RECON

An Employee-Owned Company

July 28, 2021

Mr. Scott Murray
Greenlaw Partners
18301 Von Karman Avenue, Suite 250
Irvine, CA 92612

Reference: Air Quality and Greenhouse Gas Analysis for the Sweetwater Springs Triangular Parking Lot Project (Project Number PDS2021-STP-21-019; RECON Number 9931)

Dear Mr. Murray:

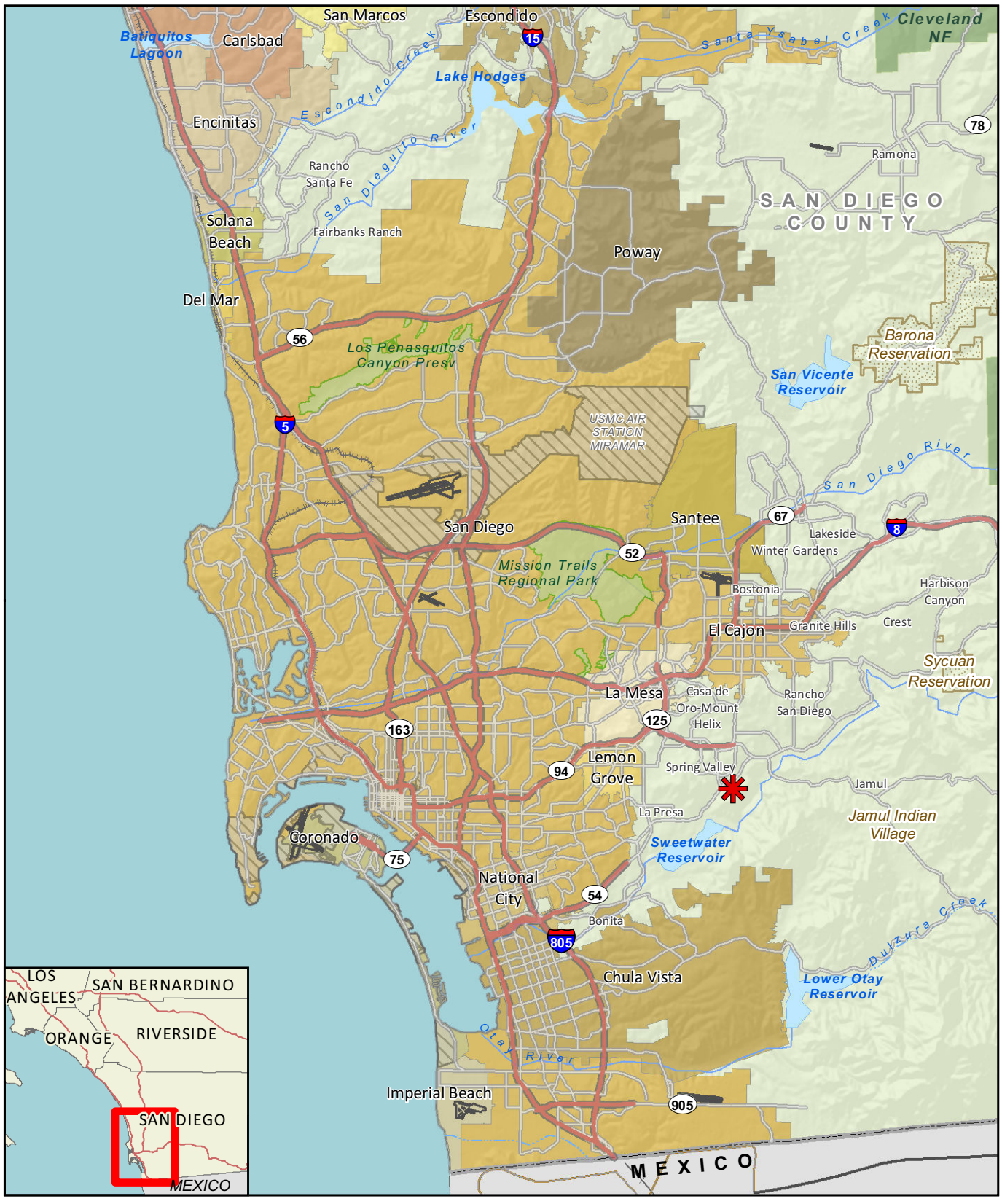
This letter describes the potential air quality and greenhouse gas (GHG) impacts resulting from construction and operation of the Sweetwater Springs Triangular Parking Lot Project (project). This analysis was prepared in accordance with the County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements, Air Quality (County Air Quality Guidelines) and GHG guidance (County of San Diego 2007).

- Project Common Name: Sweetwater Springs Triangular Parking Lot Project
- Project Numbers: PDS2021-STP-21-019
- Date: July 28, 2021
- County-approved Preparer: Jessica Fleming
  RECON Environmental, Inc. (RECON)
  3111 Camino del Rio North, Suite 600
  San Diego, CA 92108
- Project Proponent: Mr. Scott Murray
  Greenlaw Partners
  18301 Von Karman Avenue, Suite 250
  Irvine, CA 92612
  Prepared for the County of San Diego (County)

1.0 Project Description

The subject property is triangular shaped parcel located behind the industrial building located at 2500 Sweetwater Springs Boulevard, Spring Valley, California. The site is located southeast of the intersection of Sweetwater Springs Boulevard and Jamacha Boulevard. The site consists of approximately 2 acres of vacant land just northeast of a commercial property, south of a residential mobile home community, and east of a large open space preserve to the east. Figure 1 shows the regional location of the project site, and Figure 2 shows an aerial photograph of the project site and vicinity.

The site is zoned M58 (High Impact Industrial) and requires grading and surfacing of the lot for the "proposed automotive and equipment: fleet storage" use for the parking of approximately 69 delivery vans. No structures will be constructed, and no building signage will be required. Figure 3 shows the proposed site plan.



RECON

M:\JOBS5\9931\common_gis\fig1.mxd 06/04/2021 bma

FIGURE 1
Regional Location

Image Source: NearMap (flown April 2021)

Project Boundary

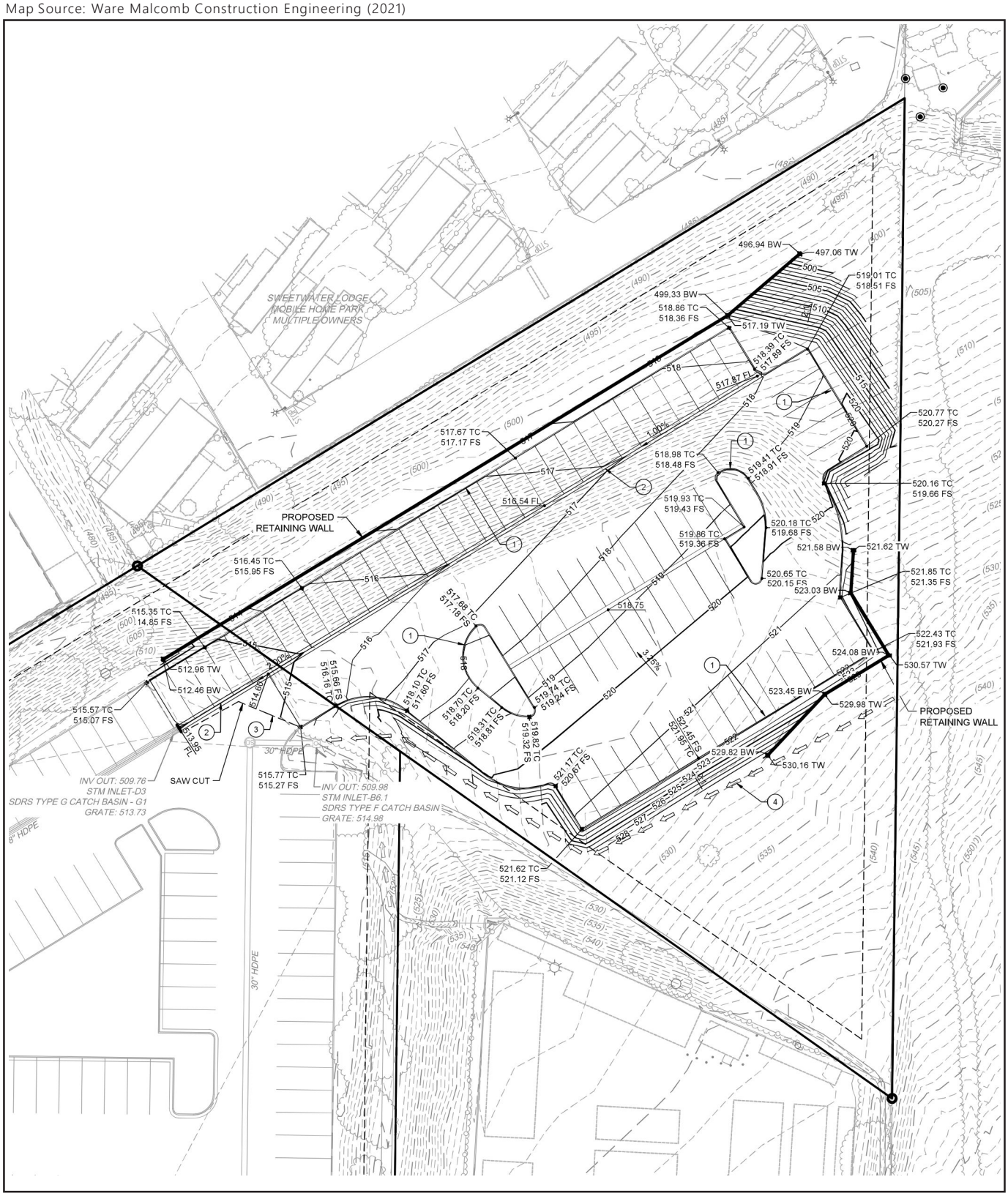
RECON

M:\JOBS5\9931\common_gis\fig2_nos.mxd 06/11/2021 bma

FIGURE 2

Project Location on Aerial Photograph

Map Source: Ware Malcomb Construction Engineering (2021)



CONSTRUCTION NOTES

1. CONSTRUCT 6" CURB PER SD RSD G-01.
2. CONSTRUCT PCC RIBBON GUTTER PER DETAIL 1, SHEET 9.
3. CONNECT TO EXISTING AC PAVEMENT PER DETAIL 2B, SHEET 9.
4. CONSTRUCT BROW DITCH PER SD RSD D-75.

RECON

M:\JOBS5\9812\env\graphics\fig3_nos.afdesign 06/11/21 bma

FIGURE 3
Site Plan

2.0 Environmental Setting

2.1 Air Quality

2.1.1 Existing Setting

The project is located in San Diego County, within the San Diego Air Basin (SDAB) and approximately 12 miles east of the Pacific Ocean. The eastern portion of the SDAB is surrounded by mountains to the north, east, and south. These mountains tend to restrict airflow and concentrate pollutants in the valleys and low-lying areas. Sensitive receptors near the project site include residential uses to the north and northeast.

Air quality at a given location is a function of the types and quantities of pollutants being emitted into the air locally and throughout the basin, and the dispersal rates of pollutants within the region. The major factors affecting pollutant dispersion are wind speed and direction, the vertical dispersion of pollutants (which is affected by inversions), and the local topography.

2.1.2 Climate and Meteorology

The project site, like the rest of San Diego County, has a Mediterranean climate characterized by warm, dry summers and mild winters. The annual high and low temperatures for the project site are 76 and 54 degrees Fahrenheit (°F), respectively. The average annual precipitation is 14 inches, falling primarily from November to April (U.S. Climate Data 2021).

The dominant meteorological feature affecting the region is the Pacific High Pressure Zone, which produces the prevailing westerly to northwesterly winds. These winds tend to blow pollutants away from the coast toward the inland areas. Consequently, air quality near the coast is generally better than that which occurs at the base of the coastal mountain range.

Fluctuations in the strength and pattern of winds from the Pacific High Pressure Zone creates a temperature inversion layer (a layer in the atmosphere in which temperature increases with height) that acts as a lid to the vertical dispersion of air pollutants in the SDAB. Beneath the inversion layer pollutants become "trapped" as their ability to disperse diminishes. Sunlight reacts with air pollutants (reactive organic gas [ROG] and oxides of nitrogen [NO_X]) to create ozone (O_3). Thus, poorly dispersed pollutants along with strong sunlight results in the creation of ozone at this surface layer.

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

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

2.1.3 Regulatory Framework

2.1.3.1 Federal Regulations

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

Six pollutants of primary concern were designated: ozone, carbon monoxide (CO), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), lead (Pb), and particulate matter (PM_{10} and $PM_{2.5}$). The primary NAAQS "in the judgment of the Administrator, based on such criteria and allowing an adequate margin of safety, are requisite to protect the public health…." and the secondary standards "…protect the public welfare from any known or anticipated adverse effects associated with the presence of such air pollutant in the ambient air" [42 U.S.C. 7409(b)(2)]. The primary NAAQS were established, with a margin of safety, considering long-term exposure for the most sensitive groups in the general population (i.e., children, senior citizens, and people with breathing difficulties). The NAAQS are presented in Table 1 (California Air Resources Board [CARB] 2016).

If an air basin is not in either federal or state attainment for a particular pollutant, the basin is classified as non-attainment area for that pollutant. The SDAB is currently classified as a federal non-attainment area for ozone.

2.1.3.2 State Regulations

Criteria Pollutants

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

Similar to the federal CAA, the state classifies either "attainment" or "non-attainment" areas for each pollutant based on the comparison of measured data with the CAAQS. The SDAB is a non-attainment area for the state ozone standards, the state PM_{10} standard, and the state $PM_{2.5}$ standard. The California CAA, which became effective on January 1, 1989, requires all areas of the State to attain the CAAQS at the earliest practicable date. The California CAA has specific air quality management strategies that must be adopted by the agency responsible for the non-attainment area. In the case of the SDAB, the responsible agency is the San Diego County Air Pollution Control District (SDAPCD).

Toxic Air Contaminants

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

Table 1
Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards[1]		National Standards[2]		
		Concentration[3]	Method[4]	Primary[3,5]	Secondary[3,6]	Method[7]
Ozone[8]	1 Hour	0.09 ppm (180 µg/m^3)	Ultraviolet Photometry	–	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.07 ppm (137 µg/m^3)		0.070 ppm (137 µg/m^3)		
Respirable Particulate Matter (PM_{10})[9]	24 Hour	50 µg/m^3	Gravimetric or Beta Attenuation	150 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m^3		–		
Fine Particulate Matter ($PM_{2.5}$)[9]	24 Hour	No Separate State Standard		35 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m^3	Gravimetric or Beta Attenuation	12 µg/m^3	15 µg/m^3	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m^3)	Non-dispersive Infrared Photometry	35 ppm (40 mg/m^3)	–	Non-dispersive Infrared Photometry
	8 Hour	9.0 ppm (10 mg/m^3)		9 ppm (10 mg/m^3)	–	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m^3)		–	–	
Nitrogen Dioxide (NO_2)[10]	1 Hour	0.18 ppm (339 µg/m^3)	Gas Phase Chemi-luminescence	100 ppb (188 µg/m^3)	–	Gas Phase Chemi-luminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)		0.053 ppm (100 µg/m^3)	Same as Primary Standard	
Sulfur Dioxide (SO_2)[11]	1 Hour	0.25 ppm (655 µg/m^3)	Ultraviolet Fluorescence	75 ppb (196 µg/m^3)	–	Ultraviolet Fluorescence; Spectro-photometry (Pararosaniline Method)
	3 Hour	–		–	0.5 ppm (1,300 µg/m^3)	
	24 Hour	0.04 ppm (105 µg/m^3)		0.14 ppm (for certain areas)[11]	–	
	Annual Arithmetic Mean	–		0.030 ppm (for certain areas)[11]	–	
Lead[12,13]	30 Day Average	1.5 µg/m^3	Atomic Absorption	–	–	High Volume Sampler and Atomic Absorption
	Calendar Quarter	–		1.5 µg/m^3 (for certain areas)[12]	Same as Primary Standard	
	Rolling 3-Month Average	–		0.15 µg/m^3		
Visibility Reducing Particles[14]	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	No National Standards		
Sulfates	24 Hour	25 µg/m^3	Ion Chroma-tography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m^3)	Ultraviolet Fluorescence			
Vinyl Chloride[12]	24 Hour	0.01 ppm (26 µg/m^3)	Gas Chroma-tography			

Table 1
Ambient Air Quality Standards

SOURCE: California Air Resources Board 2016.
NOTES:
ppm = parts per million; ppb = parts per billion; µg/m^3 = micrograms per cubic meter; – = not applicable.

[1] California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, particulate matter (PM_{10}, $PM_{2.5}$, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

[2] National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m^3 is equal to or less than one. For $PM_{2.5}$, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.

[3] Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

[4] Any equivalent measurement method which can be shown to the satisfaction of the Air Resources Board to give equivalent results at or near the level of the air quality standard may be used.

[5] National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

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

[7] Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.

[8] On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.

[9] On December 14, 2012, the national annual $PM_{2.5}$ primary standard was lowered from 15 µg/m^3 to 12.0 µg/m^3. The existing national 24-hour $PM_{2.5}$ standards (primary and secondary) were retained at 35 µg/m^3, as was the annual secondary standards of 15 µg/m^3. The existing 24-hour PM_{10} standards (primary and secondary) of 150 µg/m^3 also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

[10] To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national standards are in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national standards to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.

[11] On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.
Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

[12] The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

[13] The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 µg/m^3 as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

[14] In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

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

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

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

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

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

State Implementation Plan

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

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

2.1.3.3 Regional Air Quality Strategy

The SDAPCD prepared the original 1991/1992 Regional Air Quality Strategy (RAQS) in response to requirements set forth in the California CAA. The California CAA requires areas that are designated state non-attainment areas for ozone, CO,

SO_2, and NO_2 prepare and implement plans to attain the standards by the earliest practicable date. The California CAA does not provide guidance on timing or requirements for attaining the state PM_{10} and $PM_{2.5}$ standards. Attached as part of the RAQS are the Transportation Control Measures (TCMs) adopted by the San Diego Association of Governments (SANDAG). The RAQS and TCM set forth the steps needed to accomplish attainment of NAAQS and CAAQS. The most recent update of the RAQS and TCM occurred in 2016.

2.1.4 Background Air Quality

Air quality is commonly expressed as the number of days per year in which air pollution levels exceed federal standards set by the U.S. EPA or state standards set by CARB. The SDAPCD currently maintains nine air-quality monitoring stations located throughout the greater San Diego metropolitan region and is in the process of permitting two additional air quality monitoring stations (SDAPCD 2021). Air pollutant concentrations and meteorological information are continuously recorded at these stations. Measurements are then used by scientists to help forecast daily air pollution levels.

The El Cajon – Lexington Elementary School monitoring station located at 533 South First Street, approximately five miles northeast of the project site, is the nearest station to the project site. The El Cajon monitoring station measures ozone, NO_2, PM_{10}, and $PM_{2.5}$. Table 2 provides a summary of measurements collected at the El Cajon monitoring station for the years 2017 through 2019.

Table 2
Summary of Air Quality Measurements Recorded at the El Cajon Air Quality Monitoring Station

Pollutant/Standard	2017	2018	2019
Ozone			
Federal Max 8-hr (ppm)	0.081	0.079	0.074
Days 2015 Federal 8-hour Standard Exceeded (0.07 ppm)	9	2	2
Days 2008 Federal 8-hour Standard Exceeded (0.075 ppm)	5	2	0
State Max 8-hr (ppm)	0.082	0.079	0.075
Days State 8-hour Standard Exceeded (0.07 ppm)	9	2	2
Max. 1-hour (ppm)	0.096	0.087	0.094
Days State 1-hour Standard Exceeded (0.09 ppm)	1	0	0
Nitrogen Dioxide			
Max 1-hour (ppm)	0.045	0.045	0.039
Days State 1-hour Standard Exceeded (0.18 ppm)	0	0	0
Days Federal 1-hour Standard Exceeded (0.100 ppm)	0	0	0
Annual Average (ppm)	0.010	0.008	0.008
PM_{10}*			
Federal Max. Daily ($\mu g/m^3$)	50.0	43.0	38.7
Measured Days Federal 24-hour Standard Exceeded (150 $\mu g/m^3$)	0	0	0
Calculated Days Federal 24-hour Standard Exceeded (150 $\mu g/m^3$)	0.0	0.0	0.0
Federal Annual Average ($\mu g/m^3$)	22.6	22.6	20.1
State Max. Daily ($\mu g/m^3$)	49.4	44.7	37.4
Measured Days State 24-hour Standard Exceeded (50 $\mu g/m^3$)	0	0	0
Calculated Days State 24-hour Standard Exceeded (50 $\mu g/m^3$)	0.0	0.0	--
State Annual Average ($\mu g/m^3$)	23.0	23.0	--

Table 2 Summary of Air Quality Measurements Recorded at the El Cajon Air Quality Monitoring Station			
Pollutant/Standard	2017	2018	2019
$PM_{2.5}$*			
Federal Max. Daily (μg/m^3)	31.8	36.2	23.8
Measured Days Federal 24-hour Standard Exceeded (35 μg/m^3)	0	1	0
Calculated Days Federal 24-hour Standard Exceeded (35 μg/m^3)	0.0	1.0	0.0
Federal Annual Average (μg/m^3)	9.5	9.6	8.5
State Max. Daily (μg/m^3)	35.6	42.0	25.7
State Annual Average (μg/m^3)	9.6	10.5	--

SOURCE: CARB 2021.
ppm = parts per million; μg/m^3 = micrograms per cubic meter; -- = Not available.
* Calculated days value. Calculated days are the estimated number of days that a measurement would have been greater than the level of the standard had measurements been collected every day. The number of days above the standard is not necessarily the number of violations of the standard for the year.

2.1.4.1 Ozone

Nitrogen oxides and hydrocarbons (ROG) are known as the chief "precursors" of ozone. These compounds react in the presence of sunlight to produce ozone, which is the primary air pollution problem in the SDAB. Because sunlight plays such an important role in its formation, ozone pollution—or smog—is mainly a concern during the daytime in summer months. Adverse health effects associated with ozone include breathing difficulties and lung tissue damage, The SDAB is currently designated a federal and state non-attainment area for ozone. During the past two decades, San Diego had experienced a decline in ozone levels due to emission control efforts, despite the region's growth in population and vehicle miles traveled (SDAPCD 2016).

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

2.1.4.2 Carbon Monoxide

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

Small-scale, localized concentrations of CO above the state and national standards have the potential to occur at intersections with stagnation points such as those that occur on major highways and heavily traveled and congested roadways. Localized high concentrations of CO are referred to as "CO hot spots" and are a concern at congested intersections, where automobile engines burn fuel less efficiently and their exhaust contains more CO. Adverse health effects associated with CO include chest pain in heart patients, headaches, and reduced mental alertness.

2.1.4.3 Particulate Matter

The SDAB is classified as a state non-attainment area for particulate matter (PM_{10} and $PM_{2.5}$). Particulate matter (PM) is a complex mixture of microscopic solid or liquid particles including chemicals, soot, and dust. Anthropogenic

sources of direct particulate emissions include crushing or grinding operations, dust stirred up by vehicle traffic, and combustion sources such as motor vehicles, power plants, wood burning, forest fires, agricultural burning, and industrial processes. Additionally, indirect emissions may be formed when aerosols react with compounds found in the atmosphere.

Health studies have shown a significant association between exposure to particulate matter and premature death in people with heart or lung diseases. Other important effects include aggravation of respiratory and cardiovascular disease, lung disease, decreased lung function, asthma attacks, and certain cardiovascular problems such as heart attacks and irregular heartbeat (U.S. EPA 2021).

As its properties vary based on the size of suspended particles, particulate matter is generally categorized as PM_{10} or $PM_{2.5}$.

PM_{10}, occasionally referred to as "inhalable coarse particles" has an aerodynamic diameter of about one-seventh of the diameter of a human hair. High concentrations of PM_{10} are often found near roadways, construction, mining, or agricultural operations.

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

2.1.4.4 Other Criteria Pollutants

The national and state standards for NO_2, oxides of sulfur (SO_X), and the previous standard for lead are being met in the SDAB, and the latest pollutant trends suggest that these standards will not be exceeded in the foreseeable future. The SDAB is also in attainment of the state standards for vinyl chloride, hydrogen sulfides, sulfates, and visibility-reducing particulates.

2.2 Greenhouse Gas

2.2.1 Regulatory Framework

In response to rising concern associated with increasing GHG emissions and global climate change impacts, several plans and regulations have been adopted at the international, national, and state levels with the aim of reducing GHG emissions. The main source of GHG emissions associated with the project would be associated with construction. Once operational, minor GHG emissions due to on-site lighting and landscaping equipment would occur. The following is a discussion of the plans and regulations most applicable to the project.

2.2.1.1 State

Executive Orders and Statewide GHG Emission Targets

Executive Order (EO) S-3-05 established the following GHG emission reduction targets for the State of California:

- by 2010, reduce GHG emissions to 2000 levels;
- by 2020, reduce GHG emissions to 1990 levels; and
- by 2050, reduce GHG emissions to 80 percent below 1990 levels.

This EO also directs the secretary of the California Environmental Protection Agency to oversee the efforts made to reach these targets, and to prepare biannual reports on the progress made toward meeting the targets and on the impacts to California related to global warming, including impacts to water supply, public health, agriculture, the

coastline, and forestry. With regard to impacts, the report shall also prepare and report on mitigation and adaptation plans to combat the impacts. The first Climate Action Team Assessment Report was produced in March 2006 and has been updated every two years.

EO B-30-15 establishes an interim GHG emission reduction goal for the State of California by 2030 of 40 percent below 1990 levels. This EO also directed all state agencies with jurisdiction over GHG-emitting sources to implement measures designed to achieve the new interim 2030 goal, as well as the pre-existing, long-term 2050 goal identified in EO S-3-05. Additionally, this EO directed the CARB to update its Climate Change Scoping Plan to address the 2030 goal.

California Global Warming Solutions Act

In response to EO S-3-05, the California Legislature passed AB 32, the California Global Warming Solutions Act of 2006, and thereby enacted Sections 38500–38599 of the California Health and Safety Code. The heart of AB 32 is its requirement that CARB establish an emissions cap and adopt rules and regulations that would reduce GHG emissions to 1990 levels by 2020. AB 32 also required CARB to adopt a plan by January 1, 2009 indicating how emission reductions would be achieved from significant GHG sources via regulations, market mechanisms, and other actions.

Approved in September 2016, SB 32 updates the California Global Warming Solutions Act of 2006. Under SB 32, the state would reduce its GHG emissions to 40 percent below 1990 levels by 2030. In implementing the 40 percent reduction goal, CARB is required to prioritize emissions reductions to consider the social costs of the emissions of GHGs. 'Social costs' is defined as "an estimate of the economic damages, including, but not limited to, changes in net agricultural productivity; impacts to public health; climate adaptation impacts, such as property damages from increased flood risk; and changes in energy system costs, per metric ton of greenhouse gas emission per year."

Climate Change Scoping Plan

As directed by the California Global Warming Solutions Act of 2006, CARB adopted the *Climate Change Scoping Plan: A Framework for Change* (*Scoping Plan*) in 2008, which identifies the main strategies California will implement to achieve the GHG reductions necessary to reduce forecasted business as usual emissions in 2020 to the state's historic 1990 emissions level (CARB 2008). In November 2017, CARB released the *2017 Climate Change Scoping Plan Update, The Strategy for Achieving California's 2030 Greenhouse Gas Target* (2017 Scoping Plan; CARB 2017). The 2017 Scoping Plan identifies the state strategy for achieving its 2030 interim reduction target codified by SB 32. Measures under the 2017 Scoping Plan build on existing programs such as the Cap-and-Trade Regulation, Low Carbon Fuel Standard, Advanced Clean Cars Program, Renewable Portfolio Standard, Sustainable Communities Strategy, and the Short-Lived Climate Pollutant Reduction Strategy. Additionally, the 2017 Scoping Plan proposes new policies to address GHG emissions from natural and working lands.

Regional Emissions Targets – Senate Bill 375

SB 375, the 2008 Sustainable Communities and Climate Protection Act, was signed into law in September 2008 and requires CARB to set regional targets for reducing passenger vehicle GHG emissions in accordance with the Scoping Plan. The purpose of SB 375 is to align regional transportation planning efforts, regional GHG reduction targets, and fair-share housing allocations under state housing law. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a Sustainable Communities Strategy or Alternative Planning Strategy to address GHG reduction targets from cars and light-duty trucks in the context of that MPO's Regional Transportation Plan. The County's MPO is the SANDAG, and the region's Sustainable Communities Strategy/Regional Transportation Plan (SCS/RTP) is San Diego Forward. The current targets for the region are a 15 percent reduction in GHG emissions per capita from automobiles and light-duty trucks compared to 2005 levels by 2020 and a 19 percent reduction by 2035. These targets are periodically reviewed and updated.

Renewables Portfolio Standard

The Renewables Portfolio Standard (RPS) promotes diversification of the state's electricity supply and decreased reliance on fossil fuel energy sources. Renewable energy includes (but is not limited to) wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas. Originally adopted in 2002 with a goal to achieve a 20 percent renewable energy mix by 2020 (referred to as the "Initial RPS"), the goal has been accelerated and increased by EOs S-14-08 and S-21-09 to a goal of 33 percent by 2020. In April 2011, SB 2 (1X) codified California's 33 percent RPS goal. SB 350 (2015) increased California's renewable energy mix goal to 50 percent by year 2030. SB 100 (2018) further increased the standard set by SB 350 establishing the RPS goal of 44 percent by the end of 2024, 52 percent by the end of 2027, and 60 percent by 2030.

2.2.1.2 Local

County of San Diego

The County General Plan incorporates smart growth and land planning principles intended to reduce vehicle miles traveled, and thereby reduce GHG emissions. Specifically, the General Plan directed preparation of a County Climate Action Plan (CAP) with reduction targets; development of regulations to encourage energy-efficient building design and construction; and development of regulations that encourage energy recovery and renewable energy facilities, among other actions. These planning and regulatory efforts are intended to ensure that actions of the County do not impede AB 32 and SB 375 mandates.

As such, on February 14, 2018, the County Board of Supervisors (Board) adopted a CAP, which identifies specific strategies and measures to reduce GHG emissions in the largely rural, unincorporated areas of San Diego County as well as County government operations (County of San Diego 2018). The CAP aims to meet the State's 2020 and 2030 GHG reduction targets (AB 32 and SB 32, respectively), and demonstrate progress towards the 2050 GHG reduction goal.

On September 30, 2020, the Board voted to set aside its approval of the County's 2018 CAP and related actions because the Final Supplemental Environmental Impact Report (2018 CAP SEIR) was found to be out of compliance with the California Environmental Quality Act (CEQA). In response to this Board action, the County is preparing a CAP Update to revise the 2018 CAP and correct the items identified by the 4th District Court of Appeal in San Diego within the Final 2018 CAP SEIR that were not compliant.

Pending adoption of a new CAP, the County would continue to implement the 26 GHG reduction measures and sustainability initiatives and programs identified in the 2018 CAP to reduce GHG emissions to meet the State's 2030 reduction target.

Regional Transportation Plan/Sustainable Communities Strategy

San Diego Forward is the 2050 RTP prepared by SANDAG and adopted in October 2015. The RTP establishes an implementation plan for how the region will grow over the next 35 years. Developed in accordance with SB 375 (see Section 2.2.1.1), the RTP includes a SCS. An SCS demonstrates how the region will meet its GHG reduction targets through integrated land use, housing, and transportation planning. While the purpose of a SCS is to reduce GHG emissions due to mobile sources, it also results in a decrease in mobile sources of criteria pollutants. Enhanced public transit service combined with incentives for land use development that provides a better market for public transit will play an important role in the SCS.

The SCS develops strategies related to (1) a land use pattern that accommodates future employment and housing needs, (2) a transportation network of public transit, managed lanes and highways, local streets, bikeways, and

walkways, (3) transportation demand management to reduce traffic congestion during peak periods, (4) transportation system management to maximize efficiency of the transportation network, and (5) innovative pricing policies and other measures designed to reduce vehicle miles traveled and congestion.

2.2.2 Existing GHG Emission Inventories

CARB performs statewide GHG inventories. The inventory is divided into broad sectors of economic activity. Emissions are quantified in million metric tons of CO_2 equivalent (MMT CO_2e). Table 3 shows the estimated statewide GHG emissions for the years 1990, 2014, and 2018. Although annual GHG inventory data is available for years 2000 through 2018, the years 1990, 2014, and 2018 are highlighted in Table 3 because 1990 is the baseline year for established reduction targets, 2014 corresponds to the same years for which inventory data for the County is available, and 2018 is the most recent data available.

Table 3
California GHG Emissions by Sector

Sector	1990[1] Emissions in MMT CO_2e (% total)[2]	2014[3] Emissions in MMT CO_2e (% total)[2]	2018[3] Emissions in MMT CO_2e (% total)[2]
Electricity Generation	110.5 (25.7%)	89.0 (20.1%)	63.3 (14.9%)
Transportation	150.6 (35.0%)	167.4 (37.8%)	173.8 (40.9%)
Industrial	105.3 (24.4%)	103.7 (23.4%)	101.3 (23.8%)
Commercial	14.4 (3.4%)	21.3 (4.8%)	23.9 (5.6%)
Residential	29.7 (6.9%)	27.2 (6.1%)	30.5 (7.2%)
Agriculture & Forestry	18.9 (4.4%)	34.8 (7.8%)	32.6 (7.7%)
Not Specified	1.3 (0.3%)	--	--
Total[4]	**430.7**	**443.4**	**425.3**

SOURCE: CARB 2007 and 2020.
[1]1990 data was obtained from the CARB 2007 source and based on the Intergovernmental Panel on Climate Change fourth assessment report Global Warming Potentials.
[2]Percentages may not total 100 due to rounding.
[3]2014 and 2018 data was retrieved from the CARB 2020 source and are based on the Intergovernmental Panel on Climate Change fourth assessment report Global Warming Potentials.
[4]Totals may vary due to independent rounding.

A County emissions inventory was prepared for baseline year 2014. Table 4 summarizes the sources and quantities of community emissions. The largest source of emissions is transportation.

Table 4
County of San Diego GHG Emissions in 2014

Sector	2014 GHG Emissions (MT CO_2e)
On-Road Transportation	1,456,060 (45%)
Electricity	760,638 (24%)
Solid Waste	338,107 (11%)
Natural Gas	290,712 (9%)
Agriculture	163,696 (5%)
Water	134,269 (4%)

Table 4 County of San Diego GHG Emissions in 2014	
Sector	2014 GHG Emissions (MT CO_2e)
Off-Road Transportation	36,927 (1%)
Wastewater	21,183 (1%)
Propane	9,914 (<1%)
Total	**3,211,505**
SOURCE: County of San Diego 2018.	

3.0 Thresholds of Significance

3.1 Air Quality

The County has approved the Air Quality Guidelines (March 19, 2007) that essentially mirror Appendix G of the CEQA Guidelines and are intended to provide consistency in the environmental analysis. The following Appendix G Guidelines provide a slight revision to the thresholds provided in the County's Air Quality Guidelines. A project will have a significant adverse environmental impact related to air quality if it would:

1. Conflict with or obstruct the implementation of the RAQS and/or applicable portions of the SIP.
2. Result in a cumulatively considerable net increase of any criteria pollutant for which the SDAB is non-attainment under an applicable NAAQS or CAAQS (PM_{10}, $PM_{2.5}$, or exceed quantitative thresholds for ozone precursors: NO_X and ROG; see Table 5).
3. Expose sensitive receptors (including, but not limited to, schools, hospitals, resident care facilities, day-care centers and project residents and employees) *to* substantial pollutant concentration including air toxics such as diesel particulates.
    a. Place sensitive receptors near CO hot spots or creates CO hot spots near sensitive receptors.
    b. Result in exposure to TACs resulting in a maximum incremental cancer risk greater than 1 in 1 million without application of best available control technology for toxics or a health hazard index greater than one would be deemed as having a potentially significant impact.
4. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

The SDAPCD does not provide quantitative thresholds for determining the significance of construction or mobile source-related impacts. However, the district does specify Air Quality Impact Analysis (AQIA) trigger levels for new or modified stationary sources (SDAPCD Rules 20.1, 20.2, and 20.3). The County's Air Quality Guidelines allow the use of the SDAPCD AQIA as CEQA significance thresholds. The County's significance level thresholds (SLTs), which are based on SDAPCD Rules 20.1, 20.2, and 20.3, are shown in Table 5. The SLTs were adopted from the SDAPCD AQIA trigger level thresholds to align with attainment of the NAAQS and be protective of public health. Thus, air quality emissions below the SLTs would meet the NAAQS. The NAAQS were developed to protect public health, specifically the health of "sensitive" populations, including asthmatics, children, and the elderly. There is no level specified for ROG in the SDAPCD AQIA criteria. The County's threshold is based on the volatile organic compounds (VOC) threshold of significance from the south Coast Air Quality Management District. Note that the terms ROG and VOC are considered interchangeable.

Table 5 County of San Diego Screening Level Thresholds			
Pollutant	Emission Rate		
	Pounds/Hour	Pounds/Day	Tons/Year
Respirable Particulate Matter (PM_{10})	--	100	15
Fine Particulate Matter ($PM_{2.5}$)	--	55[a]	10[a]
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[b]	13.7[c]

SOURCE: SDAPCD, Rules 20.1, 20.2, 20.3; County of San Diego 2007.
[a]Based on the U.S. EPA "Proposed Rule to Implement the Fine Particle National Ambient Air Quality Standards" published September 8, 2005. Also used by the South Coast Air Quality Management District.
[b]Threshold for VOCs based on the threshold of significance for VOCs from the South Coast Air Quality Management District for the Coachella Valley.
[c]13.7 tons per year threshold based on 75 pounds per day multiplied by 365 days per year and divided by 2,000 pounds per ton.

3.2 Greenhouse Gas

Based on the CEQA Guidelines Appendix G, impacts related to GHG emissions would be significant if the project would:

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

The CEQA Guidelines allow lead agencies to establish significance thresholds for their respective jurisdictions. These significance thresholds may be adopted after considering thresholds of significance adopted or recommended by other public agencies or experts.

As discussed in Section 2.2.1.2, the Board set aside the County's 2018 CAP in September 2020. In the interim, without an adopted CAP, GHG emissions were evaluated using guidance from the California Air Pollution Control Officers Association (CAPCOA). In response to AB 32, CAPCOA guidance states that projects should be screened to determine if their associated GHG emissions exceed 900 metric tons of CO_2 equivalent (MT CO_2e) (CAPCOA 2008).

In April 2020, the Sacramento Metropolitan Air Quality Management District (SMAQMD) published updated project screening levels and determined that projects estimated to generate less than 1,100 MT CO_2e per year would not result in a significant, cumulative impact (SMAQMD 2020). This threshold was developed to demonstrate compliance with the statewide reduction targets in 2030 and the threshold was determined by SMAQMD to capture 98 percent of total GHG emissions. The CAPCOA screening level threshold of 900 MT CO_2e is more conservative than the SMAQMD screening level, therefore, the CAPCOA threshold is in line with the post-2020 reduction goals established by SB 32. Thus, for the purposes of this analysis, the 900 MT CO_2e screening level was used in accordance with CAPCOA guidance. The screening level does not indicate impact significance; rather, it is intended to be used to screen out smaller projects that do not generate substantial amounts of GHG emissions and allows regulatory and discretionary actions to focus on the more significant sources of GHG emissions. If a project exceeds this threshold, a

climate change analysis would need to be completed to analyze any potential project-specific impact. Projects that emit less than 900 MT CO_2e per year would not likely be considered cumulatively considerable and would not interfere with the ability of the state to achieve its GHG reduction targets.

4.0 Calculation Methodology

The project's criteria pollutant and GHG emissions were calculated using the California Emissions Estimator Model (CalEEMod) Version 2016.3.2 (CAPCOA 2017). The CalEEMod program is a tool used to estimate air emissions resulting from land development projects based on California-specific emission factors. CalEEMod can be used to calculate emissions from mobile (on-road vehicles), energy (electricity and natural gas), area (fireplaces, consumer products [cleansers, aerosols, and solvents], landscape maintenance equipment, architectural coatings), water and wastewater, and solid waste sources. Criteria pollutants are estimated in terms of pounds per day, and GHG emissions are estimated in terms of total MT CO_2e.

The analysis methodology and input data are described in the following sections. Where project-specific data was not available, model inputs were based on information provided in the CalEEMod User's Guide (CAPCOA 2017). Operational emissions were calculated for the projected soonest project operational year of 2022.

4.1 Emission Sources

4.1.1 Construction Emissions

Construction activities emit criteria pollutants and GHGs primarily though combustion of fuels (mostly diesel) in the engines of off-road construction equipment, and through combustion of diesel and gasoline in on-road construction vehicles and construction worker commute vehicles. Smaller amounts of GHGs are also emitted through the energy use embodied in water use for fugitive dust control.

Every phase of the construction process emits criteria pollutants and GHGs in volumes directly related to the quantity and type of construction equipment used when building the project. GHG emissions associated with each phase of project construction are calculated construction fuel emission factors and worker trip emission factors. The number and types of construction equipment are calculated based on the project-specific design. In the absence of project-specific construction information, equipment for all phases of construction is estimated based on the project size.

Primary inputs are the numbers of each type of equipment and the length of each construction stage. Construction emissions were modeled assuming that the project would begin on March 1, 2022 and last two months. Specific construction equipment parameters are not available at this time. However, CalEEMod can estimate the required construction equipment when project-specific information is unavailable. The estimates are based on surveys, performed by the South Coast Air Quality Management District and the Sacramento Metropolitan Air Quality Management District of typical construction projects, which provide a basis for scaling equipment needs and schedule with a project's size. Emission estimates in CalEEMod are based on the duration of construction phases; construction equipment type, quantity, and usage; grading area; season; and ambient temperature, among other parameters. Project emissions were modeled for the following stages: rough grading; precise grading; utilities, infrastructure, lighting, and landscaping; paving; and striping. Default CalEEMod equipment usage was modeled and is summarized in Table 6.

Table 6 Construction Parameters				
Construction Phase	Phase Duration (Days)	Equipment[1]	Amount	Hours per Day
Rough Grading	5	Grader	1	8
		Scraper	1	8
		Tractor/Loader/Backhoe	1	7
Precise Grading	10	Grader	1	8
		Rubber Tired Dozer	1	8
		Tractors/Loaders/Backhoes	2	7
Utilities, Infrastructure, Lighting, Landscaping	20	Crane	1	8
		Forklifts	2	7
		Generator Set	1	8
		Tractor/Loading/Backhoe	1	6
		Welders	3	8
Paving	5	Cement and Mortar Mixer	1	8
		Paver	1	8
		Paving Equipment	1	8
		Rollers	2	8
		Tractor/Loader/Backhoe	1	8
Striping	5	Air Compressor	1	6

[1]Default CalEEMod "site preparation" equipment parameters were used to model the rough grading phase.
Default CalEEMod "grading" equipment parameters were used to model the precise grading phase.
Default CalEEMod "building construction" equipment parameters were used to model the utilities, infrastructure, lighting, and landscaping phase.
Default CalEEMod "paving" equipment parameters were used to model the paving phase.
Default CalEEMod "architectural coatings" equipment parameters were used to model the striping phase.

4.1.2 Operational Emissions

4.1.2.1 Mobile Emissions

The project would construct a parking lot for the "proposed automotive and equipment: fleet storage" use for the parking of approximately 69 delivery vans. The project site would serve as overflow parking for the adjacent parcel and would not generate mobile-source GHG emissions. Note that the parking lot would be paved and would not be a source of fugitive dust emissions from vehicles driving in and out of the parking lot.

4.1.2.2 Energy Use Emissions

Energy use emissions are generated by activities that utilize electricity and natural gas as energy sources. GHGs are emitted during the generation of electricity from fossil fuels off-site in power plants. These emissions are considered indirect but are calculated in association with a project's overall operation. Electric power generation accounts for the second largest sector contributing to both inventoried and projected statewide GHG emissions. Combustion of fossil fuel emits criteria pollutants and GHGs directly into the atmosphere. Electricity use does not result in emissions of criteria pollutants, and there would be no natural gas usage associated with the project. The project would include on-site lighting. For surface parking lots, CalEEMod calculates GHG emissions associated with lighting using an energy usage factor of 0.876 kilowatt hours per square foot.

4.1.2.3 Area Source Emissions

Area sources include criteria pollutant and GHG emissions that would occur from the use of landscaping equipment. The use of landscape equipment emits criteria pollutant and GHGs associated with the equipment's fuel combustion. The landscaping equipment emission values were derived from the 2011 In-Use Off-Road Equipment Inventory Model (CARB 2011).

4.1.2.4 Water and Wastewater Emissions

The project would not be a source of water and wastewater GHG emissions.

4.1.2.5 Solid Waste Emissions

The project would not be a source of solid waste GHG emissions.

4.2 Project Emissions

Using the methodology summarized in Section 4.1, the project's construction- and operational-related criteria pollutant and GHG emissions were calculated. CalEEMod output is provided in Attachment 1 and the results are summarized below.

4.2.1 Construction Emissions

4.2.1.1 Criteria Pollutants

Construction emissions would vary by day depending on the equipment used and the construction phase. Table 7 shows the total projected construction maximum daily emission levels for each criteria pollutant based on the maximum construction equipment usage summarized in Table 6. As shown, maximum construction emissions would be less than the County's SLTs for all criteria pollutants and would therefore result in a less than significant impact.

Table 7
Summary of Maximum Construction Emissions
(pounds per day)

	Pollutant					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Rough Grading	1	16	10	<1	2	1
Precise Grading	2	17	9	<1	7	4
Utilities, Infrastructure, Lighting, and Landscaping	2	15	15	<1	1	1
Paving	2	9	12	<1	1	<1
Striping	4	1	2	<1	<1	<1
Maximum Daily Emissions	**4**	**17**	**15**	**<1**	**7**	**4**
County Screening Level Thresholds	*75*	*250*	*550*	*250*	*100*	*55*

4.2.1.2 Greenhouse Gases

Table 8 summarizes the total construction-related GHG emissions. Based on guidance from the SCAQMD, total construction GHG emissions resulting from a project should be amortized over 30 years and added to operational GHG emissions to account for their contribution to GHG emissions over the lifetime of a project (SCAQMD 2009). Thus, total construction emissions were divided by 30 and added to the operational emissions discussed in Section 4.2.2.

Table 8 Project Construction-Related GHG Emissions (MT CO_2e per Year)	
	Project GHG Emissions
Rough Grading	6
Precise Grading	9
Utilities, Infrastructure, Lighting, and Landscaping	23
Paving	4
Striping	<1
Total	**42**
Amortized over 30 years	1

4.2.2 Operational Emissions

4.2.2.1 Criteria Pollutants

Table 9 shows the total projected operational maximum daily emission levels for each criteria pollutant. As shown, the project's daily operational emissions would not exceed the County's screening-level thresholds for any pollutant and, therefore, would result in a less than significant impact.

Table 9 Summary of Project Operational Emissions (pounds per day)						
Source	Pollutant					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area Sources	<1	<1	<1	<1	<1	<1
Energy Sources	0	0	0	0	0	0
Mobile Sources	0	0	0	0	0	0
Total	**<1**	**<1**	**<1**	**<1**	**<1**	**<1**
County Screening Level Thresholds	*75*	*250*	*550*	*250*	*100*	*55*

4.2.2.2 Greenhouse Gases

Table 10 summarizes the total project GHG emissions. As shown, total annual emissions would be less than the screening threshold of 900 MT CO_2e per year.

Table 10 Total Project GHG Emissions (MT CO_2e per Year)	
Source	Project GHG Emissions
Mobile	0
Energy	10
Area	<1
Water	0
Waste	0
Construction (amortized)	1
Total GHG Emissions	**12**
Screening Threshold	*900*

5.0 Project Impacts

5.1 Air Quality

1. Would the project conflict with or obstruct the implementation of the RAQS and/or applicable portions of the SIP?

Project consistency is based on whether the project would conflict with or obstruct implementation of the RAQS and/or applicable portions of the SIP, which would lead to increases in the frequency or severity of existing air quality violations.

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

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

The project site is zoned M58. The project site would serve as overflow parking for the adjacent parcel and would not result in an increase in growth projections or significant operational emissions. The project would not result in construction or operational emissions in excess of the applicable significance thresholds for all criteria pollutants. The project would, therefore, not result in an increase in emissions that are not already accounted for in the RAQS. Thus, the project would not obstruct or conflict with implementation of the RAQS. Impacts would be considered less than significant.

2. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the SDAB is non-attainment under an applicable NAAQS or CAAQS (PM_{10}, $PM_{2.5}$, or exceed quantitative thresholds for ozone precursors: NO_X and ROG; see Table 5*)?*

The region is classified as attainment for all criteria pollutants except ozone, PM_{10}, and $PM_{2.5}$. The SDAB is a non-attainment area for the 8-hour federal and state ozone standards, and a non-attainment area for 1-hour state ozone standards. Ozone is not emitted directly, but is a result of atmospheric activity on precursors. NO_X and ROG are known as the chief "precursors" of ozone. These compounds react in the presence of sunlight to produce ozone.

A project is determined to have a significant direct air quality impact if the project exceeds any of the following thresholds:

- 250 pounds per day (lbs/day) of NO_X or 75 lbs/day of VOC;
- CO that exceeds a one-hour concentration of 20 parts per million (or an eight-hour average of 9 parts per million, or 550 lbs/day; or
- 55 lbs/day of $PM_{2.5;}$ or
- Increases the ambient PM_{10} concentration by 5 micrograms per cubic meter or 100 lbs/day of $PM_{10.}$

The County's guidelines state that even if direct air quality impacts from a project are less than significant, the project may still have a significant cumulative impact on air quality if the emissions are cumulatively considerable when viewed in combination with other reasonably foreseeable future projects within proximity of the proposed action. Projects that would individually cause a significant direct air quality impact with respect to VOC, NO_X, PM_{10}, or $PM_{2.5}$ would also be considered to have a cumulatively considerable net increase in emissions.

As shown in Tables 7 and 9, emissions of ozone precursors (ROG and NO_X), PM_{10}, and $PM_{2.5}$ from construction and operation would be below the applicable SLTs. Therefore, the project would not generate emissions in quantities that would result in an exceedance of the NAAQS or CAAQS for ozone, PM_{10}, or $PM_{2.5}$, and direct impacts would be less than significant. As discussed in Section 3.1, the County's SLT align with attainment of the NAAQS which were developed to protect the public health, specifically the health of "sensitive" populations, including asthmatics, children, and the elderly. Thus, the project would have a less than significant impact to public health.

Project construction would be limited and would occur over a short-term, two-month period. Given the developed nature of the project vicinity and the short duration of project construction, it is unlikely that other major construction activities would occur in the same area at the same time. Project construction and operation would not result in a cumulatively considerable net increase of any criteria pollutant. Cumulative impacts would be less than significant.

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

Air quality regulators typically define sensitive receptors as schools (Preschool–12th grade), hospitals, resident care facilities, day-care centers, or other facilities that may house individuals with health conditions that would be adversely impacted by changes in air quality. However, for the purposes of CEQA analysis, in the County, the definition of a sensitive receptor also includes residents. Sensitive receptors near the project site include residential uses to the north and northeast. The closest sensitive receptors are residential uses located approximately 60 feet from the project footprint.

The two primary emissions of concern regarding health effects for land development projects are diesel-fired particulates and CO. Projects that would site sensitive receptors near potential CO hot spots (i.e., exceedance of County CO thresholds) or would contribute vehicle traffic to local intersections where a CO hot spot could occur would be considered as having a potentially significant impact. Additionally, projects that would result in exposure to TACs resulting in a maximum incremental cancer risk greater than 1 in 1 million without application of best available control technology for toxics (T-BACT) or a threshold of 10 in 1 million for project's implementing T-BACT measures or a health hazard index greater than one would be considered as having a potentially significant impact.

Construction of the project would result in the generation of DPM emissions from the use of off-road diesel construction activities and on-road diesel equipment. Generation of DPM from construction projects typically occurs in a single area for a short period. Construction of the project would occur over a short-term, two-month period. The dose to which the receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has with the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the Maximally Exposed Individual. The risks estimated for a Maximally Exposed Individual are higher if a fixed exposure occurs over a longer period of time. According to the Office of Environmental Health Hazard Assessment, health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 30-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project (Office of Environmental Health Hazard Assessment 2015). Thus, if the duration of proposed construction activities near any specific sensitive receptor were only two months during an analyzed 30-year period, the total exposure would be less than one percent (2 months ÷ 30 years) of the total

exposure period used for health risk calculation. Further, the project would implement construction best management practices and would be conducted in accordance with CARB regulations. Specifically, the project would implement the following T-BACT measures during construction:

- The construction fleet shall use any combination of diesel catalytic converters, diesel oxidation catalysts, diesel particulate filters and/or utilize CARB/U.S. EPA Engine Certification Tier 3 or better, or other equivalent methods approved by the CARB.
- The engine size of construction equipment shall be the minimum size suitable for the required job.
- Construction equipment shall be properly tuned and maintained in accordance with the manufacturer's specifications.
- Per CARB's Airborne Toxic Control Measures 13 (California Code of Regulations Chapter 10 Section 2485), the applicant shall not allow idling time to exceed 5 minutes unless more time is required per engine manufacturers' specifications or for safety reasons.

Due to the short duration of construction activities, DPM generated by project construction is not expected to create conditions where the probability is greater than 10 in 1 million (the significance threshold for projects implementing T-BACT measures) of contracting cancer for the Maximally Exposed Individual or to generate ground-level concentrations of noncarcinogenic TACs that exceed a Hazard Index greater than 1 for the Maximally Exposed Individual. Additionally, with ongoing implementation of U.S. EPA and CARB requirements for cleaner fuels; off-road diesel engine retrofits; and new, low-emission diesel engine types, the DPM emissions of individual equipment would be substantially reduced. Due to the limited time of exposure, project construction would not expose sensitive receptors to substantial pollutant concentrations.

Once operational, the project would not generate vehicle trips or include on-site sensitive receptors. Therefore, the project would not create or expose sensitive receptors to CO hot spots. Impacts would be less than significant.

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

SDAPCD Rule 51 (Public Nuisance) and California Health & Safety Code, Division 26, Part 4, Chapter 3, Section 41700 prohibit the emission of any material which 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.

The project does not include the construction or operation of heavy industrial or agricultural uses that are typically associated with odor complaints. During construction, diesel equipment may generate some temporary nuisance odors. Sensitive receptors near the project site include residential uses located to the north and northeast. However, exposure to odors associated with project construction would be short term and temporary in nature. There would be no permanent or operational source of odors associated with the project. Impacts would be less than significant.

5.2 Greenhouse Gas

1. Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

As shown in Table 10, the project would result in a total of 12 MT CO_2e annually, which would be well less than the 900 MT CO_2e screening level. By emitting less than 900 MT CO_2e, the project's contribution of GHGs to cumulative

statewide emissions would be less than cumulatively considerable. Therefore, the project would not generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment, and impacts would be less than significant.

2. *Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of GHGs?*

As discussed in Section 2.2.1.1, EO S-3-05 and EO B-30-15 established GHG emission reduction targets for the state, and AB 32 launched the CARB Climate Change Scoping Plan that outlined the reduction measures needed to reach the 2020 target, which the state has achieved. As required by SB 32, CARB's 2017 Climate Change Scoping Plan outlines reduction measures needed to achieve the interim 2030 target.

The project would not exceed the 900 MT CO_2e screening threshold for GHG emissions. As discussed in Section 3.2, this threshold was established based on the determination that projects under the threshold would not exceed AB 32 GHG reduction targets. Further, the CAPCOA screening level threshold of 900 MT CO_2e is more conservative than screening levels adopted by other air quality management districts that were developed to demonstrate compliance with the statewide reduction targets in 2030. Therefore, the CAPCOA threshold is in line with the post-2020 reduction goals established by SB 32. Since project emissions would not exceed the 900 MT CO_2e screening level threshold, the project would not impede achievement of the state GHG emissions reduction targets codified by AB 32 (2006) and SB 32 (2016), and therefore would be considered less than cumulatively considerable under CEQA.

As noted in Section 2.2.1.1, the 2017 Scoping Plan identifies state strategies for achieving the state's 2030 interim GHG emissions reduction target codified by SB 32. Measures under the 2017 Scoping Plan scenario build on existing programs such as the Low Carbon Fuel Standard, Advanced Clean Cars Program, RPS, SCS, Short-Lived Climate Pollutant Reduction Strategy, and the Cap-and-Trade Program. The project would comply with all applicable provisions contained in the 2017 Scoping Plan since the adopted regulations would apply to new development or the emission sectors associated with new development.

- Transportation – State regulations and 2017 Scoping Plan measures that would reduce the project's mobile source emissions include the California Light-Duty Vehicle GHG Standards (AB 1493/Pavley I and II), and the Low Carbon Fuel Standard, and the heavy-duty truck regulations. These measures are implemented at the state level. The project would not be a source of mobile GHG emissions.

- Energy – State regulations and 2017 Scoping Plan measures that would reduce the project's energy-related GHG emissions include RPS. The project would be served by San Diego Gas and Electric, which has achieved 44 percent renewables as of 2019. The project's energy related GHG emissions would decrease as San Diego Gas and Electric increases its renewables procurement towards the 2030 goal of 60 percent.

- Water – State regulations and 2017 Scoping Plan measures that would reduce the project's electricity consumption associated with water supply, treatment, and distribution, and wastewater treatment include RPS and California Green Building Standards Code. The project would not be a source of water GHG emissions. Additionally, the project would be subject to all County landscaping ordinance requirements.

- Waste – State regulations and 2017 Scoping Plan measures that would reduce the project's solid waste-related GHG emissions are related to landfill methane control, increases efficiency of landfill methane capture, and high recycling/zero waste. The project would not be a source of solid waste GHG emissions.

The project would not exceed the 900 MT CO_2e screening threshold for GHG emissions and would not conflict with implementation of statewide GHG reduction goals or the 2017 Scoping Plan. The project would also not conflict with

implementation of San Diego Forward because the project is consistent with the land uses under the General Plan that informed the growth projects of the RTP/SCS; therefore, the project would not conflict with the reduction targets or GHG emission reduction strategies of the RTP/SCS. Therefore, the project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of GHGs, and impacts would be less than significant.

6.0 Conclusion

As detailed in this analysis, the project would not conflict with implementation of the RAQS, result in construction- or operational-related emissions that exceed applicable screening thresholds or expose sensitive receptors to substantial pollutant concentrations or odors. Additionally, the project would not result in a considerable increase in GHG emissions or conflict with implementation of GHG reduction plans. Air quality and GHG impacts would be less than significant.

If you have any questions about the results of this analysis, please contact me at jfleming@reconenvironmental.com or (619) 308-9333 extension 177.

Sincerely,

Jessica Fleming
Environmental Analyst

JLF:jg

cc: Dean Navarro, Greenlaw Partners
Tarek Shaer, Urbanest Group
Samuel Bellornio, Ware Malcomb
Niraj Patel, Ware Malcomb
Tam Nguyen, Ware Malcomb
Jennifer Euyogqui, Ware Malcomb
Cecile Felsher, NV5
Bryan Woods

7.0 Certification

The following is a list of preparers, persons, and organizations involved with the air quality and GHG assessment.

RECON Environmental, Inc.
Jessica Fleming, County-approved Air Quality Consultant
Lee Sherwood, Environmental Project Director
Benjamin Arp, GIS Specialist
Jennifer Gutierrez, Production Specialist

8.0 References Cited

California Air Pollution Control Officers Association (CAPCOA)

2008 CEQA & Climate Change, Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act, January.

2017 California Emissions Estimator model (CalEEMod). User's Guide Version 2016.3.2. October.

California Air Resources Board (CARB)

2000 Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles. California Air Resources Board. Stationary Source Division, Mobile Source Control Division. October.

2007 California Greenhouse Gas Inventory – Summary by Economic Sector. Last updated November 19, 2007.

2008 Climate Change Scoping Plan: A Framework for Change. http://www.arb.ca.gov/cc/scopingplan/document/adopted_scoping_plan.pdf. December.

2011 In-Use Off-Road Equipment (Construction, Industrial, Ground Support, and Oil Drilling) 2011 Inventory Model.

2016 Ambient Air Quality Standards. California Air Resources Board. October 1.

2017 The 2017 Climate Change Scoping Plan Update: The Proposed Strategy for Achieving California's 2030 Greenhouse Gas Target. January 20.

2020 Greenhouse Gas Inventory Data—2000 to 2018 (last updated October 15, 2020). https://ww2.arb.ca.gov/ghg-inventory-data.

2021 California Air Quality Data Statistics. California Air Resources Board Internet Site. http://www.arb.ca.gov/adam/welcome.html. Accessed June 14, 2021.

Office of Environmental Health Hazard Assessment (OEHHA)

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

San Diego Air Pollution Control District (SDAPCD)

2016 2016 Revision of the Regional Air Quality Strategy for the San Diego Region. Final – December 2016.

San Diego, County of

2007 Guidelines for Determining Significance and Report Format and Content Requirements, Air Quality. Land Use and Environment Group. March 19, 2007.

2018 County of San Diego Climate Action Plan. SCH # 2016101055. February 2018.

South Coast Air Quality Management District (SCAQMD)

2009 Greenhouse Gas CEQA Significance Threshold Stakeholder Working Group 14. November 19, 2009.

U.S. Climate Data
2021 Climate for La Mesa California. Accessed at https://www.usclimatedata.com/climate/la-mesa/california/united-states/usca0566. June 14, 2021.

U.S. Environmental Protection Agency (U.S. EPA)
2021 Particulate Matter (PM) Pollution. Accessed at https://www.epa.gov/pm-pollution. Last updated June 10, 2021.

ATTACHMENT 1

CalEEMod Output

9931 Sweetwater Springs Triangular Parking Lot Project

San Diego County APCD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	69.00	Space	2.05	89,298.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.6	**Precipitation Freq (Days)**	40
Climate Zone	13			**Operational Year**	2022
Utility Company	San Diego Gas & Electric				
CO2 Intensity (lb/MWhr)	720.49	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 2.05 acres, +/-69 spaces

Construction Phase - Rough & precise grading, utilities and infrastructure improvement, striping, lighting, and landscape

Grading -

Architectural Coating -

Area Coating -

9931 Sweetwater Springs Triangular Parking Lot Project - San Diego County APCD Air District, Winter

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	3.00	5.00
tblConstructionPhase	NumDays	6.00	10.00
tblConstructionPhase	NumDays	220.00	20.00
tblConstructionPhase	NumDays	10.00	5.00
tblConstructionPhase	NumDays	10.00	5.00
tblLandUse	LandUseSquareFeet	27,600.00	89,298.00
tblLandUse	LotAcreage	0.62	2.05

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	3.6604	17.0066	14.6940	0.0268	6.6345	0.7428	7.3773	3.3893	0.6834	4.0727	0.0000	2,475.3749	2,475.3749	0.7698	0.0000	2,486.6809
Maximum	**3.6604**	**17.0066**	**14.6940**	**0.0268**	**6.6345**	**0.7428**	**7.3773**	**3.3893**	**0.6834**	**4.0727**	**0.0000**	**2,475.3749**	**2,475.3749**	**0.7698**	**0.0000**	**2,486.6809**

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					
2022	3.6604	17.0066	14.6940	0.0268	6.6345	0.7428	7.3773	3.3893	0.6834	4.0727	0.0000	2,475.3749	2,475.3749	0.7698	0.0000	2,486.6809
Maximum	**3.6604**	**17.0066**	**14.6940**	**0.0268**	**6.6345**	**0.7428**	**7.3773**	**3.3893**	**0.6834**	**4.0727**	**0.0000**	**2,475.3749**	**2,475.3749**	**0.7698**	**0.0000**	**2,486.6809**

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0370	6.0000e-005	7.0600e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0151	0.0151	4.0000e-005		0.0161
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0370**	**6.0000e-005**	**7.0600e-003**	**0.0000**	**0.0000**	**3.0000e-005**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**3.0000e-005**		**0.0151**	**0.0151**	**4.0000e-005**	**0.0000**	**0.0161**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0370	6.0000e-005	7.0600e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0151	0.0151	4.0000e-005		0.0161
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0370**	**6.0000e-005**	**7.0600e-003**	**0.0000**	**0.0000**	**3.0000e-005**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**3.0000e-005**		**0.0151**	**0.0151**	**4.0000e-005**	**0.0000**	**0.0161**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Rough Grading	Site Preparation	3/1/2022	3/7/2022	5	5	
2	Precise Grading	Grading	3/8/2022	3/21/2022	5	10	
3	Utilities, Infrastructure, Lighting, Landscaping	Building Construction	3/22/2022	4/18/2022	5	20	
4	Paving	Paving	4/19/2022	4/25/2022	5	5	
5	Striping	Architectural Coating	4/26/2022	5/2/2022	5	5	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 2.05

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 1,488 (Architectural Coating – sqft)

OffRoad Equipment

9931 Sweetwater Springs Triangular Parking Lot Project - San Diego County APCD Air District, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Rough Grading	Graders	1	8.00	187	0.41
Rough Grading	Scrapers	1	8.00	367	0.48
Rough Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Precise Grading	Graders	1	8.00	187	0.41
Precise Grading	Rubber Tired Dozers	1	8.00	247	0.40
Precise Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Utilities, Infrastructure, Lighting, Landscaping	Cranes	1	8.00	231	0.29
Utilities, Infrastructure, Lighting, Landscaping	Forklifts	2	7.00	89	0.20
Utilities, Infrastructure, Lighting, Landscaping	Generator Sets	1	8.00	84	0.74
Utilities, Infrastructure, Lighting, Landscaping	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Utilities, Infrastructure, Lighting, Landscaping	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Striping	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
Rough Grading	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Precise Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Utilities, Infrastructure, Lighting, Landscaping	8	10.00	4.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Striping	1	2.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Rough Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718			0.0000			0.0000
Off-Road	1.3784	15.6673	10.0558	0.0245		0.5952	0.5952		0.5476	0.5476		2,375.1569	2,375.1569	0.7682		2,394.3613
Total	**1.3784**	**15.6673**	**10.0558**	**0.0245**	**1.5908**	**0.5952**	**2.1859**	**0.1718**	**0.5476**	**0.7193**		**2,375.1569**	**2,375.1569**	**0.7682**		**2,394.3613**

3.2 Rough Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0297	0.0184	0.1851	5.9000e-004	0.0657	4.4000e-004	0.0662	0.0174	4.1000e-004	0.0178		58.9221	58.9221	1.6100e-003		58.9623
Total	**0.0297**	**0.0184**	**0.1851**	**5.9000e-004**	**0.0657**	**4.4000e-004**	**0.0662**	**0.0174**	**4.1000e-004**	**0.0178**		**58.9221**	**58.9221**	**1.6100e-003**		**58.9623**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718			0.0000			0.0000
Off-Road	1.3784	15.6673	10.0558	0.0245		0.5952	0.5952		0.5476	0.5476	0.0000	2,375.1569	2,375.1569	0.7682		2,394.3613
Total	**1.3784**	**15.6673**	**10.0558**	**0.0245**	**1.5908**	**0.5952**	**2.1859**	**0.1718**	**0.5476**	**0.7193**	**0.0000**	**2,375.1569**	**2,375.1569**	**0.7682**		**2,394.3613**

3.2 Rough Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0297	0.0184	0.1851	5.9000e-004	0.0657	4.4000e-004	0.0662	0.0174	4.1000e-004	0.0178		58.9221	58.9221	1.6100e-003		58.9623
Total	**0.0297**	**0.0184**	**0.1851**	**5.9000e-004**	**0.0657**	**4.4000e-004**	**0.0662**	**0.0174**	**4.1000e-004**	**0.0178**		**58.9221**	**58.9221**	**1.6100e-003**		**58.9623**

3.3 Precise Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	1.5403	16.9836	9.2202	0.0206		0.7423	0.7423		0.6829	0.6829		1,995.4825	1,995.4825	0.6454		2,011.6169
Total	**1.5403**	**16.9836**	**9.2202**	**0.0206**	**6.5523**	**0.7423**	**7.2946**	**3.3675**	**0.6829**	**4.0504**		**1,995.4825**	**1,995.4825**	**0.6454**		**2,011.6169**

3.3 Precise Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0372	0.0230	0.2314	7.4000e-004	0.0822	5.6000e-004	0.0827	0.0218	5.1000e-004	0.0223		73.6526	73.6526	2.0100e-003		73.7028
Total	**0.0372**	**0.0230**	**0.2314**	**7.4000e-004**	**0.0822**	**5.6000e-004**	**0.0827**	**0.0218**	**5.1000e-004**	**0.0223**		**73.6526**	**73.6526**	**2.0100e-003**		**73.7028**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	1.5403	16.9836	9.2202	0.0206		0.7423	0.7423		0.6829	0.6829	0.0000	1,995.4825	1,995.4825	0.6454		2,011.6169
Total	**1.5403**	**16.9836**	**9.2202**	**0.0206**	**6.5523**	**0.7423**	**7.2946**	**3.3675**	**0.6829**	**4.0504**	**0.0000**	**1,995.4825**	**1,995.4825**	**0.6454**		**2,011.6169**

3.3 Precise Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0372	0.0230	0.2314	7.4000e-004	0.0822	5.6000e-004	0.0827	0.0218	5.1000e-004	0.0223		73.6526	73.6526	2.0100e-003		73.7028
Total	**0.0372**	**0.0230**	**0.2314**	**7.4000e-004**	**0.0822**	**5.6000e-004**	**0.0827**	**0.0218**	**5.1000e-004**	**0.0223**		**73.6526**	**73.6526**	**2.0100e-003**		**73.7028**

3.4 Utilities, Infrastructure, Lighting, Landscaping - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8555	14.6040	14.3533	0.0250		0.7022	0.7022		0.6731	0.6731		2,289.2813	2,289.2813	0.4417		2,300.3230
Total	**1.8555**	**14.6040**	**14.3533**	**0.0250**		**0.7022**	**0.7022**		**0.6731**	**0.6731**		**2,289.2813**	**2,289.2813**	**0.4417**		**2,300.3230**

3.4 Utilities, Infrastructure, Lighting, Landscaping - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0119	0.3836	0.1094	1.0400e-003	0.0271	7.7000e-004	0.0279	7.8000e-003	7.3000e-004	8.5300e-003		112.4411	112.4411	8.5600e-003		112.6551
Worker	0.0372	0.0230	0.2314	7.4000e-004	0.0822	5.6000e-004	0.0827	0.0218	5.1000e-004	0.0223		73.6526	73.6526	2.0100e-003		73.7028
Total	**0.0490**	**0.4066**	**0.3408**	**1.7800e-003**	**0.1092**	**1.3300e-003**	**0.1106**	**0.0296**	**1.2400e-003**	**0.0308**		**186.0936**	**186.0936**	**0.0106**		**186.3579**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8555	14.6040	14.3533	0.0250		0.7022	0.7022		0.6731	0.6731	0.0000	2,289.2813	2,289.2813	0.4417		2,300.3230
Total	**1.8555**	**14.6040**	**14.3533**	**0.0250**		**0.7022**	**0.7022**		**0.6731**	**0.6731**	**0.0000**	**2,289.2813**	**2,289.2813**	**0.4417**		**2,300.3230**

3.4 Utilities, Infrastructure, Lighting, Landscaping - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0119	0.3836	0.1094	1.0400e-003	0.0271	7.7000e-004	0.0279	7.8000e-003	7.3000e-004	8.5300e-003		112.4411	112.4411	8.5600e-003		112.6551
Worker	0.0372	0.0230	0.2314	7.4000e-004	0.0822	5.6000e-004	0.0827	0.0218	5.1000e-004	0.0223		73.6526	73.6526	2.0100e-003		73.7028
Total	**0.0490**	**0.4066**	**0.3408**	**1.7800e-003**	**0.1092**	**1.3300e-003**	**0.1106**	**0.0296**	**1.2400e-003**	**0.0308**		**186.0936**	**186.0936**	**0.0106**		**186.3579**

3.5 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9412	9.3322	11.6970	0.0179		0.4879	0.4879		0.4500	0.4500		1,709.6892	1,709.6892	0.5419		1,723.2356
Paving	1.0742					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.0154**	**9.3322**	**11.6970**	**0.0179**		**0.4879**	**0.4879**		**0.4500**	**0.4500**		**1,709.6892**	**1,709.6892**	**0.5419**		**1,723.2356**

3.5 Paving - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0558	0.0345	0.3470	1.1100e-003	0.1232	8.3000e-004	0.1241	0.0327	7.7000e-004	0.0335		110.4788	110.4788	3.0200e-003		110.5543
Total	**0.0558**	**0.0345**	**0.3470**	**1.1100e-003**	**0.1232**	**8.3000e-004**	**0.1241**	**0.0327**	**7.7000e-004**	**0.0335**		**110.4788**	**110.4788**	**3.0200e-003**		**110.5543**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9412	9.3322	11.6970	0.0179		0.4879	0.4879		0.4500	0.4500	0.0000	1,709.6892	1,709.6892	0.5419		1,723.2356
Paving	1.0742					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.0154**	**9.3322**	**11.6970**	**0.0179**		**0.4879**	**0.4879**		**0.4500**	**0.4500**	**0.0000**	**1,709.6892**	**1,709.6892**	**0.5419**		**1,723.2356**

3.5 Paving - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0558	0.0345	0.3470	1.1100e-003	0.1232	8.3000e-004	0.1241	0.0327	7.7000e-004	0.0335		110.4788	110.4788	3.0200e-003		110.5543
Total	**0.0558**	**0.0345**	**0.3470**	**1.1100e-003**	**0.1232**	**8.3000e-004**	**0.1241**	**0.0327**	**7.7000e-004**	**0.0335**		**110.4788**	**110.4788**	**3.0200e-003**		**110.5543**

3.6 Striping - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	3.4484					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**3.6530**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

3.6 Striping - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	7.4300e-003	4.6000e-003	0.0463	1.5000e-004	0.0164	1.1000e-004	0.0165	4.3600e-003	1.0000e-004	4.4600e-003		14.7305	14.7305	4.0000e-004		14.7406
Total	**7.4300e-003**	**4.6000e-003**	**0.0463**	**1.5000e-004**	**0.0164**	**1.1000e-004**	**0.0165**	**4.3600e-003**	**1.0000e-004**	**4.4600e-003**		**14.7305**	**14.7305**	**4.0000e-004**		**14.7406**

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	3.4484					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**3.6530**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

3.6 Striping - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	7.4300e-003	4.6000e-003	0.0463	1.5000e-004	0.0164	1.1000e-004	0.0165	4.3600e-003	1.0000e-004	4.4600e-003		14.7305	14.7305	4.0000e-004		14.7406
Total	**7.4300e-003**	**4.6000e-003**	**0.0463**	**1.5000e-004**	**0.0164**	**1.1000e-004**	**0.0165**	**4.3600e-003**	**1.0000e-004**	**4.4600e-003**		**14.7305**	**14.7305**	**4.0000e-004**		**14.7406**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Parking Lot	0.598645	0.040929	0.181073	0.106149	0.015683	0.005479	0.016317	0.023976	0.001926	0.001932	0.006016	0.000753	0.001122

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

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					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
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**

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					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
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**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0370	6.0000e-005	7.0600e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0151	0.0151	4.0000e-005		0.0161
Unmitigated	0.0370	6.0000e-005	7.0600e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0151	0.0151	4.0000e-005		0.0161

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	4.7200e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0316					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	6.6000e-004	6.0000e-005	7.0600e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0151	0.0151	4.0000e-005		0.0161
Total	**0.0370**	**6.0000e-005**	**7.0600e-003**	**0.0000**		**3.0000e-005**	**3.0000e-005**		**3.0000e-005**	**3.0000e-005**		**0.0151**	**0.0151**	**4.0000e-005**		**0.0161**

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	4.7200e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0316					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	6.6000e-004	6.0000e-005	7.0600e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0151	0.0151	4.0000e-005		0.0161
Total	**0.0370**	**6.0000e-005**	**7.0600e-003**	**0.0000**		**3.0000e-005**	**3.0000e-005**		**3.0000e-005**	**3.0000e-005**		**0.0151**	**0.0151**	**4.0000e-005**		**0.0161**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

9931 Sweetwater Springs Triangular Parking Lot Project

San Diego County APCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	69.00	Space	2.05	89,298.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.6	**Precipitation Freq (Days)**	40
Climate Zone	13			**Operational Year**	2022
Utility Company	San Diego Gas & Electric				
CO2 Intensity (lb/MWhr)	720.49	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 2.05 acres, +/-69 spaces

Construction Phase - Rough & precise grading, utilities and infrastructure improvement, striping, lighting, and landscape

Grading -

Architectural Coating -

Area Coating -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	3.00	5.00
tblConstructionPhase	NumDays	6.00	10.00
tblConstructionPhase	NumDays	220.00	20.00
tblConstructionPhase	NumDays	10.00	5.00
tblConstructionPhase	NumDays	10.00	5.00
tblLandUse	LandUseSquareFeet	27,600.00	89,298.00
tblLandUse	LotAcreage	0.62	2.05

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	3.6595	17.0041	14.6982	0.0269	6.6345	0.7428	7.3773	3.3893	0.6834	4.0727	0.0000	2,483.1828	2,483.1828	0.7699	0.0000	2,494.4795
Maximum	**3.6595**	**17.0041**	**14.6982**	**0.0269**	**6.6345**	**0.7428**	**7.3773**	**3.3893**	**0.6834**	**4.0727**	**0.0000**	**2,483.1828**	**2,483.1828**	**0.7699**	**0.0000**	**2,494.4795**

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					
2022	3.6595	17.0041	14.6982	0.0269	6.6345	0.7428	7.3773	3.3893	0.6834	4.0727	0.0000	2,483.1828	2,483.1828	0.7699	0.0000	2,494.4795
Maximum	**3.6595**	**17.0041**	**14.6982**	**0.0269**	**6.6345**	**0.7428**	**7.3773**	**3.3893**	**0.6834**	**4.0727**	**0.0000**	**2,483.1828**	**2,483.1828**	**0.7699**	**0.0000**	**2,494.4795**

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0370	6.0000e-005	7.0600e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0151	0.0151	4.0000e-005		0.0161
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0370**	**6.0000e-005**	**7.0600e-003**	**0.0000**	**0.0000**	**3.0000e-005**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**3.0000e-005**		**0.0151**	**0.0151**	**4.0000e-005**	**0.0000**	**0.0161**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0370	6.0000e-005	7.0600e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0151	0.0151	4.0000e-005		0.0161
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0370**	**6.0000e-005**	**7.0600e-003**	**0.0000**	**0.0000**	**3.0000e-005**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**3.0000e-005**		**0.0151**	**0.0151**	**4.0000e-005**	**0.0000**	**0.0161**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Rough Grading	Site Preparation	3/1/2022	3/7/2022	5	5	
2	Precise Grading	Grading	3/8/2022	3/21/2022	5	10	
3	Utilities, Infrastructure, Lighting, Landscaping	Building Construction	3/22/2022	4/18/2022	5	20	
4	Paving	Paving	4/19/2022	4/25/2022	5	5	
5	Striping	Architectural Coating	4/26/2022	5/2/2022	5	5	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 2.05

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 1,488 (Architectural Coating – sqft)

OffRoad Equipment

9931 Sweetwater Springs Triangular Parking Lot Project - San Diego County APCD Air District, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Rough Grading	Graders	1	8.00	187	0.41
Rough Grading	Scrapers	1	8.00	367	0.48
Rough Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Precise Grading	Graders	1	8.00	187	0.41
Precise Grading	Rubber Tired Dozers	1	8.00	247	0.40
Precise Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Utilities, Infrastructure, Lighting, Landscaping	Cranes	1	8.00	231	0.29
Utilities, Infrastructure, Lighting, Landscaping	Forklifts	2	7.00	89	0.20
Utilities, Infrastructure, Lighting, Landscaping	Generator Sets	1	8.00	84	0.74
Utilities, Infrastructure, Lighting, Landscaping	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Utilities, Infrastructure, Lighting, Landscaping	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Striping	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
Rough Grading	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Precise Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Utilities, Infrastructure, Lighting, Landscaping	8	10.00	4.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Striping	1	2.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Rough Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718			0.0000			0.0000
Off-Road	1.3784	15.6673	10.0558	0.0245		0.5952	0.5952		0.5476	0.5476		2,375.1569	2,375.1569	0.7682		2,394.3613
Total	**1.3784**	**15.6673**	**10.0558**	**0.0245**	**1.5908**	**0.5952**	**2.1859**	**0.1718**	**0.5476**	**0.7193**		**2,375.1569**	**2,375.1569**	**0.7682**		**2,394.3613**

3.2 Rough Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0262	0.0164	0.1973	6.3000e-004	0.0657	4.4000e-004	0.0662	0.0174	4.1000e-004	0.0178		62.7648	62.7648	1.7000e-003		62.8074
Total	**0.0262**	**0.0164**	**0.1973**	**6.3000e-004**	**0.0657**	**4.4000e-004**	**0.0662**	**0.0174**	**4.1000e-004**	**0.0178**		**62.7648**	**62.7648**	**1.7000e-003**		**62.8074**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718			0.0000			0.0000
Off-Road	1.3784	15.6673	10.0558	0.0245		0.5952	0.5952		0.5476	0.5476	0.0000	2,375.1569	2,375.1569	0.7682		2,394.3613
Total	**1.3784**	**15.6673**	**10.0558**	**0.0245**	**1.5908**	**0.5952**	**2.1859**	**0.1718**	**0.5476**	**0.7193**	**0.0000**	**2,375.1569**	**2,375.1569**	**0.7682**		**2,394.3613**

3.2 Rough Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0262	0.0164	0.1973	6.3000e-004	0.0657	4.4000e-004	0.0662	0.0174	4.1000e-004	0.0178		62.7648	62.7648	1.7000e-003		62.8074
Total	**0.0262**	**0.0164**	**0.1973**	**6.3000e-004**	**0.0657**	**4.4000e-004**	**0.0662**	**0.0174**	**4.1000e-004**	**0.0178**		**62.7648**	**62.7648**	**1.7000e-003**		**62.8074**

3.3 Precise Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	1.5403	16.9836	9.2202	0.0206		0.7423	0.7423		0.6829	0.6829		1,995.4825	1,995.4825	0.6454		2,011.6169
Total	**1.5403**	**16.9836**	**9.2202**	**0.0206**	**6.5523**	**0.7423**	**7.2946**	**3.3675**	**0.6829**	**4.0504**		**1,995.4825**	**1,995.4825**	**0.6454**		**2,011.6169**

3.3 Precise Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0327	0.0205	0.2466	7.9000e-004	0.0822	5.6000e-004	0.0827	0.0218	5.1000e-004	0.0223		78.4560	78.4560	2.1300e-003		78.5092
Total	**0.0327**	**0.0205**	**0.2466**	**7.9000e-004**	**0.0822**	**5.6000e-004**	**0.0827**	**0.0218**	**5.1000e-004**	**0.0223**		**78.4560**	**78.4560**	**2.1300e-003**		**78.5092**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	1.5403	16.9836	9.2202	0.0206		0.7423	0.7423		0.6829	0.6829	0.0000	1,995.4825	1,995.4825	0.6454		2,011.6169
Total	**1.5403**	**16.9836**	**9.2202**	**0.0206**	**6.5523**	**0.7423**	**7.2946**	**3.3675**	**0.6829**	**4.0504**	**0.0000**	**1,995.4825**	**1,995.4825**	**0.6454**		**2,011.6169**

3.3 Precise Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0327	0.0205	0.2466	7.9000e-004	0.0822	5.6000e-004	0.0827	0.0218	5.1000e-004	0.0223		78.4560	78.4560	2.1300e-003		78.5092
Total	**0.0327**	**0.0205**	**0.2466**	**7.9000e-004**	**0.0822**	**5.6000e-004**	**0.0827**	**0.0218**	**5.1000e-004**	**0.0223**		**78.4560**	**78.4560**	**2.1300e-003**		**78.5092**

3.4 Utilities, Infrastructure, Lighting, Landscaping - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8555	14.6040	14.3533	0.0250		0.7022	0.7022		0.6731	0.6731		2,289.2813	2,289.2813	0.4417		2,300.3230
Total	**1.8555**	**14.6040**	**14.3533**	**0.0250**		**0.7022**	**0.7022**		**0.6731**	**0.6731**		**2,289.2813**	**2,289.2813**	**0.4417**		**2,300.3230**

3.4 Utilities, Infrastructure, Lighting, Landscaping - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0113	0.3849	0.0983	1.0700e-003	0.0271	7.4000e-004	0.0278	7.8000e-003	7.0000e-004	8.5000e-003		115.4455	115.4455	8.0700e-003		115.6473
Worker	0.0327	0.0205	0.2466	7.9000e-004	0.0822	5.6000e-004	0.0827	0.0218	5.1000e-004	0.0223		78.4560	78.4560	2.1300e-003		78.5092
Total	**0.0440**	**0.4054**	**0.3450**	**1.8600e-003**	**0.1092**	**1.3000e-003**	**0.1105**	**0.0296**	**1.2100e-003**	**0.0308**		**193.9015**	**193.9015**	**0.0102**		**194.1566**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8555	14.6040	14.3533	0.0250		0.7022	0.7022		0.6731	0.6731	0.0000	2,289.2813	2,289.2813	0.4417		2,300.3230
Total	**1.8555**	**14.6040**	**14.3533**	**0.0250**		**0.7022**	**0.7022**		**0.6731**	**0.6731**	**0.0000**	**2,289.2813**	**2,289.2813**	**0.4417**		**2,300.3230**

3.4 Utilities, Infrastructure, Lighting, Landscaping - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0113	0.3849	0.0983	1.0700e-003	0.0271	7.4000e-004	0.0278	7.8000e-003	7.0000e-004	8.5000e-003		115.4455	115.4455	8.0700e-003		115.6473
Worker	0.0327	0.0205	0.2466	7.9000e-004	0.0822	5.6000e-004	0.0827	0.0218	5.1000e-004	0.0223		78.4560	78.4560	2.1300e-003		78.5092
Total	**0.0440**	**0.4054**	**0.3450**	**1.8600e-003**	**0.1092**	**1.3000e-003**	**0.1105**	**0.0296**	**1.2100e-003**	**0.0308**		**193.9015**	**193.9015**	**0.0102**		**194.1566**

3.5 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9412	9.3322	11.6970	0.0179		0.4879	0.4879		0.4500	0.4500		1,709.6892	1,709.6892	0.5419		1,723.2356
Paving	1.0742					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.0154**	**9.3322**	**11.6970**	**0.0179**		**0.4879**	**0.4879**		**0.4500**	**0.4500**		**1,709.6892**	**1,709.6892**	**0.5419**		**1,723.2356**

3.5 Paving - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0491	0.0307	0.3700	1.1800e-003	0.1232	8.3000e-004	0.1241	0.0327	7.7000e-004	0.0335		117.6840	117.6840	3.2000e-003		117.7639
Total	**0.0491**	**0.0307**	**0.3700**	**1.1800e-003**	**0.1232**	**8.3000e-004**	**0.1241**	**0.0327**	**7.7000e-004**	**0.0335**		**117.6840**	**117.6840**	**3.2000e-003**		**117.7639**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9412	9.3322	11.6970	0.0179		0.4879	0.4879		0.4500	0.4500	0.0000	1,709.6892	1,709.6892	0.5419		1,723.2356
Paving	1.0742					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.0154**	**9.3322**	**11.6970**	**0.0179**		**0.4879**	**0.4879**		**0.4500**	**0.4500**	**0.0000**	**1,709.6892**	**1,709.6892**	**0.5419**		**1,723.2356**

3.5 Paving - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0491	0.0307	0.3700	1.1800e-003	0.1232	8.3000e-004	0.1241	0.0327	7.7000e-004	0.0335		117.6840	117.6840	3.2000e-003		117.7639
Total	**0.0491**	**0.0307**	**0.3700**	**1.1800e-003**	**0.1232**	**8.3000e-004**	**0.1241**	**0.0327**	**7.7000e-004**	**0.0335**		**117.6840**	**117.6840**	**3.2000e-003**		**117.7639**

3.6 Striping - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	3.4484					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**3.6530**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

3.6 Striping - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	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	6.5400e-003	4.1000e-003	0.0493	1.6000e-004	0.0164	1.1000e-004	0.0165	4.3600e-003	1.0000e-004	4.4600e-003		15.6912	15.6912	4.3000e-004		15.7019
Total	**6.5400e-003**	**4.1000e-003**	**0.0493**	**1.6000e-004**	**0.0164**	**1.1000e-004**	**0.0165**	**4.3600e-003**	**1.0000e-004**	**4.4600e-003**		**15.6912**	**15.6912**	**4.3000e-004**		**15.7019**

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	3.4484					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**3.6530**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

3.6 Striping - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	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	6.5400e-003	4.1000e-003	0.0493	1.6000e-004	0.0164	1.1000e-004	0.0165	4.3600e-003	1.0000e-004	4.4600e-003		15.6912	15.6912	4.3000e-004		15.7019
Total	**6.5400e-003**	**4.1000e-003**	**0.0493**	**1.6000e-004**	**0.0164**	**1.1000e-004**	**0.0165**	**4.3600e-003**	**1.0000e-004**	**4.4600e-003**		**15.6912**	**15.6912**	**4.3000e-004**		**15.7019**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Parking Lot	0.598645	0.040929	0.181073	0.106149	0.015683	0.005479	0.016317	0.023976	0.001926	0.001932	0.006016	0.000753	0.001122

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

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					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
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**

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					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
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**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0370	6.0000e-005	7.0600e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0151	0.0151	4.0000e-005		0.0161
Unmitigated	0.0370	6.0000e-005	7.0600e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0151	0.0151	4.0000e-005		0.0161

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	4.7200e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0316					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	6.6000e-004	6.0000e-005	7.0600e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0151	0.0151	4.0000e-005		0.0161
Total	**0.0370**	**6.0000e-005**	**7.0600e-003**	**0.0000**		**3.0000e-005**	**3.0000e-005**		**3.0000e-005**	**3.0000e-005**		**0.0151**	**0.0151**	**4.0000e-005**		**0.0161**

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	4.7200e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0316					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	6.6000e-004	6.0000e-005	7.0600e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0151	0.0151	4.0000e-005		0.0161
Total	**0.0370**	**6.0000e-005**	**7.0600e-003**	**0.0000**		**3.0000e-005**	**3.0000e-005**		**3.0000e-005**	**3.0000e-005**		**0.0151**	**0.0151**	**4.0000e-005**		**0.0161**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

9931 Sweetwater Springs Triangular Parking Lot Project

San Diego County APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	69.00	Space	2.05	89,298.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.6	**Precipitation Freq (Days)**	40
Climate Zone	13			**Operational Year**	2022
Utility Company	San Diego Gas & Electric				
CO2 Intensity (lb/MWhr)	720.49	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 2.05 acres, +/-69 spaces

Construction Phase - Rough & precise grading, utilities and infrastructure improvement, striping, lighting, and landscape

Grading -

Architectural Coating -

Area Coating -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	3.00	5.00
tblConstructionPhase	NumDays	6.00	10.00
tblConstructionPhase	NumDays	220.00	20.00
tblConstructionPhase	NumDays	10.00	5.00
tblConstructionPhase	NumDays	10.00	5.00
tblLandUse	LandUseSquareFeet	27,600.00	89,298.00
tblLandUse	LotAcreage	0.62	2.05

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.0447	0.3013	0.2545	4.9000e-004	0.0387	0.0137	0.0524	0.0178	0.0129	0.0307	0.0000	42.1919	42.1919	0.0101	0.0000	42.4434
Maximum	**0.0447**	**0.3013**	**0.2545**	**4.9000e-004**	**0.0387**	**0.0137**	**0.0524**	**0.0178**	**0.0129**	**0.0307**	**0.0000**	**42.1919**	**42.1919**	**0.0101**	**0.0000**	**42.4434**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.0447	0.3013	0.2545	4.9000e-004	0.0387	0.0137	0.0524	0.0178	0.0129	0.0307	0.0000	42.1918	42.1918	0.0101	0.0000	42.4433
Maximum	**0.0447**	**0.3013**	**0.2545**	**4.9000e-004**	**0.0387**	**0.0137**	**0.0524**	**0.0178**	**0.0129**	**0.0307**	**0.0000**	**42.1918**	**42.1918**	**0.0101**	**0.0000**	**42.4433**

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	3-1-2022	5-31-2022	0.3460	0.3460
		Highest	0.3460	0.3460

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	6.6900e-003	1.0000e-005	6.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.2300e-003	1.2300e-003	0.0000	0.0000	1.3100e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	10.2142	10.2142	4.1000e-004	9.0000e-005	10.2498
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.6900e-003**	**1.0000e-005**	**6.4000e-004**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**10.2154**	**10.2154**	**4.1000e-004**	**9.0000e-005**	**10.2511**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	6.6900e-003	1.0000e-005	6.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.2300e-003	1.2300e-003	0.0000	0.0000	1.3100e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	10.2142	10.2142	4.1000e-004	9.0000e-005	10.2498
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.6900e-003**	**1.0000e-005**	**6.4000e-004**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**10.2154**	**10.2154**	**4.1000e-004**	**9.0000e-005**	**10.2511**

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

3.0 Construction Detail

Construction Phase

9931 Sweetwater Springs Triangular Parking Lot Project - San Diego County APCD Air District, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Rough Grading	Site Preparation	3/1/2022	3/7/2022	5	5	
2	Precise Grading	Grading	3/8/2022	3/21/2022	5	10	
3	Utilities, Infrastructure, Lighting, Landscaping	Building Construction	3/22/2022	4/18/2022	5	20	
4	Paving	Paving	4/19/2022	4/25/2022	5	5	
5	Striping	Architectural Coating	4/26/2022	5/2/2022	5	5	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 2.05

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 1,488 (Architectural Coating – sqft)

OffRoad Equipment

9931 Sweetwater Springs Triangular Parking Lot Project - San Diego County APCD Air District, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Rough Grading	Graders	1	8.00	187	0.41
Rough Grading	Scrapers	1	8.00	367	0.48
Rough Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Precise Grading	Graders	1	8.00	187	0.41
Precise Grading	Rubber Tired Dozers	1	8.00	247	0.40
Precise Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Utilities, Infrastructure, Lighting, Landscaping	Cranes	1	8.00	231	0.29
Utilities, Infrastructure, Lighting, Landscaping	Forklifts	2	7.00	89	0.20
Utilities, Infrastructure, Lighting, Landscaping	Generator Sets	1	8.00	84	0.74
Utilities, Infrastructure, Lighting, Landscaping	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Utilities, Infrastructure, Lighting, Landscaping	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Striping	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
Rough Grading	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Precise Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Utilities, Infrastructure, Lighting, Landscaping	8	10.00	4.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Striping	1	2.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Rough Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.9800e-003	0.0000	3.9800e-003	4.3000e-004	0.0000	4.3000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.4500e-003	0.0392	0.0251	6.0000e-005		1.4900e-003	1.4900e-003		1.3700e-003	1.3700e-003	0.0000	5.3868	5.3868	1.7400e-003	0.0000	5.4303
Total	**3.4500e-003**	**0.0392**	**0.0251**	**6.0000e-005**	**3.9800e-003**	**1.4900e-003**	**5.4700e-003**	**4.3000e-004**	**1.3700e-003**	**1.8000e-003**	**0.0000**	**5.3868**	**5.3868**	**1.7400e-003**	**0.0000**	**5.4303**

3.2 Rough Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.0000e-005	5.0000e-005	4.6000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1350	0.1350	0.0000	0.0000	0.1351
Total	**7.0000e-005**	**5.0000e-005**	**4.6000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1350**	**0.1350**	**0.0000**	**0.0000**	**0.1351**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.9800e-003	0.0000	3.9800e-003	4.3000e-004	0.0000	4.3000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.4500e-003	0.0392	0.0251	6.0000e-005		1.4900e-003	1.4900e-003		1.3700e-003	1.3700e-003	0.0000	5.3868	5.3868	1.7400e-003	0.0000	5.4303
Total	**3.4500e-003**	**0.0392**	**0.0251**	**6.0000e-005**	**3.9800e-003**	**1.4900e-003**	**5.4700e-003**	**4.3000e-004**	**1.3700e-003**	**1.8000e-003**	**0.0000**	**5.3868**	**5.3868**	**1.7400e-003**	**0.0000**	**5.4303**

3.2 Rough Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.0000e-005	5.0000e-005	4.6000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1350	0.1350	0.0000	0.0000	0.1351
Total	**7.0000e-005**	**5.0000e-005**	**4.6000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1350**	**0.1350**	**0.0000**	**0.0000**	**0.1351**

3.3 Precise Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0328	0.0000	0.0328	0.0168	0.0000	0.0168	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.7000e-003	0.0849	0.0461	1.0000e-004		3.7100e-003	3.7100e-003		3.4100e-003	3.4100e-003	0.0000	9.0514	9.0514	2.9300e-003	0.0000	9.1245
Total	**7.7000e-003**	**0.0849**	**0.0461**	**1.0000e-004**	**0.0328**	**3.7100e-003**	**0.0365**	**0.0168**	**3.4100e-003**	**0.0203**	**0.0000**	**9.0514**	**9.0514**	**2.9300e-003**	**0.0000**	**9.1245**

3.3 Precise Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6000e-004	1.1000e-004	1.1600e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3374	0.3374	1.0000e-005	0.0000	0.3377
Total	**1.6000e-004**	**1.1000e-004**	**1.1600e-003**	**0.0000**	**4.0000e-004**	**0.0000**	**4.0000e-004**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**0.3374**	**0.3374**	**1.0000e-005**	**0.0000**	**0.3377**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0328	0.0000	0.0328	0.0168	0.0000	0.0168	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.7000e-003	0.0849	0.0461	1.0000e-004		3.7100e-003	3.7100e-003		3.4100e-003	3.4100e-003	0.0000	9.0514	9.0514	2.9300e-003	0.0000	9.1245
Total	**7.7000e-003**	**0.0849**	**0.0461**	**1.0000e-004**	**0.0328**	**3.7100e-003**	**0.0365**	**0.0168**	**3.4100e-003**	**0.0203**	**0.0000**	**9.0514**	**9.0514**	**2.9300e-003**	**0.0000**	**9.1245**

3.3 Precise Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6000e-004	1.1000e-004	1.1600e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3374	0.3374	1.0000e-005	0.0000	0.3377
Total	**1.6000e-004**	**1.1000e-004**	**1.1600e-003**	**0.0000**	**4.0000e-004**	**0.0000**	**4.0000e-004**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**0.3374**	**0.3374**	**1.0000e-005**	**0.0000**	**0.3377**

3.4 Utilities, Infrastructure, Lighting, Landscaping - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0186	0.1460	0.1435	2.5000e-004		7.0200e-003	7.0200e-003		6.7300e-003	6.7300e-003	0.0000	20.7680	20.7680	4.0100e-003	0.0000	20.8682
Total	**0.0186**	**0.1460**	**0.1435**	**2.5000e-004**		**7.0200e-003**	**7.0200e-003**		**6.7300e-003**	**6.7300e-003**	**0.0000**	**20.7680**	**20.7680**	**4.0100e-003**	**0.0000**	**20.8682**

3.4 Utilities, Infrastructure, Lighting, Landscaping - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.2000e-004	3.8800e-003	1.0400e-003	1.0000e-005	2.7000e-004	1.0000e-005	2.7000e-004	8.0000e-005	1.0000e-005	8.0000e-005	0.0000	1.0359	1.0359	8.0000e-005	0.0000	1.0377
Worker	3.3000e-004	2.3000e-004	2.3200e-003	1.0000e-005	8.0000e-004	1.0000e-005	8.1000e-004	2.1000e-004	1.0000e-005	2.2000e-004	0.0000	0.6748	0.6748	2.0000e-005	0.0000	0.6753
Total	**4.5000e-004**	**4.1100e-003**	**3.3600e-003**	**2.0000e-005**	**1.0700e-003**	**2.0000e-005**	**1.0800e-003**	**2.9000e-004**	**2.0000e-005**	**3.0000e-004**	**0.0000**	**1.7107**	**1.7107**	**1.0000e-004**	**0.0000**	**1.7130**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0186	0.1460	0.1435	2.5000e-004		7.0200e-003	7.0200e-003		6.7300e-003	6.7300e-003	0.0000	20.7680	20.7680	4.0100e-003	0.0000	20.8682
Total	**0.0186**	**0.1460**	**0.1435**	**2.5000e-004**		**7.0200e-003**	**7.0200e-003**		**6.7300e-003**	**6.7300e-003**	**0.0000**	**20.7680**	**20.7680**	**4.0100e-003**	**0.0000**	**20.8682**

3.4 Utilities, Infrastructure, Lighting, Landscaping - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.2000e-004	3.8800e-003	1.0400e-003	1.0000e-005	2.7000e-004	1.0000e-005	2.7000e-004	8.0000e-005	1.0000e-005	8.0000e-005	0.0000	1.0359	1.0359	8.0000e-005	0.0000	1.0377
Worker	3.3000e-004	2.3000e-004	2.3200e-003	1.0000e-005	8.0000e-004	1.0000e-005	8.1000e-004	2.1000e-004	1.0000e-005	2.2000e-004	0.0000	0.6748	0.6748	2.0000e-005	0.0000	0.6753
Total	**4.5000e-004**	**4.1100e-003**	**3.3600e-003**	**2.0000e-005**	**1.0700e-003**	**2.0000e-005**	**1.0800e-003**	**2.9000e-004**	**2.0000e-005**	**3.0000e-004**	**0.0000**	**1.7107**	**1.7107**	**1.0000e-004**	**0.0000**	**1.7130**

3.5 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.3500e-003	0.0233	0.0292	4.0000e-005		1.2200e-003	1.2200e-003		1.1200e-003	1.1200e-003	0.0000	3.8775	3.8775	1.2300e-003	0.0000	3.9082
Paving	2.6900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**5.0400e-003**	**0.0233**	**0.0292**	**4.0000e-005**		**1.2200e-003**	**1.2200e-003**		**1.1200e-003**	**1.1200e-003**	**0.0000**	**3.8775**	**3.8775**	**1.2300e-003**	**0.0000**	**3.9082**

3.5 Paving - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2000e-004	8.0000e-005	8.7000e-004	0.0000	3.0000e-004	0.0000	3.0000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.2531	0.2531	1.0000e-005	0.0000	0.2532
Total	**1.2000e-004**	**8.0000e-005**	**8.7000e-004**	**0.0000**	**3.0000e-004**	**0.0000**	**3.0000e-004**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**0.0000**	**0.2531**	**0.2531**	**1.0000e-005**	**0.0000**	**0.2532**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.3500e-003	0.0233	0.0292	4.0000e-005		1.2200e-003	1.2200e-003		1.1200e-003	1.1200e-003	0.0000	3.8775	3.8775	1.2300e-003	0.0000	3.9082
Paving	2.6900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**5.0400e-003**	**0.0233**	**0.0292**	**4.0000e-005**		**1.2200e-003**	**1.2200e-003**		**1.1200e-003**	**1.1200e-003**	**0.0000**	**3.8775**	**3.8775**	**1.2300e-003**	**0.0000**	**3.9082**

3.5 Paving - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2000e-004	8.0000e-005	8.7000e-004	0.0000	3.0000e-004	0.0000	3.0000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.2531	0.2531	1.0000e-005	0.0000	0.2532
Total	**1.2000e-004**	**8.0000e-005**	**8.7000e-004**	**0.0000**	**3.0000e-004**	**0.0000**	**3.0000e-004**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**0.0000**	**0.2531**	**0.2531**	**1.0000e-005**	**0.0000**	**0.2532**

3.6 Striping - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	8.6200e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.1000e-004	3.5200e-003	4.5300e-003	1.0000e-005		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6394
Total	**9.1300e-003**	**3.5200e-003**	**4.5300e-003**	**1.0000e-005**		**2.0000e-004**	**2.0000e-004**		**2.0000e-004**	**2.0000e-004**	**0.0000**	**0.6383**	**0.6383**	**4.0000e-005**	**0.0000**	**0.6394**

3.6 Striping - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	1.0000e-005	1.2000e-004	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0337	0.0337	0.0000	0.0000	0.0338
Total	**2.0000e-005**	**1.0000e-005**	**1.2000e-004**	**0.0000**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0337**	**0.0337**	**0.0000**	**0.0000**	**0.0338**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	8.6200e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.1000e-004	3.5200e-003	4.5300e-003	1.0000e-005		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6394
Total	**9.1300e-003**	**3.5200e-003**	**4.5300e-003**	**1.0000e-005**		**2.0000e-004**	**2.0000e-004**		**2.0000e-004**	**2.0000e-004**	**0.0000**	**0.6383**	**0.6383**	**4.0000e-005**	**0.0000**	**0.6394**

3.6 Striping - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	1.0000e-005	1.2000e-004	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0337	0.0337	0.0000	0.0000	0.0338
Total	**2.0000e-005**	**1.0000e-005**	**1.2000e-004**	**0.0000**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0337**	**0.0337**	**0.0000**	**0.0000**	**0.0338**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Parking Lot	0.598645	0.040929	0.181073	0.106149	0.015683	0.005479	0.016317	0.023976	0.001926	0.001932	0.006016	0.000753	0.001122

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	10.2142	10.2142	4.1000e-004	9.0000e-005	10.2498
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	10.2142	10.2142	4.1000e-004	9.0000e-005	10.2498
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
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**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
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**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Parking Lot	31254.3	10.2142	4.1000e-004	9.0000e-005	10.2498
Total		**10.2142**	**4.1000e-004**	**9.0000e-005**	**10.2498**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Parking Lot	31254.3	10.2142	4.1000e-004	9.0000e-005	10.2498
Total		**10.2142**	**4.1000e-004**	**9.0000e-005**	**10.2498**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	6.6900e-003	1.0000e-005	6.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.2300e-003	1.2300e-003	0.0000	0.0000	1.3100e-003
Unmitigated	6.6900e-003	1.0000e-005	6.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.2300e-003	1.2300e-003	0.0000	0.0000	1.3100e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	8.6000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	5.7700e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	6.0000e-005	1.0000e-005	6.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.2300e-003	1.2300e-003	0.0000	0.0000	1.3100e-003
Total	**6.6900e-003**	**1.0000e-005**	**6.4000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.2300e-003**	**1.2300e-003**	**0.0000**	**0.0000**	**1.3100e-003**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	8.6000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	5.7700e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	6.0000e-005	1.0000e-005	6.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.2300e-003	1.2300e-003	0.0000	0.0000	1.3100e-003
Total	**6.6900e-003**	**1.0000e-005**	**6.4000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.2300e-003**	**1.2300e-003**	**0.0000**	**0.0000**	**1.3100e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation