004	9.1300e-004
tblVehicleEF	LDA	1.3020e-003	1.3490e-003
tblVehicleEF	LDA	8.1000e-004	8.3900e-004
tblVehicleEF	LDA	1.1970e-003	1.2400e-003
tblVehicleEF	LDA	9.0950e-003	9.2580e-003
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.01	0.01

SCL02 - EOM SPA (Proposed) - San Diego County, Winter

tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.07	0.07
tblVehicleEF	LDT1	0.42	0.44
tblVehicleEF	LDT1	0.85	0.88
tblVehicleEF	LDT1	232.82	264.37
tblVehicleEF	LDT1	50.56	57.41
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	1.1890e-003	1.2320e-003
tblVehicleEF	LDT1	1.7300e-003	1.7930e-003
tblVehicleEF	LDT1	1.0930e-003	1.1330e-003
tblVehicleEF	LDT1	1.5910e-003	1.6490e-003
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.11	0.11
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.01	0.01
tblVehicleEF	LDT1	0.08	0.08
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.47	0.49
tblVehicleEF	LDT1	0.71	0.73
tblVehicleEF	LDT1	245.72	279.02
tblVehicleEF	LDT1	50.56	57.41
tblVehicleEF	LDT1	0.03	0.03
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	1.1890e-003	1.2320e-003
tblVehicleEF	LDT1	1.7300e-003	1.7930e-003

SCL02 - EOM SPA (Proposed) - San Diego County, Winter

tblVehicleEF	LDT1	1.0930e-003	1.1330e-003
tblVehicleEF	LDT1	1.5910e-003	1.6490e-003
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.11	0.11
tblVehicleEF	LDT1	0.08	0.08
tblVehicleEF	LDT1	0.01	0.01
tblVehicleEF	LDT1	0.07	0.07
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.41	0.43
tblVehicleEF	LDT1	0.91	0.94
tblVehicleEF	LDT1	230.49	261.72
tblVehicleEF	LDT1	50.56	57.41
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	1.1890e-003	1.2320e-003
tblVehicleEF	LDT1	1.7300e-003	1.7930e-003
tblVehicleEF	LDT1	1.0930e-003	1.1330e-003
tblVehicleEF	LDT1	1.5910e-003	1.6490e-003
tblVehicleEF	LDT1	0.03	0.03
tblVehicleEF	LDT1	0.12	0.12
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.01	0.01
tblVehicleEF	LDT1	0.10	0.10
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT2	0.40	0.41
tblVehicleEF	LDT2	0.63	0.65
tblVehicleEF	LDT2	258.14	293.12

SCL02 - EOM SPA (Proposed) - San Diego County, Winter

tblVehicleEF	LDT2	54.97	62.42
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	1.0470e-003	1.0850e-003
tblVehicleEF	LDT2	1.5170e-003	1.5720e-003
tblVehicleEF	LDT2	9.6300e-004	9.9800e-004
tblVehicleEF	LDT2	1.3950e-003	1.4450e-003
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	8.6520e-003	8.7130e-003
tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.44	0.46
tblVehicleEF	LDT2	0.55	0.56
tblVehicleEF	LDT2	272.54	309.47
tblVehicleEF	LDT2	54.97	62.42
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	1.0470e-003	1.0850e-003
tblVehicleEF	LDT2	1.5170e-003	1.5720e-003
tblVehicleEF	LDT2	9.6300e-004	9.9800e-004
tblVehicleEF	LDT2	1.3950e-003	1.4450e-003
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	9.3190e-003	9.3840e-003

SCL02 - EOM SPA (Proposed) - San Diego County, Winter

tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.39	0.40
tblVehicleEF	LDT2	0.67	0.68
tblVehicleEF	LDT2	255.54	290.16
tblVehicleEF	LDT2	54.97	62.42
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	1.0470e-003	1.0850e-003
tblVehicleEF	LDT2	1.5170e-003	1.5720e-003
tblVehicleEF	LDT2	9.6300e-004	9.9800e-004
tblVehicleEF	LDT2	1.3950e-003	1.4450e-003
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	8.5050e-003	8.5650e-003
tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	MDV	0.48	0.49
tblVehicleEF	MDV	0.93	0.96
tblVehicleEF	MDV	343.76	390.34
tblVehicleEF	MDV	72.70	82.55
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	0.06	0.06
tblVehicleEF	MDV	1.1030e-003	1.1430e-003
tblVehicleEF	MDV	1.5850e-003	1.6420e-003
tblVehicleEF	MDV	1.0160e-003	1.0530e-003

SCL02 - EOM SPA (Proposed) - San Diego County, Winter

tblVehicleEF	MDV	1.4570e-003	1.5100e-003
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	0.09	0.09
tblVehicleEF	MDV	0.05	0.05
tblVehicleEF	MDV	0.01	0.01
tblVehicleEF	MDV	0.06	0.06
tblVehicleEF	MDV	0.06	0.06
tblVehicleEF	MDV	0.54	0.55
tblVehicleEF	MDV	0.79	0.81
tblVehicleEF	MDV	362.37	411.47
tblVehicleEF	MDV	72.70	82.55
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	0.05	0.05
tblVehicleEF	MDV	1.1030e-003	1.1430e-003
tblVehicleEF	MDV	1.5850e-003	1.6420e-003
tblVehicleEF	MDV	1.0160e-003	1.0530e-003
tblVehicleEF	MDV	1.4570e-003	1.5100e-003
tblVehicleEF	MDV	0.06	0.06
tblVehicleEF	MDV	0.10	0.10
tblVehicleEF	MDV	0.09	0.09
tblVehicleEF	MDV	0.01	0.01
tblVehicleEF	MDV	0.06	0.06
tblVehicleEF	MDV	0.05	0.05
tblVehicleEF	MDV	0.47	0.48
tblVehicleEF	MDV	0.99	1.02
tblVehicleEF	MDV	340.39	386.52
tblVehicleEF	MDV	72.70	82.55

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tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	0.06	0.06
tblVehicleEF	MDV	1.1030e-003	1.1430e-003
tblVehicleEF	MDV	1.5850e-003	1.6420e-003
tblVehicleEF	MDV	1.0160e-003	1.0530e-003
tblVehicleEF	MDV	1.4570e-003	1.5100e-003
tblVehicleEF	MDV	0.03	0.03
tblVehicleEF	MDV	0.10	0.10
tblVehicleEF	MDV	0.05	0.05
tblVehicleEF	MDV	0.01	0.01
tblVehicleEF	MDV	0.07	0.08
tblVehicleEF	MDV	0.06	0.06
tblVehicleTrips	ST_TR	1.50	5.51
tblVehicleTrips	ST_TR	2.49	7.78
tblVehicleTrips	SU_TR	1.50	5.51
tblVehicleTrips	SU_TR	0.73	7.78
tblVehicleTrips	WD_TR	1.50	5.51
tblVehicleTrips	WD_TR	6.83	7.78
tblWoodstoves	NumberCatalytic	109.60	0.00
tblWoodstoves	NumberNoncatalytic	109.60	0.00
tblWoodstoves	WoodstoveWoodMass	3,019.20	0.00

2.0 Emissions Summary

SCL02 - EOM SPA (Proposed) - San Diego County, Winter

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2051	0.0000	0.0000	0.0000	0.0000	0.0000	7.4300e-003	0.0000	0.0000	7.4300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	0.0000	0.0000	0.0000	0.0000	0.0000	7.4300e-003	0.0000	0.0000	7.4300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated Construction

[illegible][illegible]

SCL02 - EOM SPA (Proposed) - San Diego County, Winter

2.2 Overall Operational**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	241.5855	2.0847	180.8307	9.6000e-003		1.0051	1.0051		1.0051	1.0051	0.0000	326.9709	326.9709	0.3134	0.0000	334.8069
Energy	3.4541	30.8923	22.6503	0.1884		2.3864	2.3864		2.3864	2.3864		37,680.49 10	37,680.49 10	0.7222	0.6908	37,904.40 73
Mobile	54.6052	254.9248	658.5016	2.7376	333.6826	1.4592	335.1417	89.1488	1.3557	90.5044		307,304.9 120	307,304.9 120	13.9635		307,654.0 005
Total	299.6448	287.9018	861.9826	2.9356	333.6826	4.8507	338.5332	89.1488	4.7472	93.8959	0.0000	345,312.3 738	345,312.3 738	14.9992	0.6908	345,893.2 147

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	241.5855	2.0847	180.8307	9.6000e-003		1.0051	1.0051		1.0051	1.0051	0.0000	326.9709	326.9709	0.3134	0.0000	334.8069
Energy	3.4541	30.8923	22.6503	0.1884		2.3864	2.3864		2.3864	2.3864		37,680.49 10	37,680.49 10	0.7222	0.6908	37,904.40 73
Mobile	54.6052	254.9248	658.5016	2.7376	333.6826	1.4592	335.1417	89.1488	1.3557	90.5044		307,304.9 120	307,304.9 120	13.9635		307,654.0 005
Total	299.6448	287.9018	861.9826	2.9356	333.6826	4.8507	338.5332	89.1488	4.7472	93.8959	0.0000	345,312.3 738	345,312.3 738	14.9992	0.6908	345,893.2 147

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

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	2/3/2051	2/2/2051	5	0	

Acres of Grading (Site Preparation Phase): 0**Acres of Grading (Grading Phase): 0****Acres of Paving: 0****Residential Indoor: 4,438,800; Residential Outdoor: 1,479,600; Non-Residential Indoor: 9,213,345; Non-Residential Outdoor: 3,071,115; Striped Parking Area: 0 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	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
Architectural Coating	1	826.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

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3.2 Architectural Coating - 2051

Unmitigated Construction On-Site

[illegible]

Unmitigated Construction Off-Site

[illegible]

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3.2 Architectural Coating - 2051**Mitigated Construction On-Site**

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

Mitigated Construction Off-Site

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

4.0 Operational Detail - Mobile

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4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	54.6052	254.9248	658.5016	2.7376	333.6826	1.4592	335.1417	89.1488	1.3557	90.5044		307,304.9120	307,304.9120	13.9635		307,654.0005
Unmitigated	54.6052	254.9248	658.5016	2.7376	333.6826	1.4592	335.1417	89.1488	1.3557	90.5044		307,304.9120	307,304.9120	13.9635		307,654.0005

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Condo/Townhouse	12,735.52	12,428.64	10609.28	35,371,302	35,371,302
General Heavy Industry	21,625.43	21,625.43	21625.43	63,135,677	63,135,677
Industrial Park	15,188.04	15,188.04	15188.04	39,820,428	39,820,428
Strip Mall	11,757.21	11,152.37	5419.67	16,579,135	16,579,135
Total	61,306.20	60,394.48	52,842.42	154,906,543	154,906,543

4.3 Trip Type Information

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Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Condo/Townhouse	10.80	7.30	7.50	41.60	18.80	39.60	86	11	3
General Heavy Industry	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3
Industrial Park	9.50	7.30	7.30	59.00	28.00	13.00	79	19	2
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Condo/Townhouse	0.617626	0.036451	0.176904	0.096837	0.011340	0.005282	0.018425	0.026503	0.001944	0.001632	0.005548	0.000800	0.000709
General Heavy Industry	0.617626	0.036451	0.176904	0.096837	0.011340	0.005282	0.018425	0.026503	0.001944	0.001632	0.005548	0.000800	0.000709
Industrial Park	0.617626	0.036451	0.176904	0.096837	0.011340	0.005282	0.018425	0.026503	0.001944	0.001632	0.005548	0.000800	0.000709
Strip Mall	0.617626	0.036451	0.176904	0.096837	0.011340	0.005282	0.018425	0.026503	0.001944	0.001632	0.005548	0.000800	0.000709

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

SCL02 - EOM SPA (Proposed) - San Diego County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	3.4541	30.8923	22.6503	0.1884		2.3864	2.3864		2.3864	2.3864		37,680.49 10	37,680.49 10	0.7222	0.6908	37,904.40 73
NaturalGas Unmitigated	3.4541	30.8923	22.6503	0.1884		2.3864	2.3864		2.3864	2.3864		37,680.49 10	37,680.49 10	0.7222	0.6908	37,904.40 73

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Condo/Townhouse	86375.9	0.9315	7.9601	3.3873	0.0508		0.6436	0.6436		0.6436	0.6436		10,161.87 18	10,161.87 18	0.1948	0.1863	10,222.25 87
General Heavy Industry	124302	1.3405	12.1865	10.2366	0.0731		0.9262	0.9262		0.9262	0.9262		14,623.76 33	14,623.76 33	0.2803	0.2681	14,710.66 50
Industrial Park	107986	1.1646	10.5868	8.8929	0.0635		0.8046	0.8046		0.8046	0.8046		12,704.17 92	12,704.17 92	0.2435	0.2329	12,779.67 38
Strip Mall	1620.75	0.0175	0.1589	0.1335	9.5000e-004		0.0121	0.0121		0.0121	0.0121		190.6767	190.6767	3.6500e-003	3.5000e-003	191.8098
Total		3.4540	30.8923	22.6503	0.1884		2.3864	2.3864		2.3864	2.3864		37,680.49 10	37,680.49 10	0.7222	0.6908	37,904.40 73

SCL02 - EOM SPA (Proposed) - San Diego County, Winter

5.2 Energy by Land Use - NaturalGas**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Condo/Townhouse	86.3759	0.9315	7.9601	3.3873	0.0508		0.6436	0.6436		0.6436	0.6436		10,161.8718	10,161.8718	0.1948	0.1863	10,222.2587
General Heavy Industry	124.302	1.3405	12.1865	10.2366	0.0731		0.9262	0.9262		0.9262	0.9262		14,623.7633	14,623.7633	0.2803	0.2681	14,710.6650
Industrial Park	107.986	1.1646	10.5868	8.8929	0.0635		0.8046	0.8046		0.8046	0.8046		12,704.1792	12,704.1792	0.2435	0.2329	12,779.6738
Strip Mall	1.62075	0.0175	0.1589	0.1335	9.5000e-004		0.0121	0.0121		0.0121	0.0121		190.6767	190.6767	3.6500e-003	3.5000e-003	191.8098
Total		3.4540	30.8923	22.6503	0.1884		2.3864	2.3864		2.3864	2.3864		37,680.4910	37,680.4910	0.7222	0.6908	37,904.4073

6.0 Area Detail**6.1 Mitigation Measures Area**

SCL02 - EOM SPA (Proposed) - San Diego County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	241.5855	2.0847	180.8307	9.6000e-003		1.0051	1.0051		1.0051	1.0051	0.0000	326.9709	326.9709	0.3134	0.0000	334.8069
Unmitigated	241.5855	2.0847	180.8307	9.6000e-003		1.0051	1.0051		1.0051	1.0051	0.0000	326.9709	326.9709	0.3134	0.0000	334.8069

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	57.7879					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	178.3525					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	5.4452	2.0847	180.8307	9.6000e-003		1.0051	1.0051		1.0051	1.0051		326.9709	326.9709	0.3134		334.8069
Total	241.5855	2.0847	180.8307	9.6000e-003		1.0051	1.0051		1.0051	1.0051	0.0000	326.9709	326.9709	0.3134	0.0000	334.8069

SCL02 - EOM SPA (Proposed) - San Diego County, Winter

6.2 Area by SubCategory**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	57.7879					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	178.3525					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	5.4452	2.0847	180.8307	9.6000e-003		1.0051	1.0051		1.0051	1.0051		326.9709	326.9709	0.3134		334.8069
Total	241.5855	2.0847	180.8307	9.6000e-003		1.0051	1.0051		1.0051	1.0051	0.0000	326.9709	326.9709	0.3134	0.0000	334.8069

7.0 Water Detail**7.1 Mitigation Measures Water****8.0 Waste Detail****8.1 Mitigation Measures Waste****9.0 Operational Offroad**

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

SCL02 - EOM SPA (Proposed) - San Diego County, Winter

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation
