

Appendix A: Air Quality Supporting Information

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Memorandum

Date: September 27, 2022; Revised December 6, 2022 and March 15, 2023

To: Kelley Rutchena, Land Acquisition and Development Manager, TTLC San José-Moorpark LLC

From: Philip Ault, Director of Noise and Air Quality, FirstCarbon Solutions
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Subject: Air Quality and Greenhouse Gas Emissions and Energy Impacts Analysis for the TTLC Moorpark Avenue Multi-family Residential Project, City of San José, Santa Clara County, California

This memorandum summarizes the finding of an Initial Study Mitigated Negative Declaration for the proposed project located on 2323, 2369, 2389, and 2391 Moorpark Avenue and Central Way in the City of San José, California. Recommended measures to avoid or minimize potential project-related impacts to sensitive receptors in the project vicinity are included as appropriate.

PROJECT UNDERSTANDING

TTLC San José-Moorpark LLC proposes to demolish 12 existing residential buildings containing 30 multi-family units, along with several storage buildings, carports, paving, and landscaping, and construct five 3-story, multi-family buildings providing 41 attached 2- and 3-bedroom residential dwelling units with 17 replacement units attached to selected townhomes.¹ These 3-story multi-family structures would contain residential units ranging in size from approximately 1,100 to 1,800 square feet with attached two car garages. Buildings 1 and 3 would each provide nine attached housing units. Buildings 2 and 4 would each provide eight attached housing units. Building 5 would provide seven attached housing units. The proposed project would provide parking and common areas and would install a private drive.

The project site is currently located in unincorporated Santa Clara County, along its border with the City of San José, and is also within the City of San José's Urban Service Area boundary and the Envision San José 2040 General Plan (General Plan) West Valley Planning Area. According to the General Plan, the project site is designated Mixed-Use Neighborhood (MUN). Properties designated MUN are, "intended for development primarily with either townhouse or small lot single-family residences and also to existing neighborhoods that were historically developed with a wide variety of housing types, including a mix of residential densities and forms."

The project site is currently zoned by the City as R1 on the northeastern portion of the site and R3 on the southwestern portion of the site. The proposed project would require annexation into the City of San

¹ For conservative analysis, the replacement units are analyzed as individual units.



José and proposes pre-zoning to the R-M Multiple Residence Zoning District. Applications for annexation and pre-zoning were submitted in January 2020.

In addition to the main site construction, an extra 4,489 square feet of frontage of the proposed project (Lot E) would be dedicated for the realignment of Moorpark Avenue. In order to provide a conservative analysis, the construction of the realignment as part of the proposed project is also analyzed to provide full disclosure of project impacts in the unlikely event that the project applicant is required to construct the realignment. In this analysis, the proposed project is modeled as Option A, and the extra 4,489 square feet of street realignment construction in addition to the main site is modeled as Option B.

SETTING AND REGULATORY FRAMEWORK

Air Quality Regulatory Framework

The proposed project is within the jurisdiction of the Bay Area Air Quality Management District (BAAQMD), which regulates air quality in the San Francisco Bay Area Air Basin (Air Basin). Within the Air Basin, ambient air quality standards for ozone, carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), particulate matter with an aerodynamic diameter of 2.5 microns and smaller (PM_{2.5}) and 10 microns and smaller (PM₁₀), and lead (Pb) have been established by both the State of California and the United States Environmental Protection Agency (EPA). The State has also set standards for sulfate concentrations and atmospheric visibility.

The EPA and the California Air Resources Board (ARB) designate air basins where ambient air quality standards are exceeded as “nonattainment” areas. If standards are met, the area is designated as an “attainment” area. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered “unclassified.” National nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards.

The Air Basin is classified as a nonattainment area for the State ozone and particulate matter standards and as nonattainment for federal ozone 8-hour and PM_{2.5} 24-hour standards. This indicates that the BAAQMD has not achieved compliance with these State and federal standards in the Air Basin.

For the California Environmental Quality Act (CEQA), the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the proposed project’s significance impact determinations related to air quality.

Thresholds of Significance

The significance criteria established or recommended by the BAAQMD were used to make CEQA significance determinations related to the proposed project’s impacts on air quality. The BAAQMD has adopted standards of significance for construction and operation.

Table 1 shows the thresholds of significance. In developing the thresholds of significance for air pollutants, the BAAQMD considered the emission levels for which a project’s individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts on the region’s existing air quality conditions.

Table 1: BAAQMD Thresholds of Significance

Pollutant	Construction Thresholds Average Daily Emissions (pounds/day)	Operational Thresholds	
		Average Daily Emissions (pounds/day)	Average Daily Emissions (pounds/day)
Criteria Air Pollutants			
ROG	54	54	10
NO _x	54	54	10
PM ₁₀	82 (exhaust)	82	15
PM _{2.5}	54 (exhaust)	54	10
CO	Not Applicable	9.0 ppm (8-hour average) or 20.0 ppm (1-hour average)	
Fugitive Dust	Construction Dust Ordinance, other Best Management Practices (BAAQMD Basic Construction Mitigation Measures)	Not Applicable	
Health Risks and Hazards for New Sources			
Excess Cancer Risk	10 per one million	10 per one million	
Chronic or 1-hour Acute Hazard Index	1.0	1.0	
Incremental annual average PM _{2.5}	0.3 µg/m ³	0.3 µg/m ³	
Health Risks and Hazards for Sensitive Receptors (Cumulative from All Sources within 1,000-Foot Zone of Influence) and Cumulative Thresholds for New Sources			
Excess Cancer Risk	100 per 1 million		
Chronic Hazard Index	10.0		
Annual Average PM _{2.5}	0.8 µg/m ³		
Notes: µg/m ³ = micrograms per cubic meter CO = carbon monoxide NO _x = nitrogen oxides PM ₁₀ = particulate matter 10 microns in diameter PM _{2.5} = particulate matter 2.5 microns in diameter ROG = reactive organic gases Source: Bay Area Air Quality Management District (BAAQMD). 2017. CEQA Air Quality Guidelines. May.			

Envision San José 2040 General Plan

The General Plan includes policies to avoid or mitigate impacts resulting from planned development projects with the City. The following policies are specific to air quality and apply to the proposed project.

- Policy MS-10.1** Assess projected air emissions from new development in conformance with the Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines and relative to State and federal standards. Identify and implement air emissions reduction measures.
- Policy MS-10.2** Consider the cumulative air quality impacts from proposed developments for proposed land use designation changes and new development, consistent with the region's Clean Air Plan and State law.
- Policy MS-11.1** Require completion of air quality modeling for sensitive land uses such as new residential developments that are located near sources of pollution such as freeways and industrial uses. Require new residential development projects and projects categorized as sensitive receptors to incorporate effective mitigation into project designs or be located an adequate distance from sources of toxic air contaminants (TACs) to avoid significant risks to health and safety.
- Policy MS-11.2** For projects that emit toxic air contaminants, require project proponents to prepare health risk assessments in accordance with BAAQMD-recommended procedures as part of environmental review and employ effective mitigation to reduce possible health risks to a less than significant level. Alternatively, require new projects (such as, but not limited to, industrial, manufacturing, and processing facilities) that are sources of TACs to be located an adequate distance from residential areas and other sensitive receptors.
- Policy MS-11.3** Review projects generating significant heavy-duty truck traffic to designate truck routes that minimize exposure of sensitive receptors to TACs and particulate matter.
- Policy MS-11.4** Encourage the installation of air filtration, to be installed at existing schools, residences, and other sensitive receptor uses adversely affected by pollution sources.
- Policy MS-11.5** Encourage the use of pollution absorbing trees and vegetation in buffer areas between substantial sources of TACs and sensitive land uses.
- Policy MS-12.2** Require new residential development projects and projects categorized as sensitive receptors to be located an adequate distance from facilities that are existing and potential sources of odor. An adequate separate distance will be determined based upon the type, size, and operations of the facility.
- Policy MS-13.1** Include dust, particulate matter, and construction equipment exhaust control measures as conditions of approval for subdivision maps, site development and planned development permits, grading permits, and demolition permits. At a minimum,

conditions shall conform to construction mitigation measures recommended in the current BAAQMD CEQA Guidelines for the relevant project size and type.

Policy MS-13.2 Construction and/or demolition projects that have the potential to disturb asbestos (from soil or building material) shall comply with all the requirements of the California Air Resources Board (ARB) Air Toxic Control Measures (ATCMs) for Construction, Grading, Quarrying, and Surface Mining Operations.

Greenhouse Gas Regulatory Framework

California Assembly Bill 32 and Executive Order S-3-05

Assembly Bill (AB) 32, also known as the Global Warming Solutions Act, was passed in 2006 and established a goal to reduce greenhouse gas (GHG) emissions to 1990 levels by 2020. Prior to the adoption of AB 32, the Governor of California also signed Executive Order S-3-05 into law, which set a long-term objective to reduce GHG emissions to 90 percent below 1990 levels by 2050. The California Environmental Protection Agency (Cal/EPA) is the State agency responsible for coordinating the GHG emissions reduction effort and establishing targets along the way.

In December 2008, the ARB approved the *Climate Change Scoping Plan*, which proposed a comprehensive set of actions designed to reduce California's dependence on oil, diversify energy sources, save energy, and enhance public health, among other goals. Per AB 32, the Scoping Plan must be updated every 5 years to evaluate the mix of AB 32 policies to ensure that California is on track to achieve the 2020 GHG reduction goal. The First Update to the Scoping Plan was approved on May 22, 2014, and builds upon the Scoping Plan with new strategies and recommendations. The First Update defined the ARB's priorities over the next 5 years and lays the groundwork to reach long-term goals set forth in Executive Order S-3-05.²

California Senate Bill 375

Senate Bill (SB) 375, known as the Sustainable Communities Strategy and Climate Protection Act, was signed into law in September 2008. It builds on AB 32 by requiring the ARB to develop regional GHG reduction targets to be achieved from the automobile and light truck sectors for 2020 and 2035 compared to 2005 emissions. The per capita reduction targets for passenger vehicles in the San Francisco Bay Area include a 7 percent reduction by 2020 and a 15 percent reduction by 2035.³ The four major requirements of SB 375 are:

1. Metropolitan Planning Organizations (MPOs) must meet GHG emission reduction targets for automobiles and light trucks through land use and transportation strategies.

² California Environmental Protection Agency (Cal/EPA). California Air Resources Board (ARB). *First Update to the AB 32 Scoping Plan*. Website: <http://www.arb.ca.gov/cc/scopingplan/document/updatedscopingplan2013.htm>.

³ The emission reduction targets are for those associated with land use and transportation strategies, only. Emission reductions due to the California Low Carbon Fuel Standards or Pavley emission control standards are not included in the targets.

2. MPOs must create a Sustainable Communities Strategy (SCS), to provide an integrated land use/transportation plan for meeting regional targets, consistent with the Regional Transportation Plan (RTP).
3. Regional housing elements and transportation plans must be synchronized on 8-year schedules, with Regional Housing Needs Assessment (RHNA) allocation numbers conforming to the SCS.
4. MPOs must use transportation and air emissions modeling techniques consistent with guidelines prepared by the California Transportation Commission (CTC).

The Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) adopted *Plan Bay Area* in July 2013. MTC and ABAG adopted *Plan Bay Area 2050* was adopted on October 21, 2021. The strategies in the plan are intended to promote compact, mixed-use development close to public transit, jobs, schools, shopping, parks, recreation, and other amenities, particularly within Priority Development Areas (PDAs) identified by local jurisdictions.

Bay Area Clean Air Plan

The Bay Area 2010 Clean Air Plan addressed air emissions in the San Francisco Bay Area Air Basin. One of the key objectives in the Clean Air Plan is climate protection. The 2010 Clean Air Plan included emission control measures and performance objectives, consistent with the State's climate protection goals under AB 32 and SB 375, designed to reduce emissions of GHGs to 1990 levels by 2020 and 40 percent below 1990 levels by 2035. The 2017 Plan builds on the Bay Area 2010 Clean Air Plan and provides a regional strategy to protect public health and protect the climate.

Envision San José 2040 General Plan

The Envision San José 2040 General Plan includes policies to avoid or mitigate impacts resulting from planned development projects within City limits. The following policies are specific to reducing GHG emissions and are relevant to the proposed project.

- Policy MS-1.1** Demonstrate leadership in the development and implementation of green building policies and practices. Ensure that all projects are consistent with or exceed the City's Green Building Ordinance and City Council Policies as well as State and/or regional policies which require that projects incorporate various green building principles into their design and construction.
- Policy MS-1.4** Foster awareness of San José's business and residential communities of the economic and environmental benefits of green building practices. Encourage design and construction of environmentally responsible commercial and residential buildings that are also operated and maintained to reduce waste, conserve water, and meet other environmental objectives.
- Policy MS-2.3** Utilize solar orientation (i.e., building placement), landscaping, design, and construction techniques for new construction to minimize energy consumption.

- Policy MS-2.4** Promote energy efficient construction industry practices.
- Policy MS-2.6** Promote roofing design and surface treatments that reduce the heat island effect of new and existing development and support reduced energy use, reduced air pollution, and a healthy urban forest. Connect businesses and residents with cool roof rebate programs through City outreach efforts.
- Policy MS-2.11** Require new development to incorporate green building policies, including those required by the Green Building Ordinance. Specifically, target reduced energy use through construction techniques (e.g., design of building envelopes and systems to maximize energy performance), through architectural design (e.g., design to maximize cross ventilation and interior daylight) and through site design techniques (e.g., orienting buildings on sites to maximize effectiveness of passive solar design.).
- Policy MS-5.5** Maximize recycling and composting from all residents, businesses, and institutions in the City.
- Policy MS-5.6** Enhance the construction and demolition debris recycling program to increase diversion from the building sector.
- Policy MS-10.5** In order to reduce vehicle miles traveled and traffic congestion, require new development within 2,000 feet of an existing or planned transit station to encourage the use of public transit and minimize the dependence on the automobile through the application of site design guidelines and transit incentives.
- Policy MS-16.5** Establish minimum requirements for energy efficiency measures and on-site renewable energy generation capacity on all new housing developments.
- Policy CD-2.10** Recognize that finite land area exists for development and that density supports retail vitality and transit ridership. Use land regulations to require compact, low-impact development that efficiently uses land planned for growth, particularly for residential development which tends to have a long lifespan. Strongly discourage small lot and single-family detached residential product types in growth areas.
- Policy CD-5.1** Design areas to promote pedestrian and bicycle movements and to facilitate interaction between community members and to strengthen the sense of community.
- Policy TR-3.3** As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute toward transit ridership. In addition, require that new development is designed to accommodate and to provide direct access to transit facilities.

- Policy TR-1.16** Develop a strategy to construct a network of public and private alternative fuel vehicle charging/fueling stations citywide. Revise parking standards to require the installation of electric charging infrastructure at new large employment sites and large, multiple family residential developments.
- Policy H-4** Implement green building principles in the design and construction of housing and related infrastructure, in conformance with the Green Building Goals and Policies in the Envision General Plan and in conformance with the City's Green Building Ordinance.
- Policy H-4.2** Minimize housing's contribution to greenhouse gas emissions, and locate housing, consistent with our City's land use and transportation goals and policies, to reduce vehicle miles traveled and auto dependency.
- Policy H-4.3** Encourage the development of higher residential densities in complete, mixed-use, walkable and bike able communities to reduce energy use and greenhouse gas emissions.

City's GHG Reduction Strategy

The Envision San José 2040 General Plan includes strategies, policies, and action items that are incorporated in the City's GHG Reduction Strategy to help reduce GHG emissions. The General Plan's multiple policies and actions have GHG implications, including land use, housing, transportation, water usage, solid waste generation and recycling, and reuse of historic buildings. The City's GHG Reduction Strategy is intended to meet the mandates outlined in the BAAQMD CEQA Guidelines and standards for "qualified plans," as established by the BAAQMD. In addition, the City's Green Vision, as reflected in the City's GHG Reduction Strategy, includes a monitoring component that allows for adaptation and adjustment of City programs and initiatives related to sustainability and associated reductions in GHG emissions.

The City's GHG Reduction Strategy identifies GHG emissions reduction measures to be implemented by development projects in four categories: built environment and energy, land use and transportation, recycling, and waste reduction, and other GHG reduction measures. Some measures are mandatory for all proposed development projects, and others are voluntary.

The primary test for consistency with the City's GHG Reduction Strategy is conformance with the General Plan Land Use/Transportation Diagram and supporting policies. Pursuant to CEQA Guidelines, all land use development proposals are required to evaluate consistency with the goals and policies outlined in the City's General Plan designed to reduce GHG emissions, generally through the use of a checklist included as Appendix A to the GHG Reduction Strategy. Projects consistent with the GHG Reduction Strategy would have a less than significant impact on GHG emissions through 2030 and would not conflict with targets in the currently adopted State of California Climate Change Scoping Plan through 2030.

City of San José Municipal Code

The City's Municipal Code includes the following regulations that would reduce GHG emissions from future development:

- Green Building Ordinance (Chapter 17.84)
- Water Efficient Landscape Standards for New and Rehabilitated Landscaping (Chapter 15.10)
- Transportation Demand Programs for employers with more than 100 employees (Chapter 11.105)
- Construction and Demolition Diversion Deposit Program (Chapter 9.10)
- Wood Burning Ordinance (Chapter 9.10)
- All-Electric Ordinance (Chapter 17.845)

City of San José Private Sector Green Building Policy (6-32)

In October 2008, the City adopted the Private Sector Green Building Policy (6-32) that establishes baseline green building standards for private sector new construction and provides a framework for implementing these standards. This policy requires that applicable projects achieve minimum green building performance levels using the Council adopted standards.

Energy Regulatory Framework

Federal Energy Policy and Conservation Act of 1975

Vehicle fuel efficiency is regulated at the federal level. Pursuant to the Federal Energy Policy and Conservation Act of 1975, the National Highway Traffic Safety Administration (NHTSA) is responsible for establishing additional vehicle standards and for revising existing standards.

EPA Off-Road Diesel Engine Emissions Standards

The EPA regulates nonroad diesel engines that power mobile equipment (bulldozers, scrapers, front-end loaders, etc.) and stationary equipment (generators, pumps, compressors, etc.). The EPA has no formal fuel economy standards for nonroad (e.g., construction) diesel engines but does regulate diesel emissions, which indirectly affects fuel economy. In 1994, EPA adopted the first set of emission standards (“Tier 1”) for all new nonroad diesel engines greater than 37 kilowatts (kW [50 horsepower]). The Tier 1 standards were phased in for different engine sizes between 1996 and 2000, reducing nitrogen oxides (NO_x) emissions from these engines by 30 percent. Subsequently, the EPA adopted more stringent emission standards for NO_x, hydrocarbons, and particulate matter (PM) from new nonroad diesel engines. This program included the first set of standards for nonroad diesel engines less than 37 kW. It also phased in more stringent “Tier 2” emission standards from 2001 to 2006 for all engine sizes and added yet more stringent “Tier 3” standards for engines between 37 and 560 kW (50 and 750 horsepower, respectively) from 2006 to 2008. These standards further reduced nonroad diesel engine emissions by 60 percent for NO_x and 40 percent for PM from Tier 1 emission levels. In 2004, the EPA issued the Clean Air Nonroad Diesel Rule. This rule cut emissions from nonroad diesel engines by more than 90 percent, and was phased in between 2008 and 2014. These emission standards are intended to promote advanced clean technologies for nonroad diesel engines that improve fuel combustion, but they also result in slight decreases in fuel economy.

California Renewable Energy Standards

In 2002, California established its Renewables Portfolio Standard Program, with the goal of increasing the percentage of renewable energy in the State’s electricity mix to 20 percent of retail sales by 2010. In 2006, California’s 20 percent by 2010 Renewables Portfolio Standard goal was codified under SB 107. Under the provisions of SB 107 (signed into law in 2006), investor-owned utilities were required to generate 20 percent of their retail electricity using qualified renewable energy technologies by the end of 2010. In 2008, Executive Order S-14-08 was signed into law and required that retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. Pacific Gas and Electric Company’s (PG&E’s) electricity mix in 2015 was 30 percent renewable. In October 2015, Governor Brown signed SB 350 to codify California’s climate and clean energy goals. A key provision of SB 350 for retail sellers and publicly owned utilities requires them to procure 50 percent of the State’s electricity from renewable sources by 2030.

California Building Code

The Building Energy Efficiency Standards were first adopted in 1976 and have been updated periodically since then as directed by statute. The Standards contain energy and water efficiency requirements (and indoor air quality requirements) for newly constructed buildings, additions to existing buildings, and alterations to existing buildings. The Standards are conceptually divided into three basic sets. The first set is a basic set of mandatory requirements that apply to all buildings. The second set is a set of performance standards—the energy budgets—that vary by climate zone (of which there are 16 in California) and building type; thus, the Standards are tailored to local conditions and provide flexibility in how energy efficiency in buildings can be achieved. Finally, the third set constitutes an alternative to the performance standards, which is a set of prescriptive packages that provide a recipe or a checklist compliance approach.

Private Sector Green Building Policy (Council Policy 6-32)

At the local level, the City of San José sets green building standards for municipal development. All projects are required to submit a Leadership in Energy and Environmental Design (LEED), GreenPoint, or Build-It-Green checklist as part of their development permit applications. Council Policy 6-32 “Private Sector Green Building Policy,” adopted in October 2008, establishes baseline green building standards for private sector new construction and provides a framework for implementing these standards. It fosters practices in the design, construction, and maintenance of buildings that will minimize the use and waste of energy, water, and other resources in the City of San José. Private developments are required to implement green building practices if they meet the Applicable Projects criteria defined by Council Policy 6-32 and shown in Table 2 below.

Table 2: Private Sector Green Building Policy Applicable Projects

Applicable Project Minimum Green Building Rating	Minimum Green Building Rating
Commercial/Industrial—Tier 1 (Less than 25,000 square feet)	LEED Applicable New Construction Checklist

Applicable Project Minimum Green Building Rating	Minimum Green Building Rating
Commercial/Industrial—Tier 2 (25,000 square feet or greater)	LEED Silver
Residential—Tier 1 (Less than 10 units)	GreenPoint or LEED Checklist
Residential—Tier 2 (10 units or greater)	GreenPoint Rated 50 points or LEED Certified
High Rise Residential (75 feet or higher)	LEED Certified
Source: City of San José. 2008. Private Sector Green Building Policy: Policy Number 6-32. October.	

Envision San José 2040 General Plan

The General Plan includes policies for the purpose of avoiding or mitigating impacts resulting from planned development projects with the City. The following policies are specific to energy and are relevant to the proposed project.

Policy MS-1.1 Demonstrate leadership in the development and implementation of green building policies and practices. Ensure that all projects are consistent with or exceed the City’s Green Building Ordinance and City Council Policies as well as State and/or regional policies which require that projects incorporate various green building principles into their design and construction.

Policy MS-2.4 Promote energy efficient construction industry practices.

Policy MS-2.2 Encourage maximized use of on-site generation of renewable energy for all new and existing buildings.

Policy MS-2.3 Utilize solar orientation, (i.e., building placement), landscaping, design, and construction techniques for new construction to minimize energy consumption.

Policy MS-2.11 Require new development to incorporate green building practices, including those required by the Green Building Ordinance. Specifically target reduced energy use through construction techniques (e.g., design of building envelopes and systems to maximize energy performance), through architectural design (e.g., design to maximize cross ventilation and interior daylight) and through site design techniques (e.g., orienting buildings on sites to maximize the effectiveness of passive solar design).

Policy MS-3.1 Require water efficient landscaping, which conforms to the State’s Model Water Efficient Landscape Ordinance, for all new commercial, institutional, industrial, and developer-installed residential development unless for recreation or other area functions.

Policy MS-5.5 Maximize recycling and composting from all residents, businesses, and institutions in the City.

- Policy MS-14.1** Promote job and housing growth in areas served by public transit and that have community amenities within a 20-minute walking distance.
- Policy MS-14.3** Consistent with the California Public Utilities Commission’s California Long Term Energy Efficiency Strategic Plan, as revised and when technological advances make it feasible, require all new residential and commercial construction to be designed for zero-net-energy use.
- Policy TR-1.468** Through the entitlement process for new development fund needed transportation improvements for all modes, giving first consideration to improvement of bicycling, walking and transit facilities. Encourage investments that reduce vehicle travel demand.
- Policy TR-2.8** Require new development where feasible to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements.
- Policy TR-3.3** As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute toward transit ridership. In addition, require that new development is designed to accommodate and to provide direct access to transit facilities.

AIR QUALITY EMISSIONS IMPACT ANALYSIS

According to CEQA Guidelines Appendix G, to determine whether impacts related to air quality are significant environmental effects, the following questions are analyzed and evaluated.

Would the project result in:

Impact AIR-1: Would the project conflict with or obstruct implementation of the applicable Air Quality Plan?

Less than significant impact with mitigation incorporated. The project site is located in the Air Basin, where the BAAQMD regulates air quality. The EPA is responsible for identifying nonattainment and attainment areas for each criteria pollutant within the Air Basin. The Air Basin is designated nonattainment for State standards for 1-hour and 8-hour ozone, 24-hour respirable particulate matter (PM₁₀), annual PM₁₀, and annual fine particulate matter (PM_{2.5}).⁴

The BAAQMD has adopted several air quality policies and plans to address regional air quality standards, the most recent of which is the 2017 Clean Air Plan. The 2017 Clean Air Plan was adopted in April of 2017 and serves as the regional Air Quality Plan (AQP) for the Air Basin for attaining National Ambient

⁴ Bay Area Air Quality Management District (BAAQMD). 2017. California Environmental Quality Act. Air Quality Guidelines. May.

Air Quality Standards (NAAQS). The primary goals of the 2017 Clean Air Plan are to protect public health and protect the climate. The 2017 Clean Air Plan acknowledges that the BAAQMD's two stated goals of protection are closely related. As such, the 2017 Clean Air Plan identifies a wide range of control measures intended to decrease both criteria pollutants⁵ and GHG.⁶ The 2017 Clean Air Plan also accounts for projections of population growth provided by ABAG and Vehicle Miles Traveled (VMT) provided by the MTC and identifies strategies to bring regional emissions into compliance with federal and State air quality standards. A project would be judged to conflict with or obstruct implementation of the 2017 Clean Air Plan if it would result in substantial new regional emissions not foreseen in the air quality planning process.

The BAAQMD does not provide a numerical threshold of significance for project-level consistency analysis with AQPs. Therefore, the following criteria will be used for determining a project's consistency with the AQP.

- **Criterion 1:** Does the project support the primary goals of the AQP?
- **Criterion 2:** Does the project include applicable control measures from the AQP?
- **Criterion 3:** Does the project disrupt or hinder the implementation of any AQP control measures?

Criterion 1

The primary goals of the 2017 Clean Air Plan, the current AQP to date, are to:

- Attain air quality standards;
- Reduce population exposure to unhealthy air and protect public health in the Bay Area; and
- Reduce GHG emissions and protect the climate.

A measure for determining whether the proposed project supports the primary goals of the AQP is if the proposed project would not result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the air quality plans. This measure is determined by comparing project emissions to the significance thresholds identified by the BAAQMD for construction- and operation-related pollutants. These significance thresholds are applied in the evaluation of Impact AIR-2, below. As discussed under Impact AIR-2 and AIR-3, the proposed project would not significantly contribute to cumulative nonattainment pollutant violations or expose sensitive receptors to substantial pollutant concentrations after incorporating identified mitigation. Standard Permit Condition AQ No. 1 requires the inclusion of Best Management Practices (BMPs) recommended by the BAAQMD to reduce potential impacts related to fugitive dust emissions from use of construction equipment. In addition, construction exhaust emissions would result in potentially significant health risk impacts and would

⁵ The EPA has established National Ambient Air Quality Standards (NAAQS) for six of the most common air pollutants—carbon monoxide, lead, ground level ozone, particulate matter, nitrogen dioxide, and sulfur dioxide—known as “criteria” air pollutants (or simply “criteria pollutants”).

⁶ A GHG is any gaseous compound in the atmosphere that is capable of absorbing infrared radiation, thereby trapping and holding heat in the atmosphere. By increasing the heat in the atmosphere, greenhouse gases are responsible for the greenhouse effect, which ultimately leads to global warming.

require the implementation of Mitigation Measure (MM) AIR-1, which would require the use of Tier 4 Final engines for construction equipment equal to or greater than 25 horsepower, and Condition of Approval (COA) AIR-1, which would require the installation of indoor air filtration systems with a Minimum Efficiency Reporting Value (MERV) of 13 or better. With the implementation of Standard Permit Condition AQ No. 1, MM AIR-1, and COA AIR-1, the proposed project would be consistent with Criterion 1.

Criterion 2

Another measure for determining whether a project is consistent with the AQP is to determine whether it is inconsistent with the growth assumptions incorporated into the AQP and, thus, whether it would interfere with the region’s ability to comply with federal and California air quality standards. The development of the AQP is based in part on the General Plan Land Use determinations of the various cities and counties that constitute the Air Basin. The General Plan Land Use Map designates the project site as Mixed-Use, which is intended for residential and neighborhood commercial/retail uses.⁷ As such, the proposed project falls within the land use designation contemplated for development in the applicable General Plan. Considering this information, the proposed project would not directly or indirectly result in substantial unplanned population growth. Therefore, the overall development of the project site would generally be consistent with the growth assumptions incorporated into the Clean Air Plan.

The AQPs also assume that all mandatory regulations to reduce air pollution would be adhered to. Therefore, to conform to the assumptions in the AQP, a project must be consistent with all applicable measures contained in the applicable AQP. The Clean Air Plan contains 85 control measures to reduce air pollutants and GHGs at the local, regional, and global levels. Along with the traditional stationary, area, mobile source, and transportation control measures, the Clean Air Plan contains several control measures designed to protect the climate, promote mixed-use, and compact development to reduce vehicle emissions and exposure to pollutants from stationary and mobile sources. The Clean Air Plan also includes an account of the implementation status of control measures identified in the 2010 Clean Air Plan.

Table 3 lists the relevant Clean Air Plan policies to the proposed project and evaluates the proposed project’s consistency with the policies. As shown below, the proposed project would be consistent with applicable measures.

Table 3: Project Consistency with Applicable Clean Air Plan Control Measures

Control Measure	Project Consistency
Buildings Control Measures	
BL1: Green Buildings	Consistent. The proposed project would not conflict with the implementation of this measure. The proposed project will comply with the latest energy efficiency standards and incorporate applicable energy efficiency features designed to reduce project energy consumption.

⁷ City of San José. 2011. General Plan Land Use Map.

Control Measure	Project Consistency
BL4: Urban Heat Island Mitigation	Consistent. The proposed project would incorporate landscaping throughout the site. The proposed project would provide landscaping, including trees, shrubs, vines, and groundcover according to City standards that would reduce the urban heat island effect.
Energy Control Measures	
EN1: Decarbonize Electricity Generation	Consistent. The proposed project would not conflict with the implementation of this measure. The proposed project would comply with the latest energy efficiency standards and incorporate applicable energy efficiency features designed to reduce project energy consumption. In addition, as a low-rise residential development, the proposed project would be required to comply with the standards contained in the 2019 California Building Code, Title 24, Part 6, Subchapter 8, which includes rooftop solar panels. The proposed project would be consistent with this measure.
EN2: Decrease Electricity Demand	Consistent. The proposed project would be required to conform to the energy efficiency requirements of the California Building Standards Code, also known as Title 24, which was adopted to meet an Executive Order in the Green Building Initiative to improve the energy efficiency of buildings through aggressive standards. The 2019 Title 24 Standards are the current State building regulations, which went into effect on January 1, 2020. Proposed buildings that would receive building permits after January 1, 2020, would be subject to the 2019 Title 24 Standards, including the proposed project.
Natural and Working Lands Control Measures	
NW2: Urban Tree Planting	Consistent. The proposed project would incorporate new landscaping, including 287 new trees, shrubs, vines, and groundcover, which would be installed along setbacks and in common areas on the project site.
WA3: Green Waste Diversion	Consistent. The waste service provider for the proposed project will be required to meet the AB 341 and SB 939 and SB 1374 requirements that require waste service providers to divert green waste. All plant refuse generated during operations of the proposed project would be recycled off-site.
WA4: Recycling and Waste Reduction	Consistent. The waste service provider for the proposed project will be required to meet the AB 341 and SB 939 and SB 1374 requirements that require waste to be recycled.
Stationary Control Measures	
SS36: Particulate Matter from Trackout	Consistent with Mitigation. Mud and dirt that may be tracked out onto the nearby public roads during construction activities shall be removed promptly by the contractor based on the BAAQMD's requirements. Standard Permit Condition AQ No. 1 would require the proposed project to implement BMPs recommended by the BAAQMD for fugitive dust emissions during construction.

Control Measure	Project Consistency
SS37: Particulate Matter from Asphalt Operations	Consistent. Asphalt used during project construction would be subject to BAAQMD Regulation 8, Rule 15-Emulsified and Liquid Asphalts. Although this rule does not directly apply to the proposed project, it does limit the reactive organic gases (ROG) content of asphalt available for use during construction by regulating the sale and use of asphalt. Using asphalt from facilities that meet BAAQMD regulations, the proposed project would be consistent with this Clean Air Plan measure.
Transportation Control Measures	
TR9: Bicycle and Pedestrian Access and Facilities	Consistent. The proposed project would include 11 bicycle parking spaces. Several bus stops are located within a short walking distance of the site, including the Ginger and Middle stop, located 0.18 mile south of the project site; the Moorpark and Thornton stop, located 0.20 mile west of the project site; and the Bascom and Renova stop, located 0.25 mile southeast of the project site. Therefore, the proposed project would not conflict with and be consistent with the BAAQMD’s effort to encourage planning for bicycle and pedestrian facilities.
Source: Bay Area Air Quality Management District (BAAQMD). 2017. Final 2017 Clean Air Plan. April 19. Website: https://www.baaqmd.gov/~media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a_-proposed-final-cap-vol-1-pdf.pdf?la=en . Accessed September 13, 2022.	

In summary, the proposed project would not conflict with any applicable measures under the 2017 Clean Air Plan after implementing Standard Permit Condition AQ No. 1; therefore, the proposed project would be consistent with Criterion 2.

Criterion 3

The proposed project would not preclude extension of a transit line or bike path, propose excessive parking beyond parking requirements, or otherwise create an impediment or disruption to implementation of any AQP control measures. As shown in Table 3 above, the proposed project would incorporate several AQP control measures as project design features, such as utilizing asphalt which would be compliant with BAAQMD regulations, complying with energy efficiency standards contained in the 2019 California Building Code, and installing landscaping across the project site. Considering this information, the proposed project would not disrupt or hinder the implementation of any AQP control measures. The proposed project is therefore consistent with Criterion 3.

Summary

As discussed above, the proposed project would be consistent with all three criteria after incorporating Standard Permit Condition AQ No. 1, MM AIR-1, and COA AIR-1. Thus, the proposed project would not conflict with the 2017 Clean Air Plan. Therefore, impacts associated with conflicting with or obstructing the 2017 Clean Air Plan would be less than significant with mitigation incorporated.

Impact AIR-2: Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?

Less than significant impact. This impact is related to the cumulative effect of a project's criteria pollutant emissions. By its nature, air pollution is largely a cumulative impact resulting from emissions generated over a large geographic region. The nonattainment status of regional pollutants results from past and present development within the Air Basin, and this regional impact is a cumulative impact. Therefore, new development projects (such as the proposed project) within the Air Basin would contribute to this impact only on a cumulative basis. No single project would be sufficient in size, by itself, to result in nonattainment of regional air quality standards. Instead, a project's emissions may be individually limited, but cumulatively considerable when evaluated in combination with past, present, and future development projects.

Potential regional impacts could result in exceedances of State or federal standards for NO_x, particulate matter (PM₁₀ and PM_{2.5}), or CO. NO_x emissions are of concern because of potential health impacts from exposure to NO_x emissions during both construction and operation and as a precursor in the formation of airborne ozone. PM₁₀ and PM_{2.5} are of concern during construction because of the potential to emit exhaust emissions from the operation of off-road construction equipment and fugitive dust during earth-disturbing activities (construction fugitive dust). CO emissions are of concern during project operation because operational CO hotspots are related to increases in on-road vehicle congestion and resulting health effects.

Reactive organic gases (ROG) emissions are also important because of their participation in the formation of ground level ozone. Ozone is a respiratory irritant and an oxidant that increases susceptibility to respiratory infections and that can cause substantial damage to vegetation and other materials. Elevated ozone concentrations result in reduced lung function, particularly during vigorous physical activity. This health problem is particularly acute in sensitive receptors such as the sick, elderly, and young children.

The cumulative analysis focuses on whether a specific project would result in cumulatively considerable emissions. According to Section 15064(h)(4) of the CEQA Guidelines, the existence of significant cumulative impacts caused by other projects alone does not constitute substantial evidence that the proposed project's incremental effects would be cumulatively considerable. Rather, the determination of cumulative air quality impacts for construction and operational emissions is based on whether the proposed project would result in emissions that exceed the BAAQMD thresholds of significance for construction and operations on a project level. The thresholds of significance represent the allowable amount of emissions each project can generate without generating a cumulatively considerable contribution to regional air quality impacts. Therefore, a project that would not exceed the BAAQMD thresholds of significance on the project level also would not be considered to result in a cumulatively considerable contribution to these regional air quality impacts. Construction and operational emissions are discussed separately below.

Construction Emissions

During construction, fugitive dust would principally be generated from demolition, site grading and other earthmoving activities. The majority of this fugitive dust would remain localized and would be deposited near the project site; however, the potential for impacts from fugitive dust exists unless control measures are implemented to reduce the emissions from this source. Exhaust emissions would also be generated from the operation of the off-road construction equipment and on-road construction vehicles.

Construction Fugitive Dust

The BAAQMD does not recommend a numerical threshold for fugitive dust particulate matter emissions. Instead, the BAAQMD bases the determination of significance for fugitive dust on considering the control measures to be implemented. If the appropriate emission control measures are implemented for a project as recommended by the BAAQMD, then fugitive dust emissions during construction are not considered significant. Fugitive dust control measures shall be implemented during construction activities as outlined in Standard Permit Condition AQ No. 1. As a result, short-term construction fugitive dust impacts would be less than significant with mitigation.

Construction Air Pollutant Emissions: ROG, NO_x, Exhaust PM₁₀, and Exhaust PM_{2.5}

California Emissions Estimator Model (CalEEMod) Version 2020.4.0 was used to estimate the proposed project's construction emissions. CalEEMod provides a consistent platform for estimating construction and operational emissions from a wide variety of land use projects and is the model recommended by the BAAQMD for estimating project emissions. Estimated construction emissions are compared with the applicable thresholds of significance established by the BAAQMD to assess ROG, NO_x, exhaust PM₁₀, and exhaust PM_{2.5} construction emissions to determine significance for this criterion.

Construction of the proposed project is expected to begin in March 2024 and conclude in October 2025. The preliminary construction schedule is shown in Table 4 below. Note that construction emissions would likely decrease if the construction schedule moved to later years because of improvements in technology and more stringent regulatory requirements. The duration of construction activity and associated equipment represents a reasonable approximation of the expected construction fleet as CEQA Guidelines require.

Table 4: Preliminary Construction Schedule

Phase	Phase Start Date	Phase End Date	Working Days per Week	Total Number of Working Days
Demolition	3/4/2024	3/29/2024	5	20
Site Preparation	3/30/2024	4/2/2024	5	2
Grading	4/3/2024	4/8/2024	5	4
Building Construction 2022	4/9/2024	10/14/2024	5	135
Building Construction 2023	3/1/2025	5/30/2025	5	65
Architectural Coating	5/31/2025	6/13/2025	5	10

Phase	Phase Start Date	Phase End Date	Working Days per Week	Total Number of Working Days
Paving	6/14/2025	10/31/2025	5	100

The calculations of pollutant emissions from the construction equipment account for the type of equipment, horsepower and load factors of the equipment, and the duration of equipment use. The proposed project is modeled as Option A. As included in the Project Understanding section, construction of the approximately 4,489 square feet of frontage of the proposed project for the realignment of Moorpark Avenue is modeled under the project alternative “Option B.” Average daily construction emissions for Option A and Option B are compared with the significance thresholds in Table 5 and Table 6, respectively.

Table 5: Option A Construction Emissions (Average Daily Rate)

Parameter	Air Pollutants (tons/year)				
	Year	ROG	NO _x	PM ₁₀ (Exhaust)	PM _{2.5} (Exhaust)
Option A Project Construction					
Demolition	2024	0.02	0.16	0.01	0.01
Site Preparation	2024	<0.01	0.01	<0.01	<0.01
Grading	2024	<0.01	0.03	<0.01	<0.01
Building Construction	2024	0.11	0.80	0.03	0.03
	2025	0.07	0.57	0.02	0.02
Paving	2025	<0.01	0.03	<0.01	<0.01
Architectural Coating	2025	0.55	0.06	<0.01	<0.01
Total Emissions (tons/year)¹	–	0.76	1.66	0.07	0.06
Daily Average					
Total Emissions (lbs/year) ¹		1,513	3,310	131	125
Average Daily Emissions (lbs/day) ²		4.5	9.85	0.39	0.37
Significance Threshold (lbs/day)		54	54	82	54
Exceeds Significance Threshold?		No	No	No	No
Notes:					
lbs = pounds; NO _x = oxides of nitrogen; PM ₁₀ = particulate matter 10 microns in diameter; PM _{2.5} = particulate matter 2.5 microns in diameter; ROG = reactive organic gases					
¹ Totals may not add up due to rounding. Calculations use unrounded totals.					
² Calculated by dividing the total pounds of emissions by the total number of nonoverlapping working days of construction (336 workdays).					
Source: CalEEMod Output (see Attachment A).					

Table 6: Option B Construction Emissions (Average Daily Rate)

Parameter	Air Pollutants (tons/year)				
	Year	ROG	NO _x	PM ₁₀ (Exhaust)	PM _{2.5} (Exhaust)
Option B Project Construction					
Realignment of Moorpark Avenue	2024	0.01	0.06	<0.01	<0.01
Demolition	2024	0.02	0.16	0.01	0.01
Site Preparation	2024	<0.01	0.01	<0.01	<0.01
Grading	2024	<0.01	0.03	<0.01	<0.01
Building Construction	2024	0.11	0.80	0.03	0.03
	2025	0.07	0.57	0.02	0.02
Paving	2025	<0.01	0.03	<0.01	<0.01
Architectural Coating	2025	0.55	0.06	<0.01	<0.01
Total Emissions (tons/year)¹	–	0.76	1.71	0.07	0.07
Daily Average					
Total Emissions (lbs/year) ¹		1,528	3,425	136	130
Average Daily Emissions (lbs/day) ²		4.55	10.19	0.40	0.39
Significance Threshold (lbs/day)		54	54	82	54
Exceeds Significance Threshold?		No	No	No	No
Notes: lbs = pounds NO _x = oxides of nitrogen PM ₁₀ = particulate matter 10 microns in diameter PM _{2.5} = particulate matter 2.5 microns in diameter; ROG = reactive organic gases ¹ Totals may not add up due to rounding. Calculations use unrounded totals. ² Calculated by dividing the total pounds of emissions by the total number of nonoverlapping working days of construction (336 workdays). Source: CalEEMod Output (see Attachment A).					

As indicated in Table 5 and Table 6, under both Option A and Option B, the construction emissions from all construction activities are below the recommended thresholds of significance; therefore, the proposed project's construction would have less than significant impact related to emissions of ROG, NO_x, exhaust PM₁₀, and exhaust PM_{2.5}. As previously discussed, the proposed project would implement Standard Permit Condition AQ No. 1 for dust control BMPs recommended by the BAAQMD to reduce potential impacts related to fugitive dust emissions during project construction. Therefore, project construction would have a less than significant impact.

Operational Emissions

Operational Air Pollutant Emissions: ROG, NO_x, PM₁₀, and PM_{2.5}

Since the portion of roadway realignment does not generate air pollutants during operation, Option A and Option B would have the same operational air pollutant emissions. Operational emissions would include area, energy, and mobile sources. Area sources would include emissions from architectural coatings, consumer products, and landscape equipment. Energy sources include emissions from the combustion of natural gas for water and space heating. Mobile sources include exhaust and road dust emissions from the vehicles that would travel to and from the project site. Pollutants of concern include ROG, NO_x, PM₁₀, and PM_{2.5}.

Project operations were analyzed starting in 2025, the first calendar year following project construction. The major sources for operational emissions of ROG, NO_x, PM₁₀, and PM_{2.5} include motor vehicle traffic, use of natural gas, and the occasional repainting of buildings. The 12 existing residential buildings, along with seven storage buildings, carports, paving, and landscaping would be removed as part of the proposed project. Therefore, the emissions generated from the operation of the existing residences and structures were included in the analysis baseline to estimate the net change in emissions. Assumptions used to estimate operational emissions were consistent with those presented in the Transportation Analysis Report prepared by TJKM for the proposed project.⁸ Operational emissions of the respective pollutants were calculated using CalEEMod, Version 2020.4.0. For detailed assumptions used to estimate emissions, see Attachment A. Table 7 presents the net maximum daily emissions, while Table 8 shows the net annual emissions from project operations.

Table 7: Average Daily Operational Emissions

Emissions Source	Pounds per Day ¹			
	ROG	NO _x	PM ₁₀	PM _{2.5}
Area	2.75	0.04	0.16	0.16
Energy	0.01	0.12	0.01	0.01
Mobile (Motor Vehicles)	0.59	0.63	0.01	0.01
Maximum Daily Project Emissions	3.35	0.80	0.18	0.17
<i>Existing Maximum Daily Emissions</i>	<i>1.75</i>	<i>0.67</i>	<i>0.13</i>	<i>0.13</i>
Net Daily Project Emissions²	1.60	0.13	0.05	0.05
Thresholds of Significance	54	54	82	54
Exceeds Significance Threshold?	No	No	No	No
Notes: NO _x = nitrous oxides. PM ₁₀ = particulate matter 10 microns or less in diameter PM _{2.5} = particulate matter 2.5 microns or less in diameter ROG = reactive organic gases				

⁸ TJKM. 2022. 2323-2391 Moorpark Avenue Transportation Analysis Report. June.

Emissions Source	Pounds per Day ¹			
	ROG	NO _x	PM ₁₀	PM _{2.5}
¹ The highest daily project emissions occurred in the winter run for NO _x , PM ₁₀ , and PM _{2.5} . The highest maximum daily emissions are drawn from the summer and winter CalEEMod runs. ² Totals may not add up due to rounding. Calculations use unrounded results. Source: CalEEMod Output (see Attachment A).				

Table 8: Annual Operational Emissions

Emissions Source	Tons per Year			
	ROG	NO _x	PM ₁₀	PM _{2.5}
Area	0.5	0.01	0.03	0.03
Energy ¹	<0.01	0.02	<0.01	<0.01
Mobile (Motor Vehicles)	0.11	0.11	<0.01	<0.01
Project Annual Emissions	0.61	0.15	0.03	0.03
<i>Existing Annual Emissions</i>	<i>0.32</i>	<i>0.12</i>	<i>0.02</i>	<i>0.02</i>
Net Annual Project Emissions²	0.1	0.0	0.1	0.0
Thresholds of Significance	10	10	15	10
Exceeds Significance Threshold?	No	No	No	No
Notes: NO _x = oxides of nitrogen PM ₁₀ = particulate matter 10 microns or less in diameter PM _{2.5} = particulate matter 2.5 microns or less in diameter ROG = reactive organic gases ¹ Energy source emissions are displayed as zero due to the all-electric requirement for the proposed project. Energy source emissions shown here would otherwise consist of on-site combustion of natural gas for water and space heating. ² Totals may not add up due to rounding. Calculations use unrounded results. Source: CalEEMod Output (see Attachment A).				

As shown in Table 7 and Table 8, the proposed project would not result in operational air pollutants or precursors emissions that would exceed the BAAQMD's thresholds of significance. Therefore, the ongoing, long-term project operations would not have the potential to generate a significant quantity of air pollutants. Therefore, long-term operational impacts associated with criteria pollutant emissions generated by the proposed project would be less than significant.

Operational Carbon Monoxide Hotspot

The CO emissions from traffic generated by the proposed project are a concern at the local level. Congested intersections can result in high, localized concentrations of CO.

The BAAQMD recommends a screening analysis to determine whether a project has the potential to contribute to a CO hotspot. The screening criteria identify when site-specific CO dispersion modeling is necessary. The proposed project would result in a less than significant impact to air quality for local CO if the following screening criteria are met:

1. The proposed project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, RTP, and local congestion management agency plans; or
2. The project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour; or
3. The project traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway).

Based on the information provided in the Transportation Analysis Report prepared by TJKM,⁹ the existing VMT within the project area is 9.62 miles per trip per person and the proposed project VMT is 9.54 miles per trip per person. The City's threshold of significance is 10.12 miles per trip per person. Therefore, the proposed project would not have a VMT impact. However, a Local Transportation Analysis (LTA) was conducted to identify operational issues related to potential CO hot spots due to the proposed project. As indicated in the LTA prepared for the proposed project, the study intersections selected in consultation with City of San José staff, Turner Avenue at Moorpark Avenue and Central Way at Moorpark Avenue, operate within the City of San José standard of Level of Service (LOS) D or better during the AM and PM peak hours. The City's LOS standard refers to the measurement of vehicle traffic delay and congestion on the local roadway network. As discussed in the LTA, the proposed project would not have any adverse effects at the study intersection. In addition, as demonstrated in the TJKM Transportation Analysis Report, the proposed project would not generate any new daily trips in the AM and PM peak hours beyond what is currently experienced under existing conditions. Furthermore, the adjacent roadways are not located in an area where vertical or horizontal atmospheric mixing is substantially limited. Therefore, based on the above criteria, the proposed project would not exceed the CO screening criteria and would have a less than significant impact related to CO.

Impact AIR-3: Would the project expose sensitive receptors to substantial pollutant concentrations?

Less than significant impact with mitigation incorporated. The BAAQMD defines a sensitive receptor as the following: "Facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples include schools, hospitals, and residential areas." As specified by the BAAQMD, health risk and hazard impacts should be analyzed for sensitive receptors within a 1,000-foot radius of the project site.¹⁰ The closest existing sensitive receptors include the following:

⁹ TJKM. 2022. 2323-2391 Moorpark Avenue Transportation Analysis Report. June.

¹⁰ Bay Area Air Quality Management District (BAAQMD). 2017. California Environmental Quality Act Air Quality Guidelines.

- Single-family residences, immediately adjacent to the west and east project boundaries.
- Santa Clara Valley Medical Center, approximately 210 feet south of the project site.
- San José City College, approximately 775 feet east of the project site.

The proposed project would result in a potentially significant impact on sensitive receptors if any of the following three following criteria are met:

- **Criterion 1:** Construction of the proposed project would exceed the BAAQMD health risk significance thresholds.
- **Criterion 2:** Operation of the proposed project would exceed the BAAQMD health risk significance thresholds.
- **Criterion 3:** The proposed project result in a generation of TACs that would cause an exceedance of the BAAQMD cumulative health risk significance thresholds.
- **Criterion 4:** The proposed project would result in a CO hotspot.

Criterion 1: Project Construction Toxic Air Pollutants

An assessment was made of the potential health impacts on surrounding sensitive receptors resulting from TAC emissions during construction. The assessment is provided below, while Attachment A provides the detailed assumptions and modeling parameters.

Diesel particulate matter (DPM) has been identified by the ARB as a carcinogenic substance. Major sources of DPM include off-road construction equipment and heavy-duty delivery and vendor trucks and worker activities. For purposes of this analysis, DPM is represented as exhaust emissions of PM_{2.5}.

Estimation of Construction DPM Emissions

Construction DPM emissions were estimated using CalEEMod, Version 2020.4.0, as described under Impact AIR-2. Construction was assumed to begin in March 2024 and conclude in October 2025. Project construction emissions were assumed to be distributed over the project site with a working schedule of 8 hours per day, 5 days per week. Table 9 summarizes the emission rates of DPM emissions during construction of the proposed project and DPM emissions during construction of the proposed project with the application of MM AIR-1. As identified in the Health Risk Assessment (HRA) conducted below, DPM emissions generated by project construction would result in an exceedance of cancer risk thresholds and would require the implementation of MM AIR-1 to ensure impacts are less than significant. For the purpose of conservative analysis discussed above, the construction health risks of Moorpark realignment are also analyzed and the impacts are found to be insignificant and would not materially alter the construction health risks findings presented herein.

Table 9: Project DPM Construction Emissions

Scenario	On-site DPM—Area (tons/year)	Off-site DPM—Road Segments (tons/year) ¹	Total Local DPM Emissions (tons/year)
Option A			

Scenario	On-site DPM—Area (tons/year)	Off-site DPM—Road Segments (tons/year) ¹	Total Local DPM Emissions (tons/year)
Proposed Project	6.19E-02	1.18E-04	6.20E-02
Mitigated Project ²	4.64E-03	1.18E-04	4.75E-03
Option B			
Proposed Project (Unmitigated)	6.43E-02	1.19E-04	6.44E-02
Mitigated Project ²	4.91E-03	1.19E-04	5.03E-03
Notes:			
¹ The off-site emissions are adjusted to represent construction vehicle travel routes from within approximately 1,000 feet of the project site.			
² The emissions associated with the mitigated project displayed here incorporate the use of Tier 4 Final engines for all construction equipment rated for 25 horsepower or greater, as required with MM AIR-1.			
³ All values expressed here are in scientific notation. For example, 6.19E-02 equals 0.0619.			
Source: CalEEMod Output and Construction Health Risk Assessment Calculations; see Attachment A.			

To assess impacts to off-site sensitive receptors, the American Meteorological Society/EPA Regulatory Model (AERMOD) air dispersion model was used to estimate the DPM emission concentrations at nearby sensitive receptors within 1,000 feet of the project site.

Estimation of Cancer Risks

The BAAQMD has developed a set of guidelines for estimating cancer risks resulting from exposure to TACs.¹¹ These guidelines require the use of Hotspots Analysis and Reporting Program (HARP2) software to identify the cancer risk associated with DPM generated during construction activities.

Estimation of Non-Cancer Chronic Hazards

An evaluation of the potential non-cancer effects of chronic chemical exposures was also conducted. Adverse health effects are evaluated by comparing the annual receptor concentration of each chemical compound with the appropriate reference exposure limit. Available reference exposure limits promulgated by the California Office of Environmental Health Hazard Assessment (OEHHA) were considered in the assessment.

Risk characterization for non-cancer health hazards from TACs is expressed as a Hazard Index (HI). The HI is a ratio of the predicted concentration of the proposed project’s emissions to a concentration considered acceptable to public health professionals, termed the reference exposure limit. The HI assumes that chronic sub-threshold exposures adversely affect a specific organ or organ system (toxicological endpoint). For each discrete chemical exposure, target organs presented in regulatory guidance were used. Each chemical concentration or dose is divided by the appropriate toxicity Reference Exposure Level (REL) to calculate the HI. For compounds affecting the same toxicological

¹¹ Bay Area Air Quality Management District (BAAQMD). 2020. BAAQMD Health Risk Assessment Modeling Protocol. Website: https://www.baaqmd.gov/~media/files/ab617-community-health/facility-risk-reduction/documents/baaqmd_hra_modeling_protocol_august_2020-pdf.pdf?la=en. Accessed September 13, 2022.

endpoint, this ratio is summed. Where the total equals or exceeds 1, a health hazard is presumed to exist. For purposes of this assessment, the TAC of concern is DPM for which the OEHHA has defined a reference exposure limit for DPM of 5 micrograms per cubic meter ($\mu\text{g}/\text{m}^3$). The principal toxicological endpoint assumed in this assessment was through inhalation.

Table 10 summarizes the cancer risk and HI results for unmitigated project construction at the maximally impacted receptors (MIR), a single-family residence immediately adjacent to the east of the project site. As shown in Table 10, $\text{PM}_{2.5}$ exhaust emissions generated during unmitigated project construction would result in an incremental cancer risk of approximately 13.5 individuals per one million for Option A, and 14.0 individuals per one million for Option B, which exceed the BAAQMD’s significance threshold of 10 individuals per one million. Therefore, mitigation measures would be required to reduce this impact to less than significant.

Table 10: Unmitigated Estimated Cancer Risks and Chronic Non-Cancer Hazards

Cancer Risk Scenario	Cancer Risk (risk per million)	Chronic Non-Cancer Hazard Index ¹	TAC Concentration (from AERMOD) ²
Option A			
Resident MIR	13.5	<0.01	0.0393
Option B			
Resident MIR	14.0	<0.01	0.0408
Thresholds of Significance	10	1	0.3
Exceeds Individual Source Threshold?	Yes	No	No
Notes: $\mu\text{g}/\text{m}^3$ = micrograms per cubic meter AERMOD = American Meteorological Society/EPA Regulatory Model DPM = diesel particulate matter MIR = Maximally Impacted Sensitive Receptor MIR = Maximally Impacted Sensitive Receptor PM_{10} = particulate matter 10 microns in diameter $\text{PM}_{2.5}$ = particulate matter 2.5 microns in diameter REL = Reference Exposure Level TAC = toxic air contaminant ¹ Chronic non-cancer Hazard Index (HI) was estimated by dividing the annual DPM concentration (as $\text{PM}_{2.5}$ exhaust) by the REL of $5 \mu\text{g}/\text{m}^3$. ² TAC concentration taken from AERMOD is always at the MIR identified during the original construction air dispersion model (a single-family residence immediately adjacent to the east of the project site). Emissions Source: Attachment A. Thresholds Source: Bay Area Air Quality Management District (BAAQMD). 2017. California Environmental Quality Act Air Quality Guidelines. May.			

As shown in Table 10, project construction would result in DPM emissions that exceed the BAAQMD cancer risk threshold for a residential receiver. As such, the proposed project would be required to implement MM AIR-1, which would require the use of Tier 4 Final engines for all construction equipment equal to or greater than 25 horsepower. As shown in Table 11 below, the implementation of MM AIR-1

would ensure that construction DPM emissions generated by the proposed project would not result in an exceedance of BAAQMD cancer risk and chronic non-cancer HI thresholds. With the implementation of MM AIR-1, project construction would result in an approximately 94 percent reduction in on-site PM_{2.5} exhaust emissions. As such, this impact would be less than significant with implementation of MM AIR-1.

Table 11: Mitigated Cancer Risks and Chronic Non-Cancer Hazards (MM AIR-1)

Cancer Risk Scenario ¹	Cancer Risk (risk per million)	Chronic Non-Cancer Hazard Index ²	TAC Concentration (from AERMOD) ³
Option A			
Resident MIR	1.06	<0.01	<0.01
Option B			
Resident MIR	1.10	<0.01	<0.01
Thresholds of Significance	10	1	0.3
Exceeds Individual Source Threshold?	No	No	No
Notes: µg/m ³ = micrograms per cubic meter AERMOD = American Meteorological Society/EPA Regulatory Model DPM = diesel particulate matter MIR = Maximally Impacted Sensitive Receptor PM _{2.5} = particulate matter 2.5 microns in diameter REL = Reference Exposure Level SJCC = San José City College TAC = toxic air contaminant ¹ The mitigated project construction cancer risk and chronic non-cancer hazard estimates shown here incorporate the use of Tier 4 Final engines for all construction equipment rated for 25 horsepower or greater, as required with MM AIR-2. ² Chronic non-cancer Hazard Index (HI) was estimated by dividing the annual DPM concentration (as PM _{2.5} exhaust) by the REL of 5 µg/m ³ . ³ TAC concentration taken from AERMOD is always at the MIR identified during the original construction air dispersion model (a single-family residence immediately adjacent to the east of the project site). ⁴ The emissions associated with the mitigated project displayed here incorporate the use of Tier 4 Final engines for all construction equipment rated for 25 horsepower or greater, as required with MM AIR-1. Emissions Source: Attachment A. Thresholds Source: Bay Area Air Quality Management District (BAAQMD). 2017. California Environmental Quality Act Air Quality Guidelines. May.			

As noted in Table 11, the proposed project’s construction emissions would not exceed any applicable BAAQMD significance threshold after incorporating MM AIR-1. Therefore, project construction would not result in significant health impacts to nearby sensitive receptors with incorporation of the identified mitigation.

Criterion 2: Project-Specific Operational Toxic Air Pollutants

The proposed project is a residential project and would not have on-site sources of TACs during operation. As mentioned previously, the proposed project is not expected to generate any new daily trips in the AM and PM peak hours beyond what is currently experienced under existing conditions. Thus, the

proposed project would not generate a significant amount of DPM emissions during operation and would not result in significant health impacts to nearby sensitive receptors during operation.

Criterion 3: Cumulative Health Risk Assessment

The BAAQMD recommends assessing the potential cumulative impacts from sources of TACs within 1,000 feet of a project. As a result, a cumulative HRA was performed that examined the cumulative impacts of the proposed project’s construction emissions and sources of TAC emissions within 1,000 feet of the project site. As previously discussed, the MIR was determined to be a single-family residence located immediately adjacent to the east of the project site.

- **Health Risks for Local Roadways.** The BAAQMD pre-calculated concentrations and the associated potential cancer risks and PM_{2.5} concentration increases for each county within their jurisdiction for roadways that carry at least 30,000 average daily trips. For certain areas, the BAAQMD also included local roadways that meet BAAQMD’s “major roadway” criteria of 10,000 vehicles or 1,000 trucks per day. The latest available screening tool is in the form of a Geographic Information System (GIS) raster file.
- **Freeway Screening Analysis Tool.** The BAAQMD prepared a GIS tool that contains pre-estimated cancer risk and PM_{2.5} concentration increases for highways within the Bay Area. The closest freeways to the project site are Interstate-280 approximately 50-feet north of the project site and Highway 17 approximately 1,275 feet west of the project site.
- **Stationary Source Risk and Hazard Screening Tools.** The BAAQMD prepared a GIS tool¹² with the location of permitted stationary sources. For each emissions source, the BAAQMD provides conservative estimates of cancer risk and PM_{2.5} concentrations. Based on information from the GIS tool, no BAAQMD-permitted stationary sources exist within 1,000 feet of the project site.
- **Rail Screening Tools.** The BAAQMD prepared GIS tools that contain estimated cancer risks and PM_{2.5} concentrations from railroad operations at any point within the Air Basin. The closest railroad to the project site is an Amtrak line approximately 4,900 feet southeast of the project site.

The cumulative health risk results during project construction, including health risks from the existing stationary sources, are summarized in Table 12 and Table 13 for Option A and Option B, respectively.

Table 12: Summary of the Cumulative Health Impacts at the MIR during Construction of Project Option A

Source	Source Name/Type	Distance from MIR ¹ (feet)	Cancer Risk (per million)	Chronic Hazard Index	Maximum Annual PM _{2.5} Concentration (µg/m ³)
Project Option A					

¹² Bay Area Air Quality Management District (BAAQMD). 2022. Permitted Stationary Sources Risk and Hazards. Website: <https://baaqmd.maps.arcgis.com/apps/webappviewer/index.html?id=845658c19eae4594b9f4b805fb9d89a3>. Accessed September 13, 2022.

Source	Source Name/Type	Distance from MIR ¹ (feet)	Cancer Risk (per million)	Chronic Hazard Index	Maximum Annual PM _{2.5} Concentration (µg/m ³)
Mitigated Construction ²	Diesel Construction Equipment	10	1.06	<0.01	<0.01
Existing Roadways					
Existing Local Roadways		10	5.06	N/A	0.11
Existing Highways					
Existing Highways		50	41.53	N/A	1.17
Existing Rail					
Existing Railways		4,900	2.74	N/A	<0.01
Cumulative Health Risks					
Cumulative Total with <u>Mitigated</u> Project Construction			50.39	<0.01	1.29
BAAQMD Cumulative Thresholds of Significance			100	10	0.8
Threshold Exceedance?			No	No	Yes
Notes: MIR = Maximally Impacted Sensitive Receptor µg/m ³ = micrograms per cubic meter N/A = no data available ¹ The MIR is a single-family residence immediately adjacent to the east of the project site. ² The mitigated project construction cancer risk and chronic non-cancer hazard estimates shown here incorporate the use of Tier 4 Final engines for all construction equipment rated for 25 horsepower or greater, as required with MM AIR-2. Source: Attachment A.					

Table 13: Summary of the Cumulative Health Impacts at the MIR during Construction for Project Option B

Source	Source Name/Type	Distance from MIR ¹ (feet)	Cancer Risk (per million)	Chronic Hazard Index	Maximum Annual PM _{2.5} Concentration (µg/m ³)
Project Option B					
Mitigated Construction ²	Diesel Construction Equipment	10	1.10	<0.01	<0.01
Existing Roadways					
Existing Local Roadways		10	5.06	N/A	0.11
Existing Highways					
Existing Highways		50	41.53	N/A	1.17
Existing Rail					

Source	Source Name/Type	Distance from MIR ¹ (feet)	Cancer Risk (per million)	Chronic Hazard Index	Maximum Annual PM _{2.5} Concentration (µg/m ³)
Existing Railways		4,900	2.74	N/A	<0.01
Cumulative Health Risks					
Cumulative Total with <u>Mitigated</u> Project Construction			50.43	<0.01	1.29
BAAQMD Cumulative Thresholds of Significance			100	10	0.8
Threshold Exceedance?			No	No	Yes
Notes: MIR = Maximally Impacted Sensitive Receptor µg/m ³ = micrograms per cubic meter N/A = no data available ¹ The MIR is a single-family residence immediately adjacent to the east of the project site. ² The mitigated project construction cancer risk and chronic non-cancer hazard estimates shown here incorporate the use of Tier 4 Final engines for all construction equipment rated for 25 horsepower or greater, as required with MM AIR-2. Source: Attachment A.					

As noted in Table 12 and Table 13, the cumulative impacts from mitigated project construction and existing sources of TACs would be less than the BAAQMD cumulative thresholds of significance for cancer risk and non-cancer chronic hazard; however, mitigated project construction and existing sources of TACs would exceed the BAAQMD cumulative threshold of significance for annual PM_{2.5} concentrations of 0.8 µg/m³, ultimately resulting in a community annual PM_{2.5} concentration of 1.29 µg/m³. Nonetheless, as shown in Table 12 and Table 13, the proposed project’s contribution to that exceedance in community annual PM_{2.5} concentration constitutes an estimated 0.01 µg/m³. As such, without implementation of the proposed project, the area would otherwise experience an annual PM_{2.5} concentration of 1.28 µg/m³, which is currently above the BAAQMD’s threshold of 0.8 µg/m³. Therefore, because the proposed project would be implementing mitigation sufficient to reduce the proposed project’s health risk impacts to below the BAAQMD’s single-source thresholds and the annual PM_{2.5} concentration would exceed BAAQMD thresholds without implementation of the proposed project, the proposed project would not be cumulatively considerable or result in a significant cumulative health risk impact.

Criterion 4: CO Hotspot

As discussed under Impact AIR-2, project operational CO hotspot impact would be less than significant.

The Project as a Receptor

The proposed project would locate new sensitive receptors (residents) that could be subject to existing sources of TACs at the project site. However, the California Supreme Court concluded in *California Building Industry Association v. BAAQMD* that agencies generally subject to CEQA are not required to analyze the impact of existing environmental conditions on a project’s future users or residents. Although impacts from existing sources of TAC emissions on sensitive receptors on the project site are not subject to CEQA, Policy

MS-11.1 of the City of San José General Plan requires the completion of an analysis of cumulative TAC sources for new sensitive land uses, such as new residential developments, and to incorporate effective mitigation into project designs to avoid significant risks to health and safety.¹³

To determine the necessity of measures beyond those already required for the proposed project through compliance with regulations, the BAAQMD screening analysis was applied at the project site to evaluate whether existing TACs that could adversely affect individuals living within the proposed project. The BAAQMD-provided tools for use in screening potential sources of TACs identified for use in the project construction cumulative assessment were also used for this purpose.

Table 14 summarizes the cumulative health impacts at the project site at project buildout.

Table 14: Summary of the Cumulative Health Impacts at the Project Site

Source	Source Name/Type	Distance from Project Site (feet)	Cancer Risk (per million)	Chronic Hazard Index	Maximum Annual PM _{2.5} Concentration (µg/m ³)
Existing Roadways²					
Existing Local Roadways		10	5.30	N/A	0.11
Existing Highways³					
Existing Highways		50	70.48	N/A	1.82
Existing Rail⁴					
Existing Railways		4,900	2.74	N/A	<0.01
Cumulative Health Risks					
Cumulative Total			78.52	N/A	1.93
BAAQMD Cumulative Thresholds of Significance			100	10	0.8
Threshold Exceedance?			No	No	Yes
Notes: µg/m ³ = micrograms per cubic meter BAAQMD = Bay Area Air Quality Management District N/A = no data available PM _{2.5} = particulate matter 2.5 microns in diameter ¹ Assumes emissions remain constant with time. ² Greatest value for cancer risk and annual PM _{2.5} concentrations on-site was found at coordinates 37°18'58.46"N, 121°56'3.65"W. ³ Greatest value for cancer risk and annual PM _{2.5} concentrations on-site was found at coordinates 37°19'1.12"N, 121°56'7.98"W. ⁴ Greatest value for cancer risk on-site was found at coordinates 37°19'0.50"N, 121°56'4.35"W, and the greatest value for annual PM _{2.5} concentrations on-site was found at coordinates 37°18'59.46"N, 121°56'3.67"W. Source: Attachment A.					

¹³ City of San José. Amended in 2022. Envision San José 2040 General Plan.

As shown in Table 14, the cumulative health impacts to the future on-site residents from existing TAC emission sources located within 1,000 feet of the project site would exceed the BAAQMD's cumulative significance threshold for annual PM_{2.5} concentration. As a result, COA AIR-1 is recommended to ensure that future on-site residents are not exposed to unacceptable annual PM_{2.5} concentrations. COA AIR-1 would be required to demonstrate project compliance with Policy MS-11.1 of the City of San José General Plan and to ensure that the future residences be equipped with heating, ventilation, and air conditioning (HVAC) units with a Minimum Efficiency Reporting Value (MERV) of at least 13, which is also required for new low-rise residential developments under Title 24, Part 6, Subchapter 7, Section 150.0(m)12.C. As specified by Title 24, Part 6, Subchapter 7, Section 150.0(m)12.C, the required filtration system for the proposed project would need to demonstrate at least an 85 percent reduction in particulates originating from outdoors ranging from 1.0 to 3.0 microns per cubic meter ($\mu\text{g}/\text{m}^3$). Assuming an 85 percent reduction in the annual PM_{2.5} concentration presented in Table 14, the application of a MERV 13 or better air filtration system would result in an indoor annual PM_{2.5} concentration of an estimated 0.29 $\mu\text{g}/\text{m}^3$.

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

Less than significant impact. As stated in the BAAQMD 2017 Air Quality Guidelines, odors are generally regarded as an annoyance rather than a health hazard. The ability to detect odors varies considerably among the populations and is subjective. The BAAQMD does not have a recommended odor threshold for construction activities. However, the BAAQMD recommends operational screening criteria based on the distance between receptors and types of sources known to generate odors.

The type of uses that are considered to have objectionable odors include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. Three such facilities, operated by San José Water Company, were identified within the 1- and 2-mile odor screening distances for wastewater and pumping facilities. Nonetheless, public records retrieved from the BAAQMD show that no odor complaints were filed for these locations between January 1, 2018, and the time at which this analysis was prepared. Moreover, as the proposed project (both under Project Option A and Project Option B) is residential development project, it is not anticipated to generate objectionable odors that may affect many people. Therefore, this impact would be less than significant.

Impact AIR-1

Project construction activity and operation of construction equipment would generate exhaust and DPM emissions that would result in potentially significant health risk impacts, which would not be consistent with the AQP Criterion 1. Moreover, construction DPM emissions generated during unmitigated project construction would result in an incremental cancer risk of approximately 13.5 in one million, which would exceed the 10 in one million threshold set by the BAAQMD and require mitigation.

Standard Permit Conditions

- AQ No. 1** The following measures shall be implemented during all phases of construction to control dust and exhaust at the project site:
- Water active construction areas at least twice daily or as often as needed to control dust emissions.
 - Cover trucks hauling soil, sand, and other loose materials and/or ensure that all trucks hauling such materials maintain at least 2 feet of freeboard.
 - Remove visible mud or dirt trackout onto adjacent public roads using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
 - Enclose, cover, water twice daily or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.).
 - Pave new or improved roadways, driveways, and sidewalks as soon as possible.
 - Lay building pads as soon as possible after grading unless seeding or soil binders are used.
 - Replant vegetation in disturbed areas as quickly as possible.
 - Install sandbags or other erosion control measures to prevent silt runoff to public roadways.
 - Minimize idling times either by shutting off equipment when not in use, or reducing the maximum idling time to 5 minutes (as required by the California Airborne Toxics Control Measure, Title 13, Section 2485 of the California Code of Regulations [CCR]). Provide clear signage for construction workers at all access points.
 - Maintain and properly tune construction equipment in accordance with manufacturer's specifications. Check all equipment by a certified mechanic and record a determination of "running in proper condition" prior to operation.
 - Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints.

Conditions of Approval

COA AIR-1 Implement Indoor PM_{2.5} Reduction Measures

To demonstrate compliance with Policy MS-11.1 of the San José General Plan, the project applicant shall provide the City with documentation, prior to the issuance of certificates of occupancy, demonstrating that the project has installed indoor air filtration systems with a Minimum Efficiency Reporting Value (MERV) of 13 or better, as required under Title 24, Part 6, Subchapter 7, Section 150.0(m)12.C, to ensure that future residents do not experience a cumulative cancer risk exceeding 100 in one million or concentrations of PM_{2.5} greater than 0.8 µg/m³.

To ensure long-term maintenance and replacement of the MERV filters in the individual units, the following shall occur:

- Developer, sale, and/or rental representative shall provide notification to all affected tenants/residents of the potential health risk for affected units.
- For rental units, the owner/property manager shall maintain and replace MERV filters in accordance with the manufacturer's recommendations. The property owner shall inform renters of increased risk of exposure to toxic air contaminants when windows are open.
- For residential owned units, the Homeowner's Association (HOA) shall incorporate requirements for long-term maintenance in the Covenant Conditions and Restrictions and inform homeowners of their responsibility to maintain the MERV filter in accordance with the manufacturer's recommendations. The HOA shall inform homeowners of increased risk of exposure to toxic air contaminants when windows are open.

Mitigation Measures

MM AIR-1 Prior to issuance of any demolition, grading permits, and/or building permits (whichever occurs earliest), the project applicant shall prepare and submit a construction operations plan that includes specifications of the equipment to be used during construction to the Director of Planning, Building and Code Enforcement or the Director's Designee. The plan shall be accompanied by a letter signed by a qualified air quality specialist, verifying that the equipment included in the plan meets the standards set forth below.

- For all construction equipment larger than 25 horsepower operating on the site for more than two days continuously or 20 total hours, shall, at a minimum meet U.S. EPA Tier 4 Final emission standards.
- If Tier 4 Final equipment is not available, all construction equipment larger than 25 horsepower used at the site for more than two continuous days or 20 hours total shall meet U.S. EPA emission standards for Tier 3 engines and include particulate matter emissions control equivalent to ARB Level 3 verifiable diesel emission control devices that altogether achieve an 85 percent reduction in particulate matter exhaust and 40 percent reduction in NO_x in comparison to uncontrolled equipment.

The project applicant shall submit a construction operations plan prepared by the construction contractor that outlines how the contractor will achieve the measures outlined in this mitigation measure. The plan shall be submitted to the Director of Planning, Building and Code Enforcement or the Director's designee for review and approval prior to the issuance of any demolition, grading and/or building permits (whichever occurs earliest). The plan shall include, but not be limited to the following:

- List of activities and estimated timing.
- Equipment that would be used for each activity.
- Manufacturer's specifications for each equipment that provides the emissions level; or the manufacturer's specifications for devices that would be added to each piece of equipment to ensure the emissions level meet the thresholds in the mitigation measure.

- How the construction contractor will ensure that the measures listed are monitored.
- How the construction contractor will remedy any exceedance of the thresholds.
- How often and the method the construction contractor will use to report compliance with this mitigation measure.

GREENHOUSE GAS EMISSIONS IMPACT ANALYSIS

According to CEQA Guidelines Appendix G, to determine whether impacts related to GHG emissions are significant environmental effects, the following questions are analyzed and evaluated.

Would the project result in:

Impact GHG-1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than significant impact. Both construction and operational activities have the potential to generate GHG emissions. The proposed project would generate GHG emissions during temporary (short-term) construction activities such as demolition, site preparation, grading, building construction, paving, and architectural coating activities; running of construction equipment engines including movement of on-site heavy-duty construction vehicles; hauling materials to and from the project site; asphalt paving; coating and construction worker motor vehicle trips.

Long-term, operational GHG emissions would result from project-generated vehicular traffic, on-site combustion of natural gas, operation of any landscaping equipment, off-site generation of electrical power over the life of the proposed project, the energy required to convey water to and wastewater from the project site, and the emissions associated with the hauling and disposal of solid waste from the project site.

The City chooses to utilize BAAQMD's advisory recommendations contained in their recently adopted GHG significance thresholds for land use development projects.¹⁴ The BAAQMD's 2022 significance thresholds for land use projects are listed below. If a land use development project cannot demonstrate consistency with Criterion A or Criterion B, that project would result in a potentially significant impact related to GHG emissions.

- A. Projects must be consistent with a local GHG reduction strategy that meets the criteria under State CEQA Guidelines Section 15183.5(b), or
- B. Projects must include, at a minimum, the following project design elements.
 - a. Buildings:
 - i. The project will not include natural gas appliances or natural gas plumbing (in both residential and nonresidential development).

¹⁴ Bay Area Air Quality Management District (BAAQMD). 2022. Justification Report: CEQA Thresholds for Evaluating the Significance of Climate Impacts from Land Use Projects and Plans. April.

- ii. The project will not result in any wasteful, inefficient, or unnecessary energy usage as determined by the analysis required under CEQA Section 21100(b)(3) and Section 15126.2(b) of the State CEQA Guidelines.
- b. Transportation:
- i. Achieve compliance with electric vehicle (EV) requirements in the most recently adopted version of CALGreen Tier 2.
 - ii. Achieve a reduction in project-generated VMT below the regional average consistent with the current version of the California Climate Change Scoping Plan (currently 15 percent) or meet a locally adopted SB 743 VMT target, reflecting the recommendations provided in the Governor’s Office of Planning and Research’s Technical Advisory on Evaluating Transportation Impacts in CEQA:
 1. Residential projects: 15 percent below the existing VMT per capita.
 2. Office projects: 15 percent below the existing VMT per employee.
 3. Retail projects: no net increase in existing VMT.

The City adopted its 2030 GHG Reduction Strategy (GHGRS) in August 2020. The 2030 GHGRS builds on the City’s General Plan and Climate Smart San Jose and strives to advance urban sustainability. The 2030 GHGRS serves as a Qualified Climate Action Plan for purposes of tiering and streamlining under CEQA.¹⁵ To determine significance for this impact, the proposed project is evaluated based on BAAQMD Criterion A—the consistency with the 2030 GHGRS. Table 15 shows that the proposed project is consistent with all the applicable measures in 2030 GHGRS, therefore, the proposed project’s GHG impacts would be less than significant. The following GHG emissions during project construction and operation are provided for informational purposes.

Project Construction

The proposed project would emit GHG emissions during construction from the off-road equipment, worker vehicles, vendor trucks, and haul trucks. Attachment A includes detailed construction assumptions used in estimating the construction GHG emissions. Currently, the BAAQMD does not provide a construction-related GHG generation threshold but recommends that construction-generated GHGs be quantified and disclosed. Table 15 and Table 16 present the total GHG emissions generated during all construction activities for Option A and Option B, respectively.

Table 15: Option A Construction Greenhouse Gas Emissions

Construction Phase	Year	MT CO ₂ e per year
Demolition	2024	34
Site Preparation	2024	2
Grading	2024	4

¹⁵ City of San Jose. 2020. Greenhouse Gas Reduction Strategy. Website: <https://www.sanjoseca.gov/your-government/department-directory/planning-building-code-enforcement/planning-division/environmental-planning/greenhouse-gas-reduction-strategy>. Assessed October 18, 2022.

Construction Phase	Year	MT CO ₂ e per year
Building Construction	2024	166
	2025	74
Paving	2025	6
Architectural Coating	2025	16
Total Construction Emissions		359
Emissions Amortized Over 30 Years¹		12
Notes: MT CO ₂ e = metric tons of carbon dioxide equivalent ¹ Construction GHG emissions are amortized over the 30-year lifetime of the proposed project. Source: CalEEMod Output (Attachment A).		

Table 16: Option B Construction Greenhouse Gas Emissions

Construction Phase	Year	MT CO ₂ e per year
Realignment of Moorpark Avenue	2024	11
Demolition	2024	34
Site Preparation	2024	2
Grading	2024	4
Building Construction	2024	166
	2025	74
Paving	2025	6
Architectural Coating	2025	16
Total Construction Emissions		370
Emissions Amortized Over 30 Years¹		12
Notes: MT CO ₂ e = metric tons of carbon dioxide equivalent ¹ Construction GHG emissions are amortized over the 30-year lifetime of the proposed project. Source: CalEEMod Output (Attachment A).		

As discussed above, neither the City of San José nor BAAQMD have an adopted threshold of significance for construction-related GHG emissions. Because construction would be temporary and would not result in a permanent increase in emissions, the proposed project would not interfere with the implementation of AB 32 or SB 32. For buildings in general, it is reasonable to look at a 30-year time frame, since this is a typical interval before a new building requires the first major renovation.¹⁶ Therefore, this analysis

¹⁶ International Energy Agency (IEA). 2008, July. Energy Efficiency Requirements in Building Codes, Energy Efficiency Policies for New Buildings.

includes construction emissions amortized over the anticipated life of the proposed project (30 years). The total amortized emissions generated during construction were added to the operational emissions to determine the total emissions from the proposed project. Finally, the net change in GHG emissions was determined by subtracting the GHG emissions from the proposed project's GHG emissions from the existing site operations. As presented in Table 15 and Table 16, project construction emissions were estimated to be 359 MT CO₂e under Option A and 370 MT CO₂e under Option B. When amortized over 30 years, construction emissions equal 12 MT CO₂e per year for both Option A and Option B.

Project Operation

Since the portion of roadway realignment does not generate any GHG emissions during operation, Option A and Option B would have the same operational GHG emissions. Operational or long-term emissions occur over the life of a project. The major sources for operational GHG emissions include:

- **Motor Vehicles:** These emissions refer to GHG emissions contained in the exhaust from the cars and trucks that would travel to and from the project site. Vehicle trips associated with project operations would primarily include residents and visitors traveling to and from the project site. Trip generation rates used in estimating mobile source emissions were consistent with those presented in the Transportation Analysis Report prepared for the proposed project by TJKM.¹⁷
- **Natural Gas:** These emissions refer to the GHG emissions that occur when natural gas is burned on the project site; however, in accordance with City Ordinance 30311, the proposed project would be constructed to be all-electric, resulting in zero emissions from natural gas consumption.
- **Indirect Electricity:** These emissions refer to those generated by off-site power plants to supply the electricity required for the proposed project. The proposed project would be required to incorporate rooftop solar; however, according to the calculations presented in Title 24, Part 6, Subchapter 8 of the 2019 California Building Code and contained in Attachment A of this analysis, the required solar system would not satisfy 100 percent of the proposed project's electricity demand. Both PG&E and San José Clean Energy are potential electricity suppliers to the proposed project for the electricity that is not covered by the required solar system. PG&E was chosen as the utility providing electricity and natural gas service to the proposed project as a conservative estimate. GHG emissions from energy consumption were calculated using PG&E's energy intensity factors for CO₂, N₂O, and CH₄.
- **Water Transport:** These emissions refer to those generated by the electricity required to transport and treat the water to be used on the project site.
- **Waste:** These emissions refer to the GHG emissions produced by decomposing waste generated by the proposed project.

¹⁷ TJKM. 2021. 2323-2391 Moorpark Avenue Draft Transportation Analysis Report. May 11.

Attachment A provides a more detailed description of the assumptions used to estimate project-generated GHG emissions as well as detailed modeling results. Table 17 shows the operational GHG emissions by source including the amortized construction emissions.

Table 17: Operational Greenhouse Gas Emissions

Emission Source	Year 2025 Total Emissions (MT CO ₂ e per year)
Area	5
Energy	41
Mobile (Vehicles)	201
Waste	13
Water	8
Amortized Construction Emissions ¹	12
Annual Project Emissions²	280
<i>Existing Annual Emissions</i>	218
Net Annual Project Emissions	62
Notes: MT CO ₂ e = metric tons of carbon dioxide equivalent ¹ Construction GHG emissions are amortized over the 30-year lifetime of the project. ² All operational emissions were taken from the Mitigated CalEEMod model results to account for BAAQMD and City requirements. Source: CalEEMod Output (Appendix A).	

As discussed, Table 18 shows that the proposed project is consistent with BAAQMD GHG Threshold Criterion A—consistency with local GHG reduction strategy. Therefore, the proposed project’s impacts related to GHG emissions would be less than significant.

Impact GHG-2: Would the project conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?

Less than significant impact. Significance for this impact is determined by project consistency with the City’s 2030 GHGRS and the ARB’s 2017 Climate Change Scoping Plan Update.

City of San José Greenhouse Gas Reduction Strategy

The City of San José 2030 GHGRS was adopted in August 2020 and is included in Appendix A. The City’s 2030 GHGRS includes GHG reduction measures applicable to all development projects in the City of San José. These GHG reduction measures aim to improve energy efficiency and conservation, increase the amount of renewable energy produced in the City, reduce water-related greenhouse gas emissions, decrease the amount of waste sent to landfills, reduce vehicle trips, and promote bicycling, walking, and public transit. Compliance with the 2030 GHGRS is determined using the Development Compliance

Checklist provided as part of the GHGRS. For residential projects, the applicable parts of the Development Compliance Checklist are parts 1 and 2 of Table B, reproduced below in Table 18.

Table 18: Consistency with GHG Reduction Strategy: Development Compliance Checklist

Development Compliance Checklist Item	Project Consistency
<p>Renewable Energy Development.</p> <ol style="list-style-type: none"> 1. Install solar panels, solar hot water, or other clean energy power generation sources on development sites, or 2. Participate in community solar programs to support development of renewable energy in the community, or 3. Participate in San José Clean Energy at the Total Green level (i.e., 100 percent carbon-free electricity) for electricity accounts associated with the proposed project. 	<p>Compliant. The proposed project would include rooftop solar panels. As a low-rise residential development, the proposed project would be required to comply with the standards contained in the 2019 California Building Code, Title 24, Part 6, Subchapter 8, which includes rooftop solar panels. Therefore, the proposed project would be compliant with this checklist item.</p>
<p>Building Retrofits–Natural Gas.</p> <p>This strategy only applies to projects that include a retrofit of an existing building. If the proposed project does not include a retrofit, select “Not Applicable” in the Project Conformance column.</p> <ol style="list-style-type: none"> 1. Replace an existing natural gas appliance with an electric alternative (e.g., space heater, water heater, clothes dryer), or 2. Replace an existing natural gas appliance with a high-efficiency model. 	<p>Not applicable. The proposed project would involve the new development of residences and would not constitute a renovation.</p>
<p>Zero Waste Goal.</p> <ol style="list-style-type: none"> 1. Provide space for organic waste (e.g., food scraps, yard waste) collection containers, and/or 2. Exceed the City’s construction and demolition waste diversion requirement. 	<p>Compliant. The proposed project would include a dedicated space for waste receptacles on-site to provide space for organic waste. Moreover, the proposed project would be required to divert at least 65 percent of waste generated during construction and demolition activities, in compliance with SB 1374 and CALGreen Sections 4.408, 5.408, 301.1.1, and 301.3.</p>
<p>Caltrain Modernization.</p> <ol style="list-style-type: none"> 1. For projects located within 0.5 mile of a Caltrain station, establish a program through which to provide project tenants and/or residents with free or reduced Caltrain passes, or 2. Develop a program that provides project tenants and/or residents with options to reduce their VMT (e.g., a Transportation Demand Management [TDM] program), which could include transit passes, bike lockers and showers, or other strategies to reduce project-related VMT. 	<p>Compliant. The proposed project would include 11 bicycle parking spaces, which would encourage the use of alternative modes of transportation such as bicycles. Moreover, several bus stops are located within a short walking distance of the site, including the Ginger and Middle stop, located 0.18 mile south of the project site; the Moorpark and Thornton stop, located 0.20 mile west of the project site; and the Bascom and Renova stop, located 0.25 mile southeast of the project site. The proposed project’s proximity to public transportation stations further supports the future use of public transportation systems and reducing VMT in privately owned vehicles. However, none of the public transportation stations near the proposed project are</p>

Development Compliance Checklist Item	Project Consistency
	Caltrain stations. As such, the proposed project would be compliant with this checklist item.
<p>Water Conservation.</p> <ol style="list-style-type: none"> 1. Install high-efficiency appliances/fixtures to reduce water use, and/or include water-sensitive landscape design, and/or 2. Provide access to reclaimed water for outdoor water use on the project site. 	<p>Compliant. The proposed project would include the installation of bioretention areas for stormwater. The bioretention areas reduce the level of treatment required for stormwater runoff from the site and provide for improved on-site irrigation of the landscaping, thereby reducing water consumption.</p>
<p>Source: City of San José GHG Reduction Strategy Attachment A: Development Compliance Checklist. 2020. Website: https://www.sanjoseca.gov/your-government/department-directory/planning-building-code-enforcement/planning-division/environmental-planning/greenhouse-gas-reduction-strategy. Accessed September 13, 2022.</p>	

SB 32 2017 Scoping Plan Update

The proposed project is evaluated here for its consistency with the ARB-adopted 2017 Climate Change Scoping Plan Update. The 2017 Climate Change Scoping Plan Update addressing the SB 32 targets was adopted on December 14, 2017.¹⁸ Table 19 provides an analysis of the proposed project’s consistency with the 2017 Scoping Plan Update measures. As shown therein, none of the measures applies to the proposed project.

Table 19: Consistency with SB 32 2017 Scoping Plan Update

2017 Scoping Plan Update Reduction Measure	Project Consistency
<p>SB 350: 50 Percent Renewable Mandate. Utilities subject to the legislation will be required to increase their renewable energy mix from 33 percent in 2020 to 50 percent in 2030.</p>	<p>Not applicable. This measure would apply to utilities and not to individual development projects. The proposed project would, however, purchase electricity from a utility provider subject to the SB 350 and SB 100 renewable portfolio standard (RPS) requirements for any operational electricity demand that is not satisfied with the required solar system.</p>
<p>SB 350: Double Building Energy Efficiency by 2030. This is equivalent to a 20 percent reduction from 2014 building energy usage compared to current projected 2030 levels.</p>	<p>Not applicable. This measure applies to existing buildings. The proposed project would involve new development and remodeling that would meet the latest applicable building code standards.</p>
<p>Low Carbon Fuel Standard. This measure requires fuel providers to meet an 18 percent reduction in carbon content by 2030.</p>	<p>Not applicable. This is a Statewide measure that cannot be implemented by a Project Applicant or lead agency. However, vehicles accessing the proposed building at the project site would benefit from the standards.</p>
<p>Mobile Source Strategy (Cleaner Technology and Fuels Scenario). Vehicle manufacturers will be required to meet existing regulations mandated by the</p>	<p>Not applicable. This measure is not applicable to the proposed project; however, vehicles accessing the</p>

¹⁸ California Air Resource Board (ARB). 2017. California’s 2017 Climate Change Scoping Plan. November.

2017 Scoping Plan Update Reduction Measure	Project Consistency
LEV III and Heavy-Duty Vehicle programs. The strategy includes a goal of having 4.2 million Zero Emission Vehicles (ZEVs) on the road by 2030 and increasing numbers of ZEV trucks and buses.	building at the project site would benefit from the increased availability of cleaner technology and fuels.
Sustainable Freight Action Plan. The plan’s target is to improve freight system efficiency 25 percent by increasing the value of goods and services produced from the freight sector, relative to the amount of carbon that it produces by 2030. This would be achieved by deploying over 100,000 freight vehicles and equipment capable of zero emission operation and maximize near-zero emission freight vehicles and equipment powered by renewable energy by 2030.	Not applicable. The proposed project is a residential development that would not support freight operations.
Short-lived Climate Pollutant Reduction Strategy. The strategy requires the reduction of Short-lived Climate Pollutant Reduction Strategy (SLCP) by 40 percent from 2013 levels by 2030 and the reduction of black carbon by 50 percent from 2013 levels by 2030.	Not applicable. The proposed project would not include major sources of black carbon. In compliance with BAAQMD Regulation 6, Rule 3, ¹ the proposed project would not include installing any woodstoves or fireplaces.
SB 375 Sustainable Communities Strategies. Requires Regional Transportation Plans to include an SCS for reduction of per capita Vehicle Miles Traveled (VMT).	Not applicable. The proposed project does not include the development of an RTP.
Post 2020 Cap-and-Trade Program. The Post 2020 Cap-and-Trade Program continues the existing program for another 10 years. The Cap-and-Trade Program applies to large industrial sources such as power plants, refineries, and cement manufacturers.	Not applicable. The proposed project is not one targeted by the cap-and-trade system regulations, and, therefore, this measure does not apply to the proposed project.
Natural and Working Lands Action Plan. The ARB is working in coordination with several other agencies at the federal, State, and local levels, stakeholders, and with the public, to develop measures as outlined in the Scoping Plan Update and the governor’s Executive Order B-30-15 to reduce GHG emissions and to cultivate net carbon sequestration potential for California’s natural and working land.	Not applicable. The proposed project is in a built-up urban area and would not be considered natural or working lands.
Source: ¹ Bay Area Air Quality Management District (BAAQMD). 2015. Regulation 6 Particulate Matter and Visible Emissions, Rule 3 Woodburning Devices. October 21. Source of Measures: California Air Resource Board (ARB). 2017. California’s 2017 Climate Change Scoping Plan. November.	

Summary

As presented in Table 18, the proposed project is consistent with the applicable mandatory measures of the City of San José 2030 GHGRS. Furthermore, as shown in Table 19, the implementation of the proposed project would not conflict with the reduction measures proposed in SB 32. Moreover, the proposed project would be required to implement the measures contained in the City’s Ordinance No.

30311, which include an all-electric design for new construction and the installation of Level 2 EV-Ready spaces per dwelling unit. Considering this information, the proposed project would not conflict with any applicable plan, policy, or regulation of an agency adopted to reduce the emissions of GHGs. The proposed project's impacts related to GHG emissions would be less than significant.

Standard Permit Conditions

None.

Mitigation Measures

None.

ENERGY IMPACT ANALYSIS

According to CEQA Guidelines Appendix G, to determine whether impacts related to energy are significant environmental effects, the following questions are analyzed and evaluated.

Would the project result in:

Impact E-1:	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?
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Less than significant impact. Energy use consumed by the proposed project was estimated and includes natural gas, electricity, and fuel consumption for the proposed project construction and operation. Attachment A includes the energy calculations developed in this section.

Construction Impacts

The anticipated construction was assumed to begin in March 2024 and conclude in October 2025, but no construction would occur from mid-October through February. If the construction schedule moves to later years, construction emissions would likely decrease because of improvements in technology and more stringent regulatory requirements as older, less efficient equipment is replaced by newer and cleaner equipment. The proposed project would require demolition, site preparation, grading, building construction, paving, and architectural coating activities. These construction activities would require energy for the manufacture and transportation of building materials, preparation of the site (e.g., site clearing and grading), the actual construction of the building, paving of roadways, and the architectural coating of the constructed buildings. Petroleum-based fuels such as diesel fuel and gasoline would be the primary sources of energy for these tasks.

The on-site equipment used during the construction of the proposed project could include gasoline- and diesel-powered construction and transportation equipment, including trucks, bulldozers, front-end loaders, forklifts, and cranes. Over the entire construction duration, under Option A, construction

equipment is estimated to consume a total of 26,342 gallons of diesel fuel. For Option B, construction equipment is estimated to consume a total of 27,317 gallons of diesel fuel (Attachment A).

Fuel use associated with construction vehicle trips generated by the proposed project was also estimated including construction worker trips, haul truck trips for material transport, and vendor trips for construction material deliveries. Fuel use from these vehicles traveling to the project site was based on (1) the projected number of trips the proposed project would generate during construction, (2) average trip distances by trip type, and (3) fuel efficiencies estimated in the ARB Emissions Factors model (EMFAC) mobile source emission model. Attachment A includes the specific parameters used to estimate fuel usage. Under an unmitigated construction scenario of Option A, the proposed project would generate an estimated 194,507 VMT and a combined 9,341 gallons of gasoline and diesel for vehicle travel during construction. For an unmitigated construction scenario of Option B, the proposed project would generate an estimated 197,126 VMT and a combined 9,480 gallons of gasoline and diesel for vehicle travel during construction. It should be noted that the application of Standard Permit Condition AQ No. 1 and MM AIR-1 would not reduce VMT or fuel consumption during project construction.

Other equipment could include construction lighting, field services (office trailers), and electrically driven equipment such as pumps and other tools. Singlewide mobile office trailers, commonly used in construction staging areas, generally range from 160 square feet to 720 square feet. A typical 720-square-foot office trailer would consume approximately 11,380 kWh during the construction phase (Attachment A).

The overall construction schedule and process are already designed to be efficient to avoid excess monetary costs. For example, equipment and fuel are not typically used wastefully due to the added expense of renting the equipment, maintaining it, and fueling it. Therefore, the opportunities for future efficiency gains during construction are limited. Nonetheless, it is anticipated that the proposed project's construction would not result in wasteful, inefficient, and unnecessary energy consumption. Construction-related energy impacts would be less than significant.

Operational Impacts

Since the portion of roadway realignment does not consume any energy during operation, Option A and Option B would have the same operational energy consumption. The proposed project would consume energy as part of building operations and transportation activities. Table 20 summarizes the proposed project's operational energy consumption.

Table 20: Estimated Annual Project Energy Consumption

Energy Type	Annual Consumption
Electricity	240,631 kWh/year
Natural Gas	0 kBTU/year
Vehicle Fuel Consumption	25,084 gallons
Notes: kBTU = kilo-British Thermal Unit kWh = kilowatt-hour VMT = Vehicle Miles Traveled	

Energy Type	Annual Consumption
¹ Operational Fuel Consumption based on EMFAC2021 Emissions Inventory, Vehicle Classification (Fleet Mix) EMFAC2007 Categories. The calculations are for the year 2025, the proposed project’s first full year of operation, and for Santa Clara County, where the proposed project is located (Attachment A).	

Operation of the proposed project would consume an estimated 240,631 kWh of electricity. In addition, the proposed project would be required to comply with the City’s Ordinance No. 30311, which would ensure that new single-family and low-rise residential buildings are designed to be all-electric. Therefore, the proposed project is assumed to consume 0 kBTU of natural gas on an annual basis. Moreover, Title 24, Part 6, Subchapter 8 of the 2019 California Building Code would require the proposed project to incorporate rooftop solar. The proposed project’s buildings would be designed and constructed following the State’s Building Energy Efficiency Standards. Project-related vehicle trips would consume an estimated 25,084 gallons of gasoline and diesel annually. Moreover, the proposed project is located in an urbanized portion of the City of San José and would provide commercial development close to jobs, amenities, and services. Transportation fuel consumption would not be wasteful, inefficient, or unnecessary. Impacts would be less than significant.

Impact E-2: Would the project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

Less than significant impact. The proposed project would be served with electricity provided by PG&E or San José Clean Energy (SJCE). PG&E currently provides customers with three power service options, including normal power service, 50 percent Solar Choice, and 100 percent Solar Choice.¹⁹ SJCE currently provides two power service options. One service option consists of 40 percent renewable sources (Greensource program), and the other consists of 100 percent renewable sources (Total Green program). As a conservative estimate, it was assumed that PG&E would serve the proposed project. In 2020, PG&E obtained 31 percent of its electricity from renewable energy sources, while the remaining electricity was sourced from nuclear (43 percent), natural gas (16 percent), and large hydroelectric (10 percent).²⁰ While PG&E’s 2020 RPS reporting showed that only 31 percent of electricity sales were sourced from eligible renewable sources, the RPS requirements apply to a 3-year average of utility provider electricity sourcing to allow for fluctuations in market demand and supply availability. Nonetheless, the proposed project’s electricity provider is required to meet the State’s 2020 objective of 33 percent and is making progress toward the State’s 2024 RPS target of 44 percent. The proposed project’s electricity demands would also be required to meet the State’s future objective of 60 percent electricity from renewable energy sources by 2030.

The proposed project would be designed following Title 24, California’s Energy Efficiency Standards for Residential Buildings, as applicable. These standards include minimum energy efficiency requirements

¹⁹ Pacific Gas and Electric Company (PG&E). 2022. Community Renewable Programs. Website: https://www.pge.com/en_US/residential/solar-and-vehicles/options/solar/solar-choice/solar-choice.page. Accessed September 13, 2022.

²⁰ California Energy Commission. 2022. Power Content Label for Pacific Gas & Electric. Website: <https://www.energy.ca.gov/filebrowser/download/3882>. Accessed September 13, 2022.

related to building envelope, mechanical systems (e.g., HVAC and water heating systems), and indoor and outdoor lighting. Moreover, Title 24, Part 6, Subchapter 8 of the 2019 California Building Code would also require the proposed project to incorporate rooftop solar. Incorporating the Title 24 standards into the proposed project's design would ensure that the proposed project would not result in the use of energy in a wasteful manner. The proposed project would comply with existing State energy standards and with energy conservation policies contained in the City's General Plan listed above and Climate Smart San José as listed in Impact GHG-2. As such, the proposed project would not conflict with State or local renewable or energy efficiency objectives. Impacts would be less than significant.

Recommended Mitigation

Standard Permit Conditions

None.

Mitigation Measures

None.

Conclusion

Based on the project understanding described above, the proposed project would result in less than significant impacts to air quality after incorporation of Standard Permit Condition AQ No. 1, MM AIR-1, and MM AIR-2. The analysis further determined that the proposed project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; nor would the proposed project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions.

The analysis also determined that the proposed project would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation; nor would the proposed project conflict with or obstruct a State or local plan for renewable energy or energy efficiency.

Thank you for the opportunity to conduct an air quality and GHG emissions and energy impacts analysis. Please feel free to contact Phil Ault (559.930.6191 or pault@fcs-intl.com) or Jessica Coria (559.908.5019 or jcoria@fcs-intl.com) should you have any questions.

Sincerely,



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Encl:
Attachment A: Air Quality Supporting Information and Modeling Results



Attachment A:
Air Quality Supporting Information and Modeling Results



Attachment A: Air Quality Supporting Information and Modeling Results

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TTLIC San Jose-Moorpark CalEEMod Notes

Note 1. Land uses and sizes associated with development of the proposed project are drawn from The True Life Companies Complete Plan Set, dated April 6, 2020.

Land uses utilized in the model represent the following:

Residential > Townhome/Condo > 58 x DwellingUnit = Proposed 41 townhomes & flats with 17 units of attached units. Lot acreage and square feet adjusted to match the above referenced site plans and Applicant-provided information.

Recreational > City Park > 0.47 x acre = Proposed landscaped areas. Square feet adjusted to match the above referenced site plans and Applicant-provided information.

Parking > Other Non-Asphalt Surfaces > 21.26 x 1000sqft = Proposed treatment basins, pervious pavers, and concrete sidewalk areas. Square feet adjusted to match the above referenced site plans and Applicant-provided information.

Parking > Parking Lot > 3.77 x 1000sqft = Proposed surface parking. Square feet adjusted to match Applicant-provided information.

Existing Land Uses

Based on aerial imagery review at the time of the preparation of this analysis, only existing structures which appeared to be operational were included in the existing emissions estimates. Existing land uses included in the existing emissions model consist of the following:

Residential > Single Family Housing > 7 x Dwelling Unit = the 7 existing single-family residences.

Residential > Multi Family Housing > 23 x Dwelling Unit = the 23 existing multi-family residences.

Industrial > Unrefrigerated Warehouse-No Rail > 5.86 x 1000sqft = the approximately 5,855 - square foot storage buildings and carports on-site.

Parking > Other Asphalt Surfaces > 1.42 x acre = the approximately 61,892 square feet of pavement and hardscape on-site.

Note 2. Project construction is anticipated to begin March 2024 and end October 2025 workdays, 5 days per week. In addition, project construction would not occur during winter months (mid-October through February). In addition, architectural coating activities were assumed to occur over 100 days at the end of project construction. CalEEMod default construction activity dates and durations were adjusted to reflect this information.

Note 3. As indicated in the Site Plans, and measured using aerial imagery, approximately 61,892 square feet of pavement and 26,145 square feet of existing building space would be removed during project demolition activities. Therefore, an estimated 3,530 tons of building

and pavement debris would be removed from the site. Please see the demolition calculations contained in appendix for more information.

- Note 4. TJKM prepared a Transportation Analysis Report for the proposed project, dated June 2022, that analyzes the trip generation rates for the proposed project. The Analysis illustrates that the proposed residences would generate an estimated 302 average daily vehicle trips. Therefore, the residential land use in the model was adjusted to reflect this. All other land uses' trip generate rates in the model were reduced to zero.
- Note 5. The proposed project would be required to comply with BAAQMD District Regulation 6, Rule 3, which prohibits any person or builder from installing a wood-burning device in new building construction.
- Note 6. According to the City of San Jose Ordinance 30330, new single-family and low-rise residential development projects are required to be designed and developed as all-electric builds which omit the use of natural gas. Therefore, natural gas energy intensity factors were reduced to zero in the model.
- Note 7. The annual waste generation rate per dwelling unit was adjusted to match the 2006 residential sector generation rate found on the California Department of Resources Recycling and Recovery's (CalRecycle) website.¹ The waste generation rate found therein is 12.23 pounds per household per day. This equals 4,463.95 pounds per household per year, or 2.23 tons per household per year.
- Note 8. BAAQMD *Basic Construction Mitigation Measures Recommended For All Proposed Projects*, as required under Standard Permit Condition AQ No. 1, were applied to the model, which would include watering exposed areas at minimum twice per day and limiting construction vehicle speeds to 15 miles per hour on unpaved roads.

MM AIR-1 is applied in the Mitigated Construction Runs.

Mitigation was applied to the "Mitigated Construction" construction model, which would require the use of Tier 4 Final engines for all construction equipment equal to or greater than 25 horsepower.

If Tier 4 Final equipment is not available, all construction equipment larger than 25 horsepower used at the site for more than two continuous days or 20 hours total shall meet U.S. EPA emission standards for Tier 3 engines and include particulate matter emissions control equivalent to ARB Level 3 verifiable diesel emission control devices that altogether achieve an 85 percent reduction in particulate matter exhaust and 40 percent reduction in NO_x in comparison to uncontrolled equipment. Therefore, a second mitigated construction scenario was included that included Tier 3 engines and Level 3 Filters instead of Tier 4 equipment.

¹ California Department of Resources Recycling and Recovery (CalRecycle). 2006. Estimated Solid Waste Generation Rates, Residential Sector Generation Rates. Website: <https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates>. Accessed May 25, 2021.

Note 9. According to project information provided by the project applicant, each dwelling unit would include solar panel electricity generation in compliance with the California Building Code. According to the California Code of Regulations, Title 24, Part 6, Subchapter 8 – Low-Rise Residential Building – Performance and Prescriptive Compliance Approaches, “[a]ll low-rise residential buildings shall have a photovoltaic (PV) system meeting the minimum qualification requirements as specified in Joint Appendix JA11, with annual electrical output equal or greater than the dwelling’s annual electrical usage as determined by Equation 150.1-C:”

Equation 150.1-C Annual Photovoltaic Electrical Output

$$kW_{PV} = (CFA \times A)/1,000 + (NDwell \times B)$$

Where:

kW_{PV} = kWdc size of the PV system

CFA = conditioned floor area

NDwell = number of dwelling units

A = Adjustment factor from Table 150.1-C

B = Dwelling adjustment factor from Table 150.1-C

As the project is located in climate zone 4, the A adjustment factor mentioned above is identified as 0.586 and the B adjustment factor mentioned above is identified as 1.21. The conditioned floor area is drawn from the project site plans.

Therefore:

$$kW_{PV} = (67,919 \times 0.586)/1,000 + (41 \times 1.21) = 89.41$$

While this accounts for the entire project’s kW PV system, it does not provide the annual production rate that would be generated by this size of system. Therefore, the total kW PV system was reduced to a per-dwelling-unit kW PV system to determine the expected annual production rate. 89.41 kW PV divided by 41 dwelling units results in an average 2.18 kW PV system per dwelling unit.

According to TheEcoExperts.com,² a 2 kW PV system has an average annual production rate of 1,750 kWh/year. The below equation proportionally applies the same average annual production rate to the calculated 1.8 kW system per each dwelling unit.

$$(2.18/2) * 1,750 \text{ kWh/year} = 1,908 \text{ kWh/year}$$

Therefore, the proposed project is expected to result in an average on-site electricity generation rate of 1,908 kWh per dwelling unit per year. The following equation converts this to total annual on-site electricity generation.

² TheEcoExperts. 2016. “Solar Panel Output.” Website: <http://www.theecoexperts.com/solar-panel-output/>. Accessed June 9, 2021.

1,908 kWh/year * 41 Residences = 78,208 kWh/year

Note 10. For the existing operations model, emissions factors associated with construction activities were reduced to zero. For the 2030 existing and proposed project operational models, emission factors associated with construction activities were reduced to zero.

For the existing operations model, non-lighting related energy intensity factors and water use factors associated with the warehouse uses were reduced to zero as this land use represents on-site carports and generic storage structures that would not typically contain electricity or gas hookups other than lighting.

Project Demolition Calculations

Building Demolition Debris Parameters ⁽¹⁾			
1	building gsf	10	cf building volume
1	cf building volume	0.25	cf waste volume
1	cf	0.037	cy
1	cy waste volume	0.5	ton waste weight
1	gsf	0.04625	ton waste material

Existing	Description	GSF ⁽²⁾	Height/Depth (ft) ⁽³⁾	Density (lbs/cf) ⁽⁴⁾	Demolition Weight (pounds)	Demolition Weight (tons)
Buildings	Buildings	26,145	-	-	-	1,209.21
Pavement	Hardscape	61,892	0.5	150	4,641,900	2,320.95
						3,530

Realignment

Pavement	Hardscape	4,489	0.5	150	336,675	168.34
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Terms:

- cy = cubic yard
- gsf = gross square feet
- cf = cubic feet
- ft = feet
- lbs = pounds

Sources/Notes:

- ⁽¹⁾ California Air Pollution Control Officers Association (CAPCOA). 2017. Appendix A Calculation Details for CalEEMod. October.
- ⁽²⁾ Square footage of existing building and hardscape are drawn from Google Earth aerial imagery estimates.
- ⁽³⁾ Pavement Source: DC Construction Services. 2017. How Thick Is Parking Lot Asphalt? Website: <https://dccpaving.com/how-thick-is-parking-lot-asphalt/>
- ⁽⁴⁾ Pavement Source: SFGate. 2019. How to Calculate Asphalt Weight Per Yard. Website: <https://homeguides.sfgate.com/calculate-asphalt-weight-per-yard-81825.html>

Operational Vehicle Trip Generation Rate Adjustments

Trip-Generating CalEEMod Land Use	Size Metric	Size	Default Trip Generation Rates ¹			Total Weekday Trips ^{2,3}	Adjusted Trip Generation Rates (Based on proportional change to weekday trips)		
			Weekday	Saturday	Sunday		Weekday	Saturday	Sunday
Condo/Townhouse High Rise	Dwelling Unit	58	5.44	4.91	4.09	302.00	5.21	4.70	3.91

Notes/Sources:

¹ California Air Pollution Control Officers Association (CAPCOA). 2021. California Emissions Estimator Model (CalEEMod), Version 2020.4.0.

² TJKM. 2022. 2323-2391 Moorpark Avenue Transportation Analysis Report. June.

³ Because the Transportation Analysis Report identifies a different breakdown of trip assignment, the total daily trips generated by the proposed project (302) were identified and then adjusted proportionally with the land use applied in CalEEMod Model.

Project Option A Construction Emissions

Model File: San Jose Moorpark - Construction and Operation 2025 - Santa Clara County, Annual
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Annual Construction Emissions (tons)

Year	Activity	ROG	NO _x	PM ₁₀ (Exhaust)	PM _{2.5} (Exhaust)	CO ₂ e (Metric Tons)
	on site	0.0144	0.1389	0.0063	0.0059	21.2
	off site	0.0007	0.0239	0.0002	0.0002	11.5
2022	Demolition	0.02	0.16	0.01	0.01	32.8
	on site	0.0011	0.0118	0.0005	0.0004	1.5
	off site	0.0000	0.0000	0.0000	0.0000	0.0
2022	Site Preparation	0.00	0.01	0.00	0.00	1.6
	on site	0.0026	0.0276	0.0011	0.0011	3.7
	off site	0.0001	0.0000	0.0000	0.0000	0.1
2022	Grading	0.00	0.03	0.00	0.00	3.8
	on site	0.0959	0.7468	0.0304	0.0294	123.1
	off site	0.0107	0.0485	0.0004	0.0004	43.6
2022	Building Construction 2024	0.11	0.80	0.03	0.03	166.7
	on site	0.0672	0.5487	0.0224	0.0214	106.1
	off site	0.0066	0.0241	0.0002	0.0002	25.1
2023	Building Construction 2025	0.07	0.57	0.02	0.02	131.2
	on site	0.0030	0.0266	0.0012	0.0011	5.9
	off site	0.0001	0.0001	0.0000	0.0000	0.4
2023	Paving	0.00	0.03	0.00	0.00	6.3
	on site	0.5529	0.0573	0.0026	0.0026	12.8
	off site	0.0013	0.0008	0.0000	0.0000	3.4
2023	Architectural Coating	0.55	0.06	0.00	0.00	16.2
	Total On Site	0.7371	1.5577	0.0645	0.0619	274.4
	Total Off Site	0.0195	0.0975	0.0008	0.0008	84.2

Project Option B Construction Emissions

Model File: San Jose Moorpark - Construction and Operation 2025 - Santa Clara County, Annual

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Model File: San Jose Moorpark - Construction Realignment Unmitigated- Santa Clara County, Annual

Timestamp: Date: 11/30/2022 4:03 PM

Annual Construction Emissions (tons)

Year	Activity	ROG	NO _x	PM ₁₀ (Exhaust)	PM _{2.5} (Exhaust)	CO ₂ e (Metric Tons)
	on site	0.0072	0.0561	0.0025	0.0024	9.9
	off site	0.0003	0.0013	0.0000	0.0000	1.1
2022	Moorpark Ave. Realignment	0.01	0.06	0.00	0.00	11.1
	on site	0.0144	0.1389	0.0063	0.0059	21.2
	off site	0.0007	0.0239	0.0002	0.0002	11.5
2022	Demolition	0.02	0.16	0.01	0.01	32.8
	on site	0.0011	0.0118	0.0005	0.0004	1.5
	off site	0.0000	0.0000	0.0000	0.0000	0.0
2022	Site Preparation	0.00	0.01	0.00	0.00	1.6
	on site	0.0026	0.0276	0.0011	0.0011	3.7
	off site	0.0001	0.0000	0.0000	0.0000	0.1
2022	Grading	0.00	0.03	0.00	0.00	3.8
	on site	0.0959	0.7468	0.0304	0.0294	123.1
	off site	0.0107	0.0485	0.0004	0.0004	43.6
2022	Building Construction 2024	0.11	0.80	0.03	0.03	166.7
	on site	0.0672	0.5487	0.0224	0.0214	106.1
	off site	0.0066	0.0241	0.0002	0.0002	25.1
2023	Building Construction 2025	0.07	0.57	0.02	0.02	131.2
	on site	0.0030	0.0266	0.0012	0.0011	5.9
	off site	0.0001	0.0001	0.0000	0.0000	0.4
2023	Paving	0.00	0.03	0.00	0.00	6.3
	on site	0.5529	0.0573	0.0026	0.0026	12.8
	off site	0.0013	0.0008	0.0000	0.0000	3.4
2023	Architectural Coating	0.55	0.06	0.00	0.00	16.2
	Total On Site	0.7443	1.6138	0.0671	0.0643	284
	Total Off Site	0.0198	0.0988	0.0008	0.0008	85

Operational 2025 Emissions Summary

Proposed Project Operations - Annual

CalEEMod Run: San Jose Moorpark - Construction and Operation 2025 - Santa Clara County, Annual

Date: 9/12/2022 10:58 PM

Emissions Source	Tons per Year			
	ROG	NO _x	PM ₁₀ (Exhaust)	PM _{2.5} (Exhaust)
Area	0.50	0.01	0.03	0.03
Energy	0.00	0.02	0.00	0.00
Mobile	0.11	0.11	0.00	0.00
Total	0.61	0.15	0.03	0.03

Emissions Source	Pounds per Day			
	ROG	NO _x	PM ₁₀ (Exhaust)	PM _{2.5} (Exhaust)
Area	2.75	0.04	0.16	0.16
Energy	0.01	0.12	0.01	0.01
Mobile	0.59	0.63	0.01	0.01
Total	3.35	0.80	0.18	0.17

San Jose Moorpark - Construction and Operation 2025 - Santa Clara County, Annual

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

San Jose Moorpark - Construction and Operation 2025

Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Non-Asphalt Surfaces	21.26	1000sqft	0.49	21,258.00	0
Parking Lot	3.77	1000sqft	0.09	3,767.00	0
City Park	0.47	Acre	0.47	20,473.20	0
Condo/Townhouse High Rise	58.00	Dwelling Unit	0.82	76,584.00	166

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	0
Climate Zone	4			Operational Year	2025
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Note 1

Construction Phase - Note 2

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Trips and VMT – Note 4

Demolition – Note 3

Attachment A

Grading -

San Jose Moorpark - Construction and Operation 2025 - Santa Clara County, Annual

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

Vehicle Trips - Note 4

Road Dust - Default values

Woodstoves - Note 5

Consumer Products -

Area Coating -

Landscape Equipment -

Energy Use - Note 6

Solid Waste - Note 7

Construction Off-road Equipment Mitigation – Note 8

Energy Mitigation - Note 9

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	10.00	100.00
tblConstructionPhase	NumDays	200.00	135.00
tblConstructionPhase	NumDays	200.00	65.00
tblLandUse	LandUseSquareFeet	21,260.00	21,258.00
tblLandUse	LandUseSquareFeet	3,770.00	3,767.00
tblLandUse	LandUseSquareFeet	58,000.00	76,584.00
tblLandUse	LotAcreage	0.91	0.82
tblOffRoadEquipment	UsageHours	6.00	8.00
tblProjectCharacteristics	PrecipitationFrequency	58	0
tblTripsAndVMT	VendorTripNumber	14.00	0.00
tblTripsAndVMT	VendorTripNumber	14.00	0.00
tblTripsAndVMT	WorkerTripNumber	61.00	13.00
tblTripsAndVMT	WorkerTripNumber	61.00	12.00
tblVehicleTrips	ST_TR	1.96	0.00
tblVehicleTrips	ST_TR	4.91	4.70
tblVehicleTrips	SU_TR	2.19	0.00

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

tblVehicleTrips	SU_TR	4.09	3.91
tblVehicleTrips	WD_TR	0.78	0.00
tblVehicleTrips	WD_TR	5.44	5.21

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					
2024	0.1253	0.9977	1.1114	2.3600e-003	0.1028	0.0390	0.1417	0.0276	0.0373	0.0649	0.0000	202.5987	202.5987	0.0288	5.0200e-003	204.8143
2025	0.6312	0.6577	0.9571	1.7700e-003	0.0758	0.0265	0.1023	0.0193	0.0253	0.0446	0.0000	152.5625	152.5625	0.0255	1.7900e-003	153.7331
Maximum	0.6312	0.9977	1.1114	2.3600e-003	0.1028	0.0390	0.1417	0.0276	0.0373	0.0649	0.0000	202.5987	202.5987	0.0288	5.0200e-003	204.8143

San Jose Moorpark - Construction and Operation 2025 - Santa Clara County, Annual

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

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					
2024	0.1253	0.9977	1.1114	2.3600e-003	0.0708	0.0390	0.1097	0.0190	0.0373	0.0563	0.0000	202.5985	202.5985	0.0288	5.0200e-003	204.8142
2025	0.6312	0.6577	0.9571	1.7700e-003	0.0758	0.0265	0.1023	0.0193	0.0253	0.0446	0.0000	152.5624	152.5624	0.0255	1.7900e-003	153.7329
Maximum	0.6312	0.9977	1.1114	2.3600e-003	0.0758	0.0390	0.1097	0.0193	0.0373	0.0563	0.0000	202.5985	202.5985	0.0288	5.0200e-003	204.8142

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	17.92	0.00	13.12	18.28	0.00	7.83	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	3-4-2024	6-3-2024	0.4834	0.4834
2	6-4-2024	9-3-2024	0.4382	0.4382
3	9-4-2024	12-3-2024	0.1956	0.1956
4	12-4-2024	3-3-2025	0.0214	0.0214
5	3-4-2025	6-3-2025	0.6338	0.6338
6	6-4-2025	9-3-2025	0.3800	0.3800
7	9-4-2025	9-30-2025	0.1181	0.1181
		Highest	0.6338	0.6338

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**2.2 Overall Operational****Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.5021	8.0400e-003	0.6148	3.9000e-004		0.0287	0.0287		0.0287	0.0287	2.6442	1.7900	4.4342	4.9200e-003	1.7000e-004	4.6090
Energy	2.6200e-003	0.0224	9.5300e-003	1.4000e-004		1.8100e-003	1.8100e-003		1.8100e-003	1.8100e-003	0.0000	48.2063	48.2063	4.1000e-003	9.1000e-004	48.5806
Mobile	0.1068	0.1148	1.0142	2.1400e-003	0.2538	1.5200e-003	0.2553	0.0676	1.4100e-003	0.0690	0.0000	197.5282	197.5282	0.0126	9.2700e-003	200.6047
Waste						0.0000	0.0000		0.0000	0.0000	5.4239	0.0000	5.4239	0.3205	0.0000	13.4375
Water						0.0000	0.0000		0.0000	0.0000	1.1989	2.8447	4.0436	0.1236	2.9600e-003	8.0166
Total	0.6116	0.1452	1.6385	2.6700e-003	0.2538	0.0321	0.2859	0.0676	0.0320	0.0995	9.2670	250.3693	259.6363	0.4658	0.0133	275.2485

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

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.5021	8.0400e-003	0.6148	3.9000e-004		0.0287	0.0287		0.0287	0.0287	2.6442	1.7900	4.4342	4.9200e-003	1.7000e-004	4.6090
Energy	2.6200e-003	0.0224	9.5300e-003	1.4000e-004		1.8100e-003	1.8100e-003		1.8100e-003	1.8100e-003	0.0000	40.9702	40.9702	2.9300e-003	7.7000e-004	41.2730
Mobile	0.1068	0.1148	1.0142	2.1400e-003	0.2538	1.5200e-003	0.2553	0.0676	1.4100e-003	0.0690	0.0000	197.5282	197.5282	0.0126	9.2700e-003	200.6047
Waste						0.0000	0.0000		0.0000	0.0000	5.4239	0.0000	5.4239	0.3205	0.0000	13.4375
Water						0.0000	0.0000		0.0000	0.0000	1.1989	2.8447	4.0436	0.1236	2.9600e-003	8.0166
Total	0.6116	0.1452	1.6385	2.6700e-003	0.2538	0.0321	0.2859	0.0676	0.0320	0.0995	9.2670	243.1332	252.4002	0.4646	0.0132	267.9409

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.89	2.79	0.25	1.05	2.65

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	3/4/2024	3/29/2024	5	20	
2	Site Preparation	Site Preparation	3/30/2024	4/2/2024	5	2	
3	Attachment A Grading	Grading	4/3/2024	4/8/2024	5	4	

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

4	Building Construction 1	Building Construction	4/9/2024	10/14/2024	5	135
5	Paving	Paving	5/31/2025	6/13/2025	5	10
6	Coating	Architectural Coating	6/14/2025	10/31/2025	5	100
7	Building Construction 2	Building Construction	3/1/2025	5/30/2025	5	65

Acres of Grading (Site Preparation Phase): 1.88

Acres of Grading (Grading Phase): 4

Acres of Paving: 0.58

Residential Indoor: 155,083; Residential Outdoor: 51,694; Non-Residential Indoor: 2; Non-Residential Outdoor: 1; Striped Parking Area: 1,502 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction 1	Cranes	1	6.00	231	0.29
Building Construction 1	Forklifts	1	6.00	89	0.20
Building Construction 1	Generator Sets	1	8.00	84	0.74
Building Construction 1	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction 1	Welders	3	8.00	46	0.45
Building Construction 2	Cement and Mortar Mixers	1	6.00	9	0.56

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

Building Construction 2	Pavers	1	6.00	130	0.42
Building Construction 2	Paving Equipment	1	8.00	132	0.36
Building Construction 2	Rollers	1	7.00	80	0.38
Building Construction 2	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction 2	Air Compressors	1	6.00	78	0.48
Building Construction 2	Cranes	1	6.00	231	0.29
Building Construction 2	Forklifts	1	6.00	89	0.20
Building Construction 2	Generator Sets	1	8.00	84	0.74
Building Construction 2	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction 2	Welders	3	8.00	46	0.45
Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37

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
Demolition	5	13.00	0.00	349.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction 1	7	61.00	14.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction 2	13	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction 2	13	12.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction 2	13	61.00	14.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving Attachment A	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

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

Coating	1	12.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
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3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0378	0.0000	0.0378	5.7200e-003	0.0000	5.7200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0144	0.1389	0.1349	2.4000e-004		6.3100e-003	6.3100e-003		5.8900e-003	5.8900e-003	0.0000	21.0916	21.0916	5.3400e-003	0.0000	21.2250
Total	0.0144	0.1389	0.1349	2.4000e-004	0.0378	6.3100e-003	0.0441	5.7200e-003	5.8900e-003	0.0116	0.0000	21.0916	21.0916	5.3400e-003	0.0000	21.2250

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

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.6000e-004	0.0237	5.5400e-003	1.0000e-004	3.0500e-003	1.9000e-004	3.2500e-003	8.4000e-004	1.9000e-004	1.0200e-003	0.0000	10.2844	10.2844	3.5000e-004	1.6300e-003	10.7792
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-004	2.0000e-004	2.7100e-003	1.0000e-005	1.0700e-003	0.0000	1.0700e-003	2.8000e-004	0.0000	2.9000e-004	0.0000	0.7598	0.7598	2.0000e-005	2.0000e-005	0.7664
Total	6.6000e-004	0.0239	8.2500e-003	1.1000e-004	4.1200e-003	1.9000e-004	4.3200e-003	1.1200e-003	1.9000e-004	1.3100e-003	0.0000	11.0443	11.0443	3.7000e-004	1.6500e-003	11.5456

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					0.0170	0.0000	0.0170	2.5700e-003	0.0000	2.5700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0144	0.1389	0.1349	2.4000e-004		6.3100e-003	6.3100e-003		5.8900e-003	5.8900e-003	0.0000	21.0915	21.0915	5.3400e-003	0.0000	21.2250
Total	0.0144	0.1389	0.1349	2.4000e-004	0.0170	6.3100e-003	0.0233	2.5700e-003	5.8900e-003	8.4600e-003	0.0000	21.0915	21.0915	5.3400e-003	0.0000	21.2250

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

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.6000e-004	0.0237	5.5400e-003	1.0000e-004	3.0500e-003	1.9000e-004	3.2500e-003	8.4000e-004	1.9000e-004	1.0200e-003	0.0000	10.2844	10.2844	3.5000e-004	1.6300e-003	10.7792
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-004	2.0000e-004	2.7100e-003	1.0000e-005	1.0700e-003	0.0000	1.0700e-003	2.8000e-004	0.0000	2.9000e-004	0.0000	0.7598	0.7598	2.0000e-005	2.0000e-005	0.7664
Total	6.6000e-004	0.0239	8.2500e-003	1.1000e-004	4.1200e-003	1.9000e-004	4.3200e-003	1.1200e-003	1.9000e-004	1.3100e-003	0.0000	11.0443	11.0443	3.7000e-004	1.6500e-003	11.5456

3.3 Site Preparation - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					6.2700e-003	0.0000	6.2700e-003	3.0000e-003	0.0000	3.0000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.1100e-003	0.0118	6.6300e-003	2.0000e-005		4.8000e-004	4.8000e-004		4.4000e-004	4.4000e-004	0.0000	1.5113	1.5113	4.9000e-004	0.0000	1.5235
Total	1.1100e-003	0.0118	6.6300e-003	2.0000e-005	6.2700e-003	4.8000e-004	6.7500e-003	3.0000e-003	4.4000e-004	3.4400e-003	0.0000	1.5113	1.5113	4.9000e-004	0.0000	1.5235

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

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	1.7000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0468	0.0468	0.0000	0.0000	0.0472
Total	2.0000e-005	1.0000e-005	1.7000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0468	0.0468	0.0000	0.0000	0.0472

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					2.8200e-003	0.0000	2.8200e-003	1.3500e-003	0.0000	1.3500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.1100e-003	0.0118	6.6300e-003	2.0000e-005		4.8000e-004	4.8000e-004		4.4000e-004	4.4000e-004	0.0000	1.5113	1.5113	4.9000e-004	0.0000	1.5235
Total	1.1100e-003	0.0118	6.6300e-003	2.0000e-005	2.8200e-003	4.8000e-004	3.3000e-003	1.3500e-003	4.4000e-004	1.7900e-003	0.0000	1.5113	1.5113	4.9000e-004	0.0000	1.5235

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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	1.7000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0468	0.0468	0.0000	0.0000	0.0472
Total	2.0000e-005	1.0000e-005	1.7000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0468	0.0468	0.0000	0.0000	0.0472

3.4 Grading - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0142	0.0000	0.0142	6.8500e-003	0.0000	6.8500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.6000e-003	0.0276	0.0174	4.0000e-005		1.1400e-003	1.1400e-003		1.0500e-003	1.0500e-003	0.0000	3.6207	3.6207	1.1700e-003	0.0000	3.6500
Total	2.6000e-003	0.0276	0.0174	4.0000e-005	0.0142	1.1400e-003	0.0153	6.8500e-003	1.0500e-003	7.9000e-003	0.0000	3.6207	3.6207	1.1700e-003	0.0000	3.6500

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

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-005	3.0000e-005	4.2000e-004	0.0000	1.6000e-004	0.0000	1.7000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1169	0.1169	0.0000	0.0000	0.1179
Total	5.0000e-005	3.0000e-005	4.2000e-004	0.0000	1.6000e-004	0.0000	1.7000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1169	0.1169	0.0000	0.0000	0.1179

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					6.3700e-003	0.0000	6.3700e-003	3.0800e-003	0.0000	3.0800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.6000e-003	0.0276	0.0174	4.0000e-005		1.1400e-003	1.1400e-003		1.0500e-003	1.0500e-003	0.0000	3.6207	3.6207	1.1700e-003	0.0000	3.6500
Total	2.6000e-003	0.0276	0.0174	4.0000e-005	6.3700e-003	1.1400e-003	7.5100e-003	3.0800e-003	1.0500e-003	4.1300e-003	0.0000	3.6207	3.6207	1.1700e-003	0.0000	3.6500

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

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-005	3.0000e-005	4.2000e-004	0.0000	1.6000e-004	0.0000	1.7000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1169	0.1169	0.0000	0.0000	0.1179
Total	5.0000e-005	3.0000e-005	4.2000e-004	0.0000	1.6000e-004	0.0000	1.7000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1169	0.1169	0.0000	0.0000	0.1179

3.5 Building Construction 1 - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0959	0.7468	0.8449	1.4900e-003		0.0304	0.0304		0.0294	0.0294	0.0000	122.5876	122.5876	0.0204	0.0000	123.0980
Total	0.0959	0.7468	0.8449	1.4900e-003		0.0304	0.0304		0.0294	0.0294	0.0000	122.5876	122.5876	0.0204	0.0000	123.0980

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**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	1.0100e-003	0.0421	0.0130	1.9000e-004	6.4000e-003	2.5000e-004	6.6500e-003	1.8400e-003	2.4000e-004	2.0800e-003	0.0000	18.5131	18.5131	3.9000e-004	2.7100e-003	19.3319
Worker	9.6400e-003	6.4100e-003	0.0858	2.6000e-004	0.0338	1.5000e-004	0.0340	8.9700e-003	1.4000e-004	9.1100e-003	0.0000	24.0665	24.0665	6.5000e-004	6.5000e-004	24.2753
Total	0.0107	0.0485	0.0988	4.5000e-004	0.0402	4.0000e-004	0.0406	0.0108	3.8000e-004	0.0112	0.0000	42.5797	42.5797	1.0400e-003	3.3600e-003	43.6072

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	0.0959	0.7468	0.8449	1.4900e-003		0.0304	0.0304		0.0294	0.0294	0.0000	122.5875	122.5875	0.0204	0.0000	123.0978
Total	0.0959	0.7468	0.8449	1.4900e-003		0.0304	0.0304		0.0294	0.0294	0.0000	122.5875	122.5875	0.0204	0.0000	123.0978

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

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	1.0100e-003	0.0421	0.0130	1.9000e-004	6.4000e-003	2.5000e-004	6.6500e-003	1.8400e-003	2.4000e-004	2.0800e-003	0.0000	18.5131	18.5131	3.9000e-004	2.7100e-003	19.3319
Worker	9.6400e-003	6.4100e-003	0.0858	2.6000e-004	0.0338	1.5000e-004	0.0340	8.9700e-003	1.4000e-004	9.1100e-003	0.0000	24.0665	24.0665	6.5000e-004	6.5000e-004	24.2753
Total	0.0107	0.0485	0.0988	4.5000e-004	0.0402	4.0000e-004	0.0406	0.0108	3.8000e-004	0.0112	0.0000	42.5797	42.5797	1.0400e-003	3.3600e-003	43.6072

3.6 Paving - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.8700e-003	0.0266	0.0440	7.0000e-005		1.2300e-003	1.2300e-003		1.1400e-003	1.1400e-003	0.0000	5.8868	5.8868	1.8700e-003	0.0000	5.9334
Paving	1.2000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	2.9900e-003	0.0266	0.0440	7.0000e-005		1.2300e-003	1.2300e-003		1.1400e-003	1.1400e-003	0.0000	5.8868	5.8868	1.8700e-003	0.0000	5.9334

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

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	1.4000e-004	9.0000e-005	1.2700e-003	0.0000	5.3000e-004	0.0000	5.4000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.3674	0.3674	1.0000e-005	1.0000e-005	0.3704
Total	1.4000e-004	9.0000e-005	1.2700e-003	0.0000	5.3000e-004	0.0000	5.4000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.3674	0.3674	1.0000e-005	1.0000e-005	0.3704

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	2.8700e-003	0.0266	0.0440	7.0000e-005		1.2300e-003	1.2300e-003		1.1400e-003	1.1400e-003	0.0000	5.8868	5.8868	1.8700e-003	0.0000	5.9334
Paving	1.2000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	2.9900e-003	0.0266	0.0440	7.0000e-005		1.2300e-003	1.2300e-003		1.1400e-003	1.1400e-003	0.0000	5.8868	5.8868	1.8700e-003	0.0000	5.9334

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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	1.4000e-004	9.0000e-005	1.2700e-003	0.0000	5.3000e-004	0.0000	5.4000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.3674	0.3674	1.0000e-005	1.0000e-005	0.3704
Total	1.4000e-004	9.0000e-005	1.2700e-003	0.0000	5.3000e-004	0.0000	5.4000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.3674	0.3674	1.0000e-005	1.0000e-005	0.3704

3.7 Coating - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.5443					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.5400e-003	0.0573	0.0905	1.5000e-004		2.5800e-003	2.5800e-003		2.5800e-003	2.5800e-003	0.0000	12.7663	12.7663	7.0000e-004	0.0000	12.7837
Total	0.5529	0.0573	0.0905	1.5000e-004		2.5800e-003	2.5800e-003		2.5800e-003	2.5800e-003	0.0000	12.7663	12.7663	7.0000e-004	0.0000	12.7837

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

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	1.3200e-003	8.4000e-004	0.0117	4.0000e-005	4.9300e-003	2.0000e-005	4.9500e-003	1.3100e-003	2.0000e-005	1.3300e-003	0.0000	3.3909	3.3909	9.0000e-005	9.0000e-005	3.4194
Total	1.3200e-003	8.4000e-004	0.0117	4.0000e-005	4.9300e-003	2.0000e-005	4.9500e-003	1.3100e-003	2.0000e-005	1.3300e-003	0.0000	3.3909	3.3909	9.0000e-005	9.0000e-005	3.4194

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.5443					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.5400e-003	0.0573	0.0905	1.5000e-004		2.5800e-003	2.5800e-003		2.5800e-003	2.5800e-003	0.0000	12.7663	12.7663	7.0000e-004	0.0000	12.7837
Total	0.5529	0.0573	0.0905	1.5000e-004		2.5800e-003	2.5800e-003		2.5800e-003	2.5800e-003	0.0000	12.7663	12.7663	7.0000e-004	0.0000	12.7837

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

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	1.3200e-003	8.4000e-004	0.0117	4.0000e-005	4.9300e-003	2.0000e-005	4.9500e-003	1.3100e-003	2.0000e-005	1.3300e-003	0.0000	3.3909	3.3909	9.0000e-005	9.0000e-005	3.4194
Total	1.3200e-003	8.4000e-004	0.0117	4.0000e-005	4.9300e-003	2.0000e-005	4.9500e-003	1.3100e-003	2.0000e-005	1.3300e-003	0.0000	3.3909	3.3909	9.0000e-005	9.0000e-005	3.4194

3.8 Building Construction 2 - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0672	0.5487	0.7489	1.2500e-003		0.0224	0.0224		0.0214	0.0214	0.0000	105.5925	105.5925	0.0222	0.0000	106.1480
Total	0.0672	0.5487	0.7489	1.2500e-003		0.0224	0.0224		0.0214	0.0214	0.0000	105.5925	105.5925	0.0222	0.0000	106.1480

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

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	4.7000e-004	0.0202	6.1700e-003	9.0000e-005	7.4700e-003	1.2000e-004	7.5900e-003	1.9700e-003	1.1000e-004	2.0800e-003	0.0000	8.7626	8.7626	1.9000e-004	1.2800e-003	9.1494
Worker	6.1700e-003	3.9200e-003	0.0546	1.7000e-004	0.0629	1.0000e-004	0.0630	0.0159	9.0000e-005	0.0160	0.0000	15.7960	15.7960	4.0000e-004	4.1000e-004	15.9287
Total	6.6400e-003	0.0241	0.0608	2.6000e-004	0.0703	2.2000e-004	0.0706	0.0179	2.0000e-004	0.0181	0.0000	24.5587	24.5587	5.9000e-004	1.6900e-003	25.0781

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	0.0672	0.5487	0.7489	1.2500e-003		0.0224	0.0224		0.0214	0.0214	0.0000	105.5924	105.5924	0.0222	0.0000	106.1479
Total	0.0672	0.5487	0.7489	1.2500e-003		0.0224	0.0224		0.0214	0.0214	0.0000	105.5924	105.5924	0.0222	0.0000	106.1479

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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	4.7000e-004	0.0202	6.1700e-003	9.0000e-005	7.4700e-003	1.2000e-004	7.5900e-003	1.9700e-003	1.1000e-004	2.0800e-003	0.0000	8.7626	8.7626	1.9000e-004	1.2800e-003	9.1494
Worker	6.1700e-003	3.9200e-003	0.0546	1.7000e-004	0.0629	1.0000e-004	0.0630	0.0159	9.0000e-005	0.0160	0.0000	15.7960	15.7960	4.0000e-004	4.1000e-004	15.9287
Total	6.6400e-003	0.0241	0.0608	2.6000e-004	0.0703	2.2000e-004	0.0706	0.0179	2.0000e-004	0.0181	0.0000	24.5587	24.5587	5.9000e-004	1.6900e-003	25.0781

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	0.1068	0.1148	1.0142	2.1400e-003	0.2538	1.5200e-003	0.2553	0.0676	1.4100e-003	0.0690	0.0000	197.5282	197.5282	0.0126	9.2700e-003	200.6047

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

Unmitigated	0.1068	0.1148	1.0142	2.1400e-003	0.2538	1.5200e-003	0.2553	0.0676	1.4100e-003	0.0690	0.0000	197.5282	197.5282	0.0126	9.2700e-003	200.6047
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4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
Condo/Townhouse High Rise	302.18	272.60	226.78	663,280	663,280
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	302.18	272.60	226.78	663,280	663,280

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Condo/Townhouse High Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix Attachment A

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

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.573651	0.055882	0.186012	0.115369	0.020252	0.005158	0.008030	0.006377	0.000893	0.000372	0.024386	0.000900	0.002720
Condo/Townhouse High Rise	0.573651	0.055882	0.186012	0.115369	0.020252	0.005158	0.008030	0.006377	0.000893	0.000372	0.024386	0.000900	0.002720
Other Non-Asphalt Surfaces	0.573651	0.055882	0.186012	0.115369	0.020252	0.005158	0.008030	0.006377	0.000893	0.000372	0.024386	0.000900	0.002720
Parking Lot	0.573651	0.055882	0.186012	0.115369	0.020252	0.005158	0.008030	0.006377	0.000893	0.000372	0.024386	0.000900	0.002720

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Kilowatt Hours of Renewable Electricity Generated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	15.0281	15.0281	2.4300e-003	2.9000e-004	15.1767
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	22.2642	22.2642	3.6000e-003	4.4000e-004	22.4843
NaturalGas Mitigated	2.6200e-003	0.0224	9.5300e-003	1.4000e-004		1.8100e-003	1.8100e-003		1.8100e-003	1.8100e-003	0.0000	25.9422	25.9422	5.0000e-004	4.8000e-004	26.0963
NaturalGas Unmitigated	2.6200e-003	0.0224	9.5300e-003	1.4000e-004		1.8100e-003	1.8100e-003		1.8100e-003	1.8100e-003	0.0000	25.9422	25.9422	5.0000e-004	4.8000e-004	26.0963

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**5.2 Energy by Land Use - NaturalGas****Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse High Rise	486137	2.6200e-003	0.0224	9.5300e-003	1.4000e-004		1.8100e-003	1.8100e-003		1.8100e-003	1.8100e-003	0.0000	25.9422	25.9422	5.0000e-004	4.8000e-004	26.0963
Other Non-Asphalt Surfaces	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
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		2.6200e-003	0.0224	9.5300e-003	1.4000e-004		1.8100e-003	1.8100e-003		1.8100e-003	1.8100e-003	0.0000	25.9422	25.9422	5.0000e-004	4.8000e-004	26.0963

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Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse High Rise	486137	2.6200e-003	0.0224	9.5300e-003	1.4000e-004		1.8100e-003	1.8100e-003		1.8100e-003	1.8100e-003	0.0000	25.9422	25.9422	5.0000e-004	4.8000e-004	26.0963
Other Non-Asphalt Surfaces	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
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		2.6200e-003	0.0224	9.5300e-003	1.4000e-004		1.8100e-003	1.8100e-003		1.8100e-003	1.8100e-003	0.0000	25.9422	25.9422	5.0000e-004	4.8000e-004	26.0963

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**5.3 Energy by Land Use - Electricity****Unmitigated**

	Electricity Use		Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	tons/yr	MT/yr			
City Park	0		0.0000	0.0000	0.0000	0.0000
Condo/Townhouse High Rise	239313		22.1422	3.5800e-003	4.3000e-004	22.3611
Other Non-Asphalt Surfaces	0		0.0000	0.0000	0.0000	0.0000
Parking Lot	1318.45		0.1220	2.0000e-005	0.0000	0.1232
Total			22.2642	3.6000e-003	4.3000e-004	22.4843

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

Mitigated

	Electricity Use		Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	tons/yr	MT/yr			
City Park	-19552		-1.8090	-0.0003	0.0000	-1.8269
Condo/Townhouse High Rise	219761		20.3331	3.2900e-003	4.0000e-004	20.5342
Other Non-Asphalt Surfaces	-19552		-1.8090	-0.0003	0.0000	-1.8269
Parking Lot	-18233.5		-1.6870	-0.0003	0.0000	-1.7037
Total			15.0281	2.4400e-003	2.9000e-004	15.1767

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.5021	8.0400e-003	0.6148	3.9000e-004		0.0287	0.0287		0.0287	0.0287	2.6442	1.7900	4.4342	4.9200e-003	1.7000e-004	4.6090

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

Unmitigated	0.5021	8.0400e-003	0.6148	3.9000e-004		0.0287	0.0287		0.0287	0.0287	2.6442	1.7900	4.4342	4.9200e-003	1.7000e-004	4.6090
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6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0544					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3009					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.1338	3.0800e-003	0.1843	3.7000e-004		0.0264	0.0264		0.0264	0.0264	2.6442	1.0861	3.7303	4.2500e-003	1.7000e-004	3.8882
Landscaping	0.0129	4.9600e-003	0.4305	2.0000e-005		2.3900e-003	2.3900e-003		2.3900e-003	2.3900e-003	0.0000	0.7039	0.7039	6.7000e-004	0.0000	0.7208
Total	0.5021	8.0400e-003	0.6148	3.9000e-004		0.0287	0.0287		0.0287	0.0287	2.6442	1.7900	4.4342	4.9200e-003	1.7000e-004	4.6090

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

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0544					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3009					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.1338	3.0800e-003	0.1843	3.7000e-004		0.0264	0.0264		0.0264	0.0264	2.6442	1.0861	3.7303	4.2500e-003	1.7000e-004	3.8882
Landscaping	0.0129	4.9600e-003	0.4305	2.0000e-005		2.3900e-003	2.3900e-003		2.3900e-003	2.3900e-003	0.0000	0.7039	0.7039	6.7000e-004	0.0000	0.7208
Total	0.5021	8.0400e-003	0.6148	3.9000e-004		0.0287	0.0287		0.0287	0.0287	2.6442	1.7900	4.4342	4.9200e-003	1.7000e-004	4.6090

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e	
Category	tons/yr	MT/yr			
Mitigated	4.0436	0.1236	2.9600e-003	8.0166	

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

Unmitigated	4.0436	0.1236	2.9600e-003	8.0166
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7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use		Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr	MT/yr			
City Park	0 / 0.559996		0.1814	3.0000e-005	0.0000	0.1831
Condo/Townhouse High Rise	3.77893 / 2.38237		3.8623	0.1236	2.9600e-003	7.8335
Other Non-Asphalt Surfaces	0 / 0		0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0		0.0000	0.0000	0.0000	0.0000
Total			4.0436	0.1236	2.9600e-003	8.0166

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

Mitigated

	Indoor/Outdoor Use		Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr	MT/yr			
City Park	0 / 0.559996		0.1814	3.0000e-005	0.0000	0.1831
Condo/Townhouse High Rise	3.77893 / 2.38237		3.8623	0.1236	2.9600e-003	7.8335
Other Non-Asphalt Surfaces	0 / 0		0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0		0.0000	0.0000	0.0000	0.0000
Total			4.0436	0.1236	2.9600e-003	8.0166

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

		Total CO2	CH4	N2O	CO2e
	tons/yr	MT/yr			
Mitigated		5.4239	0.3205	0.0000	13.4375

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

Unmitigated	5.4239	0.3205	0.0000	13.4375
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8.2 Waste by Land Use

Unmitigated

	Waste Disposed		Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr	MT/yr			
City Park	0.04		8.1200e-003	4.8000e-004	0.0000	0.0201
Condo/Townhouse High Rise	26.68		5.4158	0.3201	0.0000	13.4174
Other Non-Asphalt Surfaces	0		0.0000	0.0000	0.0000	0.0000
Parking Lot	0		0.0000	0.0000	0.0000	0.0000
Total			5.4239	0.3205	0.0000	13.4375

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

Mitigated

	Waste Disposed		Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr	MT/yr			
City Park	0.04		8.1200e-003	4.8000e-004	0.0000	0.0201
Condo/Townhouse High Rise	26.68		5.4158	0.3201	0.0000	13.4174
Other Non-Asphalt Surfaces	0		0.0000	0.0000	0.0000	0.0000
Parking Lot	0		0.0000	0.0000	0.0000	0.0000
Total			5.4239	0.3205	0.0000	13.4375

9.0 Operational Offroad

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

Fire Pumps and Emergency Generators

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

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

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

Equipment Type	Number
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11.0 Vegetation

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

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Non-Asphalt Surfaces	21.26	1000sqft	0.49	21,258.00	0
Parking Lot	3.77	1000sqft	0.09	3,767.00	0
City Park	0.47	Acre	0.47	20,473.20	0
Condo/Townhouse High Rise	58.00	Dwelling Unit	0.82	76,584.00	166

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	0
Climate Zone	4			Operational Year	2025
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Note 1

Construction Phase - Note 2

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Trips and VMT - Note 4
Attachment A

Demolition - Note 3

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

- Grading -
- Vehicle Trips – Note 4.
- Road Dust -
- Woodstoves - Note 5
- Consumer Products -
- Area Coating -
- Landscape Equipment -
- Energy Use - Note 6
- Solid Waste - Note 7
- Construction Off-road Equipment Mitigation - Note 8 BAAQMD BMP and
- MM AIR-1 Energy Mitigation – Note 9

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	10.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	6.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final

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tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	10.00	100.00
tblConstructionPhase	NumDays	200.00	135.00
tblConstructionPhase	NumDays	200.00	65.00
tblLandUse	LandUseSquareFeet	21,260.00	21,258.00
tblLandUse	LandUseSquareFeet	3,770.00	3,767.00
tblLandUse	LandUseSquareFeet	58,000.00	76,584.00
tblLandUse	LotAcreage	0.91	0.82
tblOffRoadEquipment	UsageHours	6.00	8.00
tblProjectCharacteristics	PrecipitationFrequency	58	0
tblTripsAndVMT	VendorTripNumber	14.00	0.00
tblTripsAndVMT	VendorTripNumber	14.00	0.00
tblTripsAndVMT	WorkerTripNumber	61.00	13.00
tblTripsAndVMT	WorkerTripNumber	61.00	12.00
tblVehicleTrips	ST_TR	1.96	0.00
tblVehicleTrips	ST_TR	4.91	4.70
tblVehicleTrips	SU_TR	2.19	0.00
tblVehicleTrips	SU_TR	4.09	3.91

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tblVehicleTrips	WD_TR	0.78	0.00
tblVehicleTrips	WD_TR	5.44	5.21

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					
2024	0.1253	0.9977	1.1114	2.3600e-003	0.1028	0.0390	0.1417	0.0276	0.0373	0.0649	0.0000	202.5987	202.5987	0.0288	5.0200e-003	204.8143
2025	0.6312	0.6577	0.9571	1.7700e-003	0.0758	0.0265	0.1023	0.0193	0.0253	0.0446	0.0000	152.5625	152.5625	0.0255	1.7900e-003	153.7331
Maximum	0.6312	0.9977	1.1114	2.3600e-003	0.1028	0.0390	0.1417	0.0276	0.0373	0.0649	0.0000	202.5987	202.5987	0.0288	5.0200e-003	204.8143

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

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					
2024	0.0347	0.3383	1.1712	2.3600e-003	0.0708	3.1200e-003	0.0739	0.0190	3.0900e-003	0.0221	0.0000	202.5985	202.5985	0.0288	5.0200e-003	204.8142
2025	0.5705	0.1823	1.0209	1.7700e-003	0.0758	2.3500e-003	0.0782	0.0193	2.3400e-003	0.0216	0.0000	152.5624	152.5624	0.0255	1.7900e-003	153.7329
Maximum	0.5705	0.3383	1.1712	2.3600e-003	0.0758	3.1200e-003	0.0782	0.0193	3.0900e-003	0.0221	0.0000	202.5985	202.5985	0.0288	5.0200e-003	204.8142

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	20.00	68.55	-5.97	0.00	17.92	91.64	37.69	18.28	91.33	60.06	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	3-4-2024	6-3-2024	0.4834	0.1390
2	6-4-2024	9-3-2024	0.4382	0.1596
3	9-4-2024	12-3-2024	0.1956	0.0714
4	12-4-2024	3-3-2025	0.0214	0.0064
5	3-4-2025	6-3-2025	0.6338	0.1886
6	6-4-2025	9-3-2025	0.3800	0.3280
7	9-4-2025	9-30-2025	0.1181	0.1069
		Highest	0.6338	0.3280

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**2.2 Overall Operational****Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.5021	8.0400e-003	0.6148	3.9000e-004		0.0287	0.0287		0.0287	0.0287	2.6442	1.7900	4.4342	4.9200e-003	1.7000e-004	4.6090
Energy	2.6200e-003	0.0224	9.5300e-003	1.4000e-004		1.8100e-003	1.8100e-003		1.8100e-003	1.8100e-003	0.0000	48.2063	48.2063	4.1000e-003	9.1000e-004	48.5806
Mobile	0.1068	0.1148	1.0142	2.1400e-003	0.2538	1.5200e-003	0.2553	0.0676	1.4100e-003	0.0690	0.0000	197.5282	197.5282	0.0126	9.2700e-003	200.6047
Waste						0.0000	0.0000		0.0000	0.0000	5.4239	0.0000	5.4239	0.3205	0.0000	13.4375
Water						0.0000	0.0000		0.0000	0.0000	1.1989	2.8447	4.0436	0.1236	2.9600e-003	8.0166
Total	0.6116	0.1452	1.6385	2.6700e-003	0.2538	0.0321	0.2859	0.0676	0.0320	0.0995	9.2670	250.3693	259.6363	0.4658	0.0133	275.2485

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Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.5021	8.0400e-003	0.6148	3.9000e-004		0.0287	0.0287		0.0287	0.0287	2.6442	1.7900	4.4342	4.9200e-003	1.7000e-004	4.6090
Energy	2.6200e-003	0.0224	9.5300e-003	1.4000e-004		1.8100e-003	1.8100e-003		1.8100e-003	1.8100e-003	0.0000	40.9702	40.9702	2.9300e-003	7.7000e-004	41.2730
Mobile	0.1068	0.1148	1.0142	2.1400e-003	0.2538	1.5200e-003	0.2553	0.0676	1.4100e-003	0.0690	0.0000	197.5282	197.5282	0.0126	9.2700e-003	200.6047
Waste						0.0000	0.0000		0.0000	0.0000	5.4239	0.0000	5.4239	0.3205	0.0000	13.4375
Water						0.0000	0.0000		0.0000	0.0000	1.1989	2.8447	4.0436	0.1236	2.9600e-003	8.0166
Total	0.6116	0.1452	1.6385	2.6700e-003	0.2538	0.0321	0.2859	0.0676	0.0320	0.0995	9.2670	243.1332	252.4002	0.4646	0.0132	267.9409

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.89	2.79	0.25	1.05	2.65

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	3/4/2024	3/29/2024	5	20	
2	Site Preparation	Site Preparation	3/30/2024	4/2/2024	5	2	
3	Attachment A Grading	Grading	4/3/2024	4/8/2024	5	4	

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

4	Building Construction 1	Building Construction	4/9/2024	10/14/2024	5	135
5	Building Construction 2	Building Construction	3/1/2025	5/30/2025	5	65
6	Paving	Paving	5/31/2025	6/13/2025	5	10
7	Coating	Architectural Coating	6/14/2025	10/31/2025	5	100

Acres of Grading (Site Preparation Phase): 1.88

Acres of Grading (Grading Phase): 4

Acres of Paving: 0.58

Residential Indoor: 155,083; Residential Outdoor: 51,694; Non-Residential Indoor: 2; Non-Residential Outdoor: 1; Striped Parking Area: 1,502 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction 1	Cranes	1	6.00	231	0.29
Building Construction 1	Forklifts	1	6.00	89	0.20
Building Construction 1	Generator Sets	1	8.00	84	0.74
Building Construction 1	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction 1	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56

Attachment A

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Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Coating	Air Compressors	1	6.00	78	0.48
Building Construction 2	Air Compressors	1	6.00	78	0.48
Building Construction 2	Cement and Mortar Mixers	1	6.00	9	0.56
Building Construction 2	Cranes	1	6.00	231	0.29
Building Construction 2	Forklifts	1	6.00	89	0.20
Building Construction 2	Generator Sets	1	8.00	84	0.74
Building Construction 2	Pavers	1	6.00	130	0.42
Building Construction 2	Paving Equipment	1	8.00	132	0.36
Building Construction 2	Rollers	1	7.00	80	0.38
Building Construction 2	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction 2	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction 2	Welders	3	8.00	46	0.45

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
Demolition	5	13.00	0.00	349.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction 1	7	61.00	14.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Coating	1	12.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction 2	13	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction 2 Attachment A	13	12.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

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Building Construction	13	61.00	14.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
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3.1 Mitigation Measures Construction

- Use Cleaner Engines for Construction Equipment
- Water Exposed Area
- Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0378	0.0000	0.0378	5.7200e-003	0.0000	5.7200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0144	0.1389	0.1349	2.4000e-004		6.3100e-003	6.3100e-003		5.8900e-003	5.8900e-003	0.0000	21.0916	21.0916	5.3400e-003	0.0000	21.2250
Total	0.0144	0.1389	0.1349	2.4000e-004	0.0378	6.3100e-003	0.0441	5.7200e-003	5.8900e-003	0.0116	0.0000	21.0916	21.0916	5.3400e-003	0.0000	21.2250

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Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.6000e-004	0.0237	5.5400e-003	1.0000e-004	3.0500e-003	1.9000e-004	3.2500e-003	8.4000e-004	1.9000e-004	1.0200e-003	0.0000	10.2844	10.2844	3.5000e-004	1.6300e-003	10.7792
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-004	2.0000e-004	2.7100e-003	1.0000e-005	1.0700e-003	0.0000	1.0700e-003	2.8000e-004	0.0000	2.9000e-004	0.0000	0.7598	0.7598	2.0000e-005	2.0000e-005	0.7664
Total	6.6000e-004	0.0239	8.2500e-003	1.1000e-004	4.1200e-003	1.9000e-004	4.3200e-003	1.1200e-003	1.9000e-004	1.3100e-003	0.0000	11.0443	11.0443	3.7000e-004	1.6500e-003	11.5456

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					0.0170	0.0000	0.0170	2.5700e-003	0.0000	2.5700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.8100e-003	0.0122	0.1472	2.4000e-004		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	21.0915	21.0915	5.3400e-003	0.0000	21.2250
Total	2.8100e-003	0.0122	0.1472	2.4000e-004	0.0170	3.7000e-004	0.0174	2.5700e-003	3.7000e-004	2.9400e-003	0.0000	21.0915	21.0915	5.3400e-003	0.0000	21.2250

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Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.6000e-004	0.0237	5.5400e-003	1.0000e-004	3.0500e-003	1.9000e-004	3.2500e-003	8.4000e-004	1.9000e-004	1.0200e-003	0.0000	10.2844	10.2844	3.5000e-004	1.6300e-003	10.7792
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-004	2.0000e-004	2.7100e-003	1.0000e-005	1.0700e-003	0.0000	1.0700e-003	2.8000e-004	0.0000	2.9000e-004	0.0000	0.7598	0.7598	2.0000e-005	2.0000e-005	0.7664
Total	6.6000e-004	0.0239	8.2500e-003	1.1000e-004	4.1200e-003	1.9000e-004	4.3200e-003	1.1200e-003	1.9000e-004	1.3100e-003	0.0000	11.0443	11.0443	3.7000e-004	1.6500e-003	11.5456

3.3 Site Preparation - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					6.2700e-003	0.0000	6.2700e-003	3.0000e-003	0.0000	3.0000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.1100e-003	0.0118	6.6300e-003	2.0000e-005		4.8000e-004	4.8000e-004		4.4000e-004	4.4000e-004	0.0000	1.5113	1.5113	4.9000e-004	0.0000	1.5235
Total	1.1100e-003	0.0118	6.6300e-003	2.0000e-005	6.2700e-003	4.8000e-004	6.7500e-003	3.0000e-003	4.4000e-004	3.4400e-003	0.0000	1.5113	1.5113	4.9000e-004	0.0000	1.5235

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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	1.7000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0468	0.0468	0.0000	0.0000	0.0472
Total	2.0000e-005	1.0000e-005	1.7000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0468	0.0468	0.0000	0.0000	0.0472

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					2.8200e-003	0.0000	2.8200e-003	1.3500e-003	0.0000	1.3500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.1000e-004	9.1000e-004	8.6700e-003	2.0000e-005		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	1.5113	1.5113	4.9000e-004	0.0000	1.5235
Total	2.1000e-004	9.1000e-004	8.6700e-003	2.0000e-005	2.8200e-003	3.0000e-005	2.8500e-003	1.3500e-003	3.0000e-005	1.3800e-003	0.0000	1.5113	1.5113	4.9000e-004	0.0000	1.5235

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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	1.7000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0468	0.0468	0.0000	0.0000	0.0472
Total	2.0000e-005	1.0000e-005	1.7000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0468	0.0468	0.0000	0.0000	0.0472

3.4 Grading - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0142	0.0000	0.0142	6.8500e-003	0.0000	6.8500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.6000e-003	0.0276	0.0174	4.0000e-005		1.1400e-003	1.1400e-003		1.0500e-003	1.0500e-003	0.0000	3.6207	3.6207	1.1700e-003	0.0000	3.6500
Total	2.6000e-003	0.0276	0.0174	4.0000e-005	0.0142	1.1400e-003	0.0153	6.8500e-003	1.0500e-003	7.9000e-003	0.0000	3.6207	3.6207	1.1700e-003	0.0000	3.6500

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Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-005	3.0000e-005	4.2000e-004	0.0000	1.6000e-004	0.0000	1.7000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1169	0.1169	0.0000	0.0000	0.1179
Total	5.0000e-005	3.0000e-005	4.2000e-004	0.0000	1.6000e-004	0.0000	1.7000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1169	0.1169	0.0000	0.0000	0.1179

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					6.3700e-003	0.0000	6.3700e-003	3.0800e-003	0.0000	3.0800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.0000e-004	2.1900e-003	0.0218	4.0000e-005		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000	3.6207	3.6207	1.1700e-003	0.0000	3.6500
Total	5.0000e-004	2.1900e-003	0.0218	4.0000e-005	6.3700e-003	7.0000e-005	6.4400e-003	3.0800e-003	7.0000e-005	3.1500e-003	0.0000	3.6207	3.6207	1.1700e-003	0.0000	3.6500

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Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-005	3.0000e-005	4.2000e-004	0.0000	1.6000e-004	0.0000	1.7000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1169	0.1169	0.0000	0.0000	0.1179
Total	5.0000e-005	3.0000e-005	4.2000e-004	0.0000	1.6000e-004	0.0000	1.7000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1169	0.1169	0.0000	0.0000	0.1179

3.5 Building Construction 1 - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0959	0.7468	0.8449	1.4900e-003		0.0304	0.0304		0.0294	0.0294	0.0000	122.5876	122.5876	0.0204	0.0000	123.0980
Total	0.0959	0.7468	0.8449	1.4900e-003		0.0304	0.0304		0.0294	0.0294	0.0000	122.5876	122.5876	0.0204	0.0000	123.0980

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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	1.0100e-003	0.0421	0.0130	1.9000e-004	6.4000e-003	2.5000e-004	6.6500e-003	1.8400e-003	2.4000e-004	2.0800e-003	0.0000	18.5131	18.5131	3.9000e-004	2.7100e-003	19.3319
Worker	9.6400e-003	6.4100e-003	0.0858	2.6000e-004	0.0338	1.5000e-004	0.0340	8.9700e-003	1.4000e-004	9.1100e-003	0.0000	24.0665	24.0665	6.5000e-004	6.5000e-004	24.2753
Total	0.0107	0.0485	0.0988	4.5000e-004	0.0402	4.0000e-004	0.0406	0.0108	3.8000e-004	0.0112	0.0000	42.5797	42.5797	1.0400e-003	3.3600e-003	43.6072

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	0.0198	0.2506	0.8859	1.4900e-003		2.0500e-003	2.0500e-003		2.0500e-003	2.0500e-003	0.0000	122.5875	122.5875	0.0204	0.0000	123.0978
Total	0.0198	0.2506	0.8859	1.4900e-003		2.0500e-003	2.0500e-003		2.0500e-003	2.0500e-003	0.0000	122.5875	122.5875	0.0204	0.0000	123.0978

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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	1.0100e-003	0.0421	0.0130	1.9000e-004	6.4000e-003	2.5000e-004	6.6500e-003	1.8400e-003	2.4000e-004	2.0800e-003	0.0000	18.5131	18.5131	3.9000e-004	2.7100e-003	19.3319
Worker	9.6400e-003	6.4100e-003	0.0858	2.6000e-004	0.0338	1.5000e-004	0.0340	8.9700e-003	1.4000e-004	9.1100e-003	0.0000	24.0665	24.0665	6.5000e-004	6.5000e-004	24.2753
Total	0.0107	0.0485	0.0988	4.5000e-004	0.0402	4.0000e-004	0.0406	0.0108	3.8000e-004	0.0112	0.0000	42.5797	42.5797	1.0400e-003	3.3600e-003	43.6072

3.6 Building Construction 2 - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0672	0.5487	0.7489	1.2500e-003		0.0224	0.0224		0.0214	0.0214	0.0000	105.5925	105.5925	0.0222	0.0000	106.1480
Total	0.0672	0.5487	0.7489	1.2500e-003		0.0224	0.0224		0.0214	0.0214	0.0000	105.5925	105.5925	0.0222	0.0000	106.1480

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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	4.7000e-004	0.0202	6.1700e-003	9.0000e-005	7.4700e-003	1.2000e-004	7.5900e-003	1.9700e-003	1.1000e-004	2.0800e-003	0.0000	8.7626	8.7626	1.9000e-004	1.2800e-003	9.1494
Worker	6.1700e-003	3.9200e-003	0.0546	1.7000e-004	0.0629	1.0000e-004	0.0630	0.0159	9.0000e-005	0.0160	0.0000	15.7960	15.7960	4.0000e-004	4.1000e-004	15.9287
Total	6.6400e-003	0.0241	0.0608	2.6000e-004	0.0703	2.2000e-004	0.0706	0.0179	2.0000e-004	0.0181	0.0000	24.5587	24.5587	5.9000e-004	1.6900e-003	25.0781

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	0.0157	0.1473	0.8063	1.2500e-003		1.8100e-003	1.8100e-003		1.8100e-003	1.8100e-003	0.0000	105.5924	105.5924	0.0222	0.0000	106.1479
Total	0.0157	0.1473	0.8063	1.2500e-003		1.8100e-003	1.8100e-003		1.8100e-003	1.8100e-003	0.0000	105.5924	105.5924	0.0222	0.0000	106.1479

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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	4.7000e-004	0.0202	6.1700e-003	9.0000e-005	7.4700e-003	1.2000e-004	7.5900e-003	1.9700e-003	1.1000e-004	2.0800e-003	0.0000	8.7626	8.7626	1.9000e-004	1.2800e-003	9.1494
Worker	6.1700e-003	3.9200e-003	0.0546	1.7000e-004	0.0629	1.0000e-004	0.0630	0.0159	9.0000e-005	0.0160	0.0000	15.7960	15.7960	4.0000e-004	4.1000e-004	15.9287
Total	6.6400e-003	0.0241	0.0608	2.6000e-004	0.0703	2.2000e-004	0.0706	0.0179	2.0000e-004	0.0181	0.0000	24.5587	24.5587	5.9000e-004	1.6900e-003	25.0781

3.7 Paving - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.8700e-003	0.0266	0.0440	7.0000e-005		1.2300e-003	1.2300e-003		1.1400e-003	1.1400e-003	0.0000	5.8868	5.8868	1.8700e-003	0.0000	5.9334
Paving	1.2000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	2.9900e-003	0.0266	0.0440	7.0000e-005		1.2300e-003	1.2300e-003		1.1400e-003	1.1400e-003	0.0000	5.8868	5.8868	1.8700e-003	0.0000	5.9334

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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	1.4000e-004	9.0000e-005	1.2700e-003	0.0000	5.3000e-004	0.0000	5.4000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.3674	0.3674	1.0000e-005	1.0000e-005	0.3704
Total	1.4000e-004	9.0000e-005	1.2700e-003	0.0000	5.3000e-004	0.0000	5.4000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.3674	0.3674	1.0000e-005	1.0000e-005	0.3704

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	8.0000e-004	3.4600e-003	0.0493	7.0000e-005		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004	0.0000	5.8868	5.8868	1.8700e-003	0.0000	5.9334
Paving	1.2000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	9.2000e-004	3.4600e-003	0.0493	7.0000e-005		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004	0.0000	5.8868	5.8868	1.8700e-003	0.0000	5.9334

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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	1.4000e-004	9.0000e-005	1.2700e-003	0.0000	5.3000e-004	0.0000	5.4000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.3674	0.3674	1.0000e-005	1.0000e-005	0.3704
Total	1.4000e-004	9.0000e-005	1.2700e-003	0.0000	5.3000e-004	0.0000	5.4000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.3674	0.3674	1.0000e-005	1.0000e-005	0.3704

3.8 Coating - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.5443					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.5400e-003	0.0573	0.0905	1.5000e-004		2.5800e-003	2.5800e-003		2.5800e-003	2.5800e-003	0.0000	12.7663	12.7663	7.0000e-004	0.0000	12.7837
Total	0.5529	0.0573	0.0905	1.5000e-004		2.5800e-003	2.5800e-003		2.5800e-003	2.5800e-003	0.0000	12.7663	12.7663	7.0000e-004	0.0000	12.7837

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	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	1.3200e-003	8.4000e-004	0.0117	4.0000e-005	4.9300e-003	2.0000e-005	4.9500e-003	1.3100e-003	2.0000e-005	1.3300e-003	0.0000	3.3909	3.3909	9.0000e-005	9.0000e-005	3.4194
Total	1.3200e-003	8.4000e-004	0.0117	4.0000e-005	4.9300e-003	2.0000e-005	4.9500e-003	1.3100e-003	2.0000e-005	1.3300e-003	0.0000	3.3909	3.3909	9.0000e-005	9.0000e-005	3.4194

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.5443					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.4900e-003	6.4400e-003	0.0916	1.5000e-004		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	12.7663	12.7663	7.0000e-004	0.0000	12.7837
Total	0.5458	6.4400e-003	0.0916	1.5000e-004		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	12.7663	12.7663	7.0000e-004	0.0000	12.7837

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

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	1.3200e-003	8.4000e-004	0.0117	4.0000e-005	4.9300e-003	2.0000e-005	4.9500e-003	1.3100e-003	2.0000e-005	1.3300e-003	0.0000	3.3909	3.3909	9.0000e-005	9.0000e-005	3.4194
Total	1.3200e-003	8.4000e-004	0.0117	4.0000e-005	4.9300e-003	2.0000e-005	4.9500e-003	1.3100e-003	2.0000e-005	1.3300e-003	0.0000	3.3909	3.3909	9.0000e-005	9.0000e-005	3.4194

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	0.1068	0.1148	1.0142	2.1400e-003	0.2538	1.5200e-003	0.2553	0.0676	1.4100e-003	0.0690	0.0000	197.5282	197.5282	0.0126	9.2700e-003	200.6047
Unmitigated	0.1068 Attachment A	0.1148	1.0142	2.1400e-003	0.2538	1.5200e-003	0.2553	0.0676	1.4100e-003	0.0690	0.0000	197.5282	197.5282	0.0126	9.2700e-003	200.6047

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

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
Condo/Townhouse High Rise	302.18	272.60	226.78	663,280	663,280
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	302.18	272.60	226.78	663,280	663,280

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Condo/Townhouse High Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix Attachment A

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

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.573651	0.055882	0.186012	0.115369	0.020252	0.005158	0.008030	0.006377	0.000893	0.000372	0.024386	0.000900	0.002720
Condo/Townhouse High Rise	0.573651	0.055882	0.186012	0.115369	0.020252	0.005158	0.008030	0.006377	0.000893	0.000372	0.024386	0.000900	0.002720
Other Non-Asphalt Surfaces	0.573651	0.055882	0.186012	0.115369	0.020252	0.005158	0.008030	0.006377	0.000893	0.000372	0.024386	0.000900	0.002720
Parking Lot	0.573651	0.055882	0.186012	0.115369	0.020252	0.005158	0.008030	0.006377	0.000893	0.000372	0.024386	0.000900	0.002720

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Kilowatt Hours of Renewable Electricity Generated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	15.0281	15.0281	2.4300e-003	2.9000e-004	15.1767
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	22.2642	22.2642	3.6000e-003	4.4000e-004	22.4843
NaturalGas Mitigated	2.6200e-003	0.0224	9.5300e-003	1.4000e-004	1.8100e-003	1.8100e-003	1.8100e-003	1.8100e-003	1.8100e-003	1.8100e-003	0.0000	25.9422	25.9422	5.0000e-004	4.8000e-004	26.0963
NaturalGas Unmitigated	2.6200e-003	0.0224	9.5300e-003	1.4000e-004	1.8100e-003	1.8100e-003	1.8100e-003	1.8100e-003	1.8100e-003	1.8100e-003	0.0000	25.9422	25.9422	5.0000e-004	4.8000e-004	26.0963

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**5.2 Energy by Land Use - NaturalGas****Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse High Rise	486137	2.6200e-003	0.0224	9.5300e-003	1.4000e-004		1.8100e-003	1.8100e-003		1.8100e-003	1.8100e-003	0.0000	25.9422	25.9422	5.0000e-004	4.8000e-004	26.0963
Other Non-Asphalt Surfaces	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
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		2.6200e-003	0.0224	9.5300e-003	1.4000e-004		1.8100e-003	1.8100e-003		1.8100e-003	1.8100e-003	0.0000	25.9422	25.9422	5.0000e-004	4.8000e-004	26.0963

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

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse High Rise	486137	2.6200e-003	0.0224	9.5300e-003	1.4000e-004		1.8100e-003	1.8100e-003		1.8100e-003	1.8100e-003	0.0000	25.9422	25.9422	5.0000e-004	4.8000e-004	26.0963
Other Non-Asphalt Surfaces	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
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		2.6200e-003	0.0224	9.5300e-003	1.4000e-004		1.8100e-003	1.8100e-003		1.8100e-003	1.8100e-003	0.0000	25.9422	25.9422	5.0000e-004	4.8000e-004	26.0963

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**5.3 Energy by Land Use - Electricity****Unmitigated**

	Electricity Use		Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	tons/yr	MT/yr			
City Park	0		0.0000	0.0000	0.0000	0.0000
Condo/Townhouse High Rise	239313		22.1422	3.5800e-003	4.3000e-004	22.3611
Other Non-Asphalt Surfaces	0		0.0000	0.0000	0.0000	0.0000
Parking Lot	1318.45		0.1220	2.0000e-005	0.0000	0.1232
Total			22.2642	3.6000e-003	4.3000e-004	22.4843

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

Mitigated

	Electricity Use		Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	tons/yr	MT/yr			
City Park	-19552		-1.8090	-0.0003	0.0000	-1.8269
Condo/Townhouse High Rise	219761		20.3331	3.2900e-003	4.0000e-004	20.5342
Other Non-Asphalt Surfaces	-19552		-1.8090	-0.0003	0.0000	-1.8269
Parking Lot	-18233.5		-1.6870	-0.0003	0.0000	-1.7037
Total			15.0281	2.4400e-003	2.9000e-004	15.1767

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.5021	8.0400e-003	0.6148	3.9000e-004		0.0287	0.0287		0.0287	0.0287	2.6442	1.7900	4.4342	4.9200e-003	1.7000e-004	4.6090
	Attachment A															

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

Unmitigated	0.5021	8.0400e-003	0.6148	3.9000e-004		0.0287	0.0287		0.0287	0.0287	2.6442	1.7900	4.4342	4.9200e-003	1.7000e-004	4.6090
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6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0544					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3009					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.1338	3.0800e-003	0.1843	3.7000e-004		0.0264	0.0264		0.0264	0.0264	2.6442	1.0861	3.7303	4.2500e-003	1.7000e-004	3.8882
Landscaping	0.0129	4.9600e-003	0.4305	2.0000e-005		2.3900e-003	2.3900e-003		2.3900e-003	2.3900e-003	0.0000	0.7039	0.7039	6.7000e-004	0.0000	0.7208
Total	0.5021	8.0400e-003	0.6148	3.9000e-004		0.0287	0.0287		0.0287	0.0287	2.6442	1.7900	4.4342	4.9200e-003	1.7000e-004	4.6090

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

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0544					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3009					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.1338	3.0800e-003	0.1843	3.7000e-004		0.0264	0.0264		0.0264	0.0264	2.6442	1.0861	3.7303	4.2500e-003	1.7000e-004	3.8882
Landscaping	0.0129	4.9600e-003	0.4305	2.0000e-005		2.3900e-003	2.3900e-003		2.3900e-003	2.3900e-003	0.0000	0.7039	0.7039	6.7000e-004	0.0000	0.7208
Total	0.5021	8.0400e-003	0.6148	3.9000e-004		0.0287	0.0287		0.0287	0.0287	2.6442	1.7900	4.4342	4.9200e-003	1.7000e-004	4.6090

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e	
Category	tons/yr	MT/yr			
Mitigated	4.0436	0.1236	2.9600e-003	8.0166	

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

Unmitigated	4.0436	0.1236	2.9600e-003	8.0166
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7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use		Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr	MT/yr			
City Park	0 / 0.559996		0.1814	3.0000e-005	0.0000	0.1831
Condo/Townhouse High Rise	3.77893 / 2.38237		3.8623	0.1236	2.9600e-003	7.8335
Other Non-Asphalt Surfaces	0 / 0		0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0		0.0000	0.0000	0.0000	0.0000
Total			4.0436	0.1236	2.9600e-003	8.0166

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

Mitigated

	Indoor/Outdoor Use		Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr	MT/yr			
City Park	0 / 0.559996		0.1814	3.0000e-005	0.0000	0.1831
Condo/Townhouse High Rise	3.77893 / 2.38237		3.8623	0.1236	2.9600e-003	7.8335
Other Non-Asphalt Surfaces	0 / 0		0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0		0.0000	0.0000	0.0000	0.0000
Total			4.0436	0.1236	2.9600e-003	8.0166

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

		Total CO2	CH4	N2O	CO2e
	tons/yr	MT/yr			
Mitigated		5.4239	0.3205	0.0000	13.4375
Unmitigated	Attachment A	5.4239	0.3205	0.0000	13.4375

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

8.2 Waste by Land Use

Unmitigated

	Waste Disposed		Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr	MT/yr			
City Park	0.04		8.1200e-003	4.8000e-004	0.0000	0.0201
Condo/Townhouse High Rise	26.68		5.4158	0.3201	0.0000	13.4174
Other Non-Asphalt Surfaces	0		0.0000	0.0000	0.0000	0.0000
Parking Lot	0		0.0000	0.0000	0.0000	0.0000
Total			5.4239	0.3205	0.0000	13.4375

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

	Waste Disposed		Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr	MT/yr			
City Park	0.04		8.1200e-003	4.8000e-004	0.0000	0.0201
Condo/Townhouse High Rise	26.68		5.4158	0.3201	0.0000	13.4174
Other Non-Asphalt Surfaces	0		0.0000	0.0000	0.0000	0.0000
Parking Lot	0		0.0000	0.0000	0.0000	0.0000
Total			5.4239	0.3205	0.0000	13.4375

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment**Fire Pumps and Emergency Generators**

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

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

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

Equipment Type	Number
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11.0 Vegetation

San Jose Moorpark - Mitigated Construction (Tier 3 and Level 3 Filter Option) - Santa Clara County, Annual

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

San Jose Moorpark - Mitigated Construction (Tier 3 and Level 3 Filter Option)

Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Non-Asphalt Surfaces	21.26	1000sqft	0.49	21,258.00	0
Parking Lot	3.77	1000sqft	0.09	3,767.00	0
City Park	0.47	Acre	0.47	20,473.20	0
Condo/Townhouse High Rise	58.00	Dwelling Unit	0.82	76,584.00	166

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	0
Climate Zone	4			Operational Year	2025
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MW hr)	203.98	CH4 Intensity (lb/MW hr)	0.033	N2O Intensity (lb/MW hr)	0.004

1.3 User Entered Comments & Non-Default Data

- Project Characteristics - Note 1
- MM AIR 1 (Tier 3 and Level 3 Filter option if Tier 4 equipment is not available)
- Land Use - Note 1
- Construction Phase - Note 2
- Off-road Equipment - Note 1
- Off-road Equipment - Note 8
- Off-road Equipment - Note 8
- Trips and VMT - Note 10
- Demolition - Attachment A

San Jose Moorpark - Mitigated Construction (Tier 3 and Level 3 Filter Option) - Santa Clara County, Annual

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

Grading -

Vehicle Trips - Note 4. Because the Transportation Report identifies a different breakdown of trip assignment, the total daily trips generated (302) were identified and then adjusted proportionally with the land use applied in CalEEMod Model.

Road Dust - Default values

Woodstoves - Note 5

Consumer Products - Default values

Area Coating - Default values

Landscape Equipment - Default values

Energy Use - Note 6

Solid Waste - Note 7

Construction Off-road Equipment Mitigation - Note 8 BAAQMD BMP and MM AIR 1 (Tier 3 and Level 3 Filter option if Tier 4 equipment is not available)

Energy Mitigation - Note 9

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00

San Jose Moorpark - Mitigated Construction (Tier 3 and Level 3 Filter Option) - Santa Clara County, Annual

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

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	10.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	6.00
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstructionPhase	NumDays	10.00	100.00
tblConstructionPhase	NumDays	200.00	135.00
tblConstructionPhase	NumDays	200.00	65.00
tblLandUse	LandUseSquareFeet	21,260.00	21,258.00
tblLandUse	LandUseSquareFeet	3,770.00	3,767.00

San Jose Moorpark - Mitigated Construction (Tier 3 and Level 3 Filter Option) - Santa Clara County, Annual

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

tblLandUse	LandUseSquareFeet	58,000.00	76,584.00
tblLandUse	LotAcreage	0.91	0.82
tblOffRoadEquipment	UsageHours	6.00	8.00
tblProjectCharacteristics	PrecipitationFrequency	58	0
tblTripsAndVMT	VendorTripNumber	14.00	0.00
tblTripsAndVMT	VendorTripNumber	14.00	0.00
tblTripsAndVMT	WorkerTripNumber	61.00	13.00
tblTripsAndVMT	WorkerTripNumber	61.00	12.00
tblVehicleTrips	ST_TR	1.96	0.00
tblVehicleTrips	ST_TR	4.91	4.70
tblVehicleTrips	SU_TR	2.19	0.00
tblVehicleTrips	SU_TR	4.09	3.91
tblVehicleTrips	WD_TR	0.78	0.00
tblVehicleTrips	WD_TR	5.44	5.21

2.0 Emissions Summary

San Jose Moorpark - Mitigated Construction (Tier 3 and Level 3 Filter Option) - Santa Clara County, Annual

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

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2024	0.1253	0.9977	1.1114	2.3600e-003	0.1028	0.0390	0.1417	0.0276	0.0373	0.0649	0.0000	202.5987	202.5987	0.0288	5.0200e-003	204.8143
2025	0.6312	0.6577	0.9571	1.7700e-003	0.0758	0.0265	0.1023	0.0193	0.0253	0.0446	0.0000	152.5625	152.5625	0.0255	1.7900e-003	153.7331
Maximum	0.6312	0.9977	1.1114	2.3600e-003	0.1028	0.0390	0.1417	0.0276	0.0373	0.0649	0.0000	202.5987	202.5987	0.0288	5.0200e-003	204.8143

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					
2024	0.0617	1.0375	1.2057	2.3600e-003	0.0708	9.2900e-003	0.0801	0.0190	9.2600e-003	0.0283	0.0000	202.5985	202.5985	0.0288	5.0200e-003	204.8142
2025	0.5903	0.7785	1.0324	1.7700e-003	0.0758	7.1600e-003	0.0830	0.0193	7.1400e-003	0.0265	0.0000	152.5624	152.5624	0.0255	1.7900e-003	153.7329
Maximum	0.5903	1.0375	1.2057	2.3600e-003	0.0758	9.2900e-003	0.0830	0.0193	9.2600e-003	0.0283	0.0000	202.5985	202.5985	0.0288	5.0200e-003	204.8142

San Jose Moorpark - Mitigated Construction (Tier 3 and Level 3 Filter Option) - Santa Clara County, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	13.82	-9.71	-8.20	0.00	17.92	74.86	33.19	18.28	73.81	50.04	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	3-4-2024	6-3-2024	0.4834	0.4480
2	6-4-2024	9-3-2024	0.4382	0.4459
3	9-4-2024	12-3-2024	0.1956	0.1990
4	12-4-2024	3-3-2025	0.0214	0.0237
5	3-4-2025	6-3-2025	0.6338	0.7026
6	6-4-2025	9-3-2025	0.3800	0.3867
7	9-4-2025	9-30-2025	0.1181	0.1191
		Highest	0.6338	0.7026

San Jose Moorpark - Mitigated Construction (Tier 3 and Level 3 Filter Option) - Santa Clara County, Annual

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.5021	8.0400e-003	0.6148	3.9000e-004		0.0287	0.0287		0.0287	0.0287	2.6442	1.7900	4.4342	4.9200e-003	1.7000e-004	4.6090
Energy	2.6200e-003	0.0224	9.5300e-003	1.4000e-004		1.8100e-003	1.8100e-003		1.8100e-003	1.8100e-003	0.0000	48.2063	48.2063	4.1000e-003	9.1000e-004	48.5806
Mobile	0.1068	0.1148	1.0142	2.1400e-003	0.2538	1.5200e-003	0.2553	0.0676	1.4100e-003	0.0690	0.0000	197.5282	197.5282	0.0126	9.2700e-003	200.6047
Waste						0.0000	0.0000		0.0000	0.0000	5.4239	0.0000	5.4239	0.3205	0.0000	13.4375
Water						0.0000	0.0000		0.0000	0.0000	1.1989	2.8447	4.0436	0.1236	2.9600e-003	8.0166
Total	0.6116	0.1452	1.6385	2.6700e-003	0.2538	0.0321	0.2859	0.0676	0.0320	0.0995	9.2670	250.3693	259.6363	0.4658	0.0133	275.2485

San Jose Moorpark - Mitigated Construction (Tier 3 and Level 3 Filter Option) - Santa Clara County, Annual

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

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.5021	8.0400e-003	0.6148	3.9000e-004		0.0287	0.0287		0.0287	0.0287	2.6442	1.7900	4.4342	4.9200e-003	1.7000e-004	4.6090
Energy	2.6200e-003	0.0224	9.5300e-003	1.4000e-004		1.8100e-003	1.8100e-003		1.8100e-003	1.8100e-003	0.0000	40.9702	40.9702	2.9300e-003	7.7000e-004	41.2730
Mobile	0.1068	0.1148	1.0142	2.1400e-003	0.2538	1.5200e-003	0.2553	0.0676	1.4100e-003	0.0690	0.0000	197.5282	197.5282	0.0126	9.2700e-003	200.6047
Waste						0.0000	0.0000		0.0000	0.0000	5.4239	0.0000	5.4239	0.3205	0.0000	13.4375
Water						0.0000	0.0000		0.0000	0.0000	1.1989	2.8447	4.0436	0.1236	2.9600e-003	8.0166
Total	0.6116	0.1452	1.6385	2.6700e-003	0.2538	0.0321	0.2859	0.0676	0.0320	0.0995	9.2670	243.1332	252.4002	0.4646	0.0132	267.9409

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.89	2.79	0.25	1.05	2.65

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	3/4/2024	3/29/2024	5	20	
2	Site Preparation	Site Preparation	3/30/2024	4/2/2024	5	2	
3	Grading Attachment A	Grading	4/3/2024	4/8/2024	5	4	

San Jose Moorpark - Mitigated Construction (Tier 3 and Level 3 Filter Option) - Santa Clara County, Annual

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

4	Building Construction 1	Building Construction	4/9/2024	10/14/2024	5	135
5	Building Construction 2	Building Construction	3/1/2025	5/30/2025	5	65
6	Paving	Paving	5/31/2025	6/13/2025	5	10
7	Coating	Architectural Coating	6/14/2025	10/31/2025	5	100

Acres of Grading (Site Preparation Phase): 1.88

Acres of Grading (Grading Phase): 4

Acres of Paving: 0.58

Residential Indoor: 155,083; Residential Outdoor: 51,694; Non-Residential Indoor: 2; Non-Residential Outdoor: 1; Striped Parking Area: 1,502 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction 1	Cranes	1	6.00	231	0.29
Building Construction 1	Forklifts	1	6.00	89	0.20
Building Construction 1	Generator Sets	1	8.00	84	0.74
Building Construction 1	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction 1	Welders	3	8.00	46	0.45
Building Construction 2	Air Compressors	1	6.00	78	0.48
Building Construction 2	Cement and Mortar Mixers	1	6.00	9	0.56

San Jose Moorpark - Mitigated Construction (Tier 3 and Level 3 Filter Option) - Santa Clara County, Annual

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

Building Construction 2	Cranes	1	6.00	231	0.29
Building Construction 2	Forklifts	1	6.00	89	0.20
Building Construction 2	Generator Sets	1	8.00	84	0.74
Building Construction 2	Pavers	1	6.00	130	0.42
Building Construction 2	Paving Equipment	1	8.00	132	0.36
Building Construction 2	Rollers	1	7.00	80	0.38
Building Construction 2	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction 2	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction 2	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	349.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction 1	7	61.00	14.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction 2	13	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction 2	13	12.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction 2	13	61.00	14.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Coating	1	12.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

Attachment A

San Jose Moorpark - Mitigated Construction (Tier 3 and Level 3 Filter Option) - Santa Clara County, Annual

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

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0378	0.0000	0.0378	5.7200e-003	0.0000	5.7200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0144	0.1389	0.1349	2.4000e-004		6.3100e-003	6.3100e-003		5.8900e-003	5.8900e-003	0.0000	21.0916	21.0916	5.3400e-003	0.0000	21.2250
Total	0.0144	0.1389	0.1349	2.4000e-004	0.0378	6.3100e-003	0.0441	5.7200e-003	5.8900e-003	0.0116	0.0000	21.0916	21.0916	5.3400e-003	0.0000	21.2250

San Jose Moorpark - Mitigated Construction (Tier 3 and Level 3 Filter Option) - Santa Clara County, Annual

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

3.2 Demolition - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.6000e-004	0.0237	5.5400e-003	1.0000e-004	3.0500e-003	1.9000e-004	3.2500e-003	8.4000e-004	1.9000e-004	1.0200e-003	0.0000	10.2844	10.2844	3.5000e-004	1.6300e-003	10.7792
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-004	2.0000e-004	2.7100e-003	1.0000e-005	1.0700e-003	0.0000	1.0700e-003	2.8000e-004	0.0000	2.9000e-004	0.0000	0.7598	0.7598	2.0000e-005	2.0000e-005	0.7664
Total	6.6000e-004	0.0239	8.2500e-003	1.1000e-004	4.1200e-003	1.9000e-004	4.3200e-003	1.1200e-003	1.9000e-004	1.3100e-003	0.0000	11.0443	11.0443	3.7000e-004	1.6500e-003	11.5456

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					0.0170	0.0000	0.0170	2.5700e-003	0.0000	2.5700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.6200e-003	0.1210	0.1542	2.4000e-004		1.0800e-003	1.0800e-003		1.0800e-003	1.0800e-003	0.0000	21.0915	21.0915	5.3400e-003	0.0000	21.2250
Total	5.6200e-003	0.1210	0.1542	2.4000e-004	0.0170	1.0800e-003	0.0181	2.5700e-003	1.0800e-003	3.6500e-003	0.0000	21.0915	21.0915	5.3400e-003	0.0000	21.2250

San Jose Moorpark - Mitigated Construction (Tier 3 and Level 3 Filter Option) - Santa Clara County, Annual

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

3.2 Demolition - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.6000e-004	0.0237	5.5400e-003	1.0000e-004	3.0500e-003	1.9000e-004	3.2500e-003	8.4000e-004	1.9000e-004	1.0200e-003	0.0000	10.2844	10.2844	3.5000e-004	1.6300e-003	10.7792
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-004	2.0000e-004	2.7100e-003	1.0000e-005	1.0700e-003	0.0000	1.0700e-003	2.8000e-004	0.0000	2.9000e-004	0.0000	0.7598	0.7598	2.0000e-005	2.0000e-005	0.7664
Total	6.6000e-004	0.0239	8.2500e-003	1.1000e-004	4.1200e-003	1.9000e-004	4.3200e-003	1.1200e-003	1.9000e-004	1.3100e-003	0.0000	11.0443	11.0443	3.7000e-004	1.6500e-003	11.5456

3.3 Site Preparation - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					6.2700e-003	0.0000	6.2700e-003	3.0000e-003	0.0000	3.0000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.1100e-003	0.0118	6.6300e-003	2.0000e-005		4.8000e-004	4.8000e-004		4.4000e-004	4.4000e-004	0.0000	1.5113	1.5113	4.9000e-004	0.0000	1.5235
Total	1.1100e-003	0.0118	6.6300e-003	2.0000e-005	6.2700e-003	4.8000e-004	6.7500e-003	3.0000e-003	4.4000e-004	3.4400e-003	0.0000	1.5113	1.5113	4.9000e-004	0.0000	1.5235

San Jose Moorpark - Mitigated Construction (Tier 3 and Level 3 Filter Option) - Santa Clara County, Annual

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

3.3 Site Preparation - 2024

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	1.7000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0468	0.0468	0.0000	0.0000	0.0472
Total	2.0000e-005	1.0000e-005	1.7000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0468	0.0468	0.0000	0.0000	0.0472

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					2.8200e-003	0.0000	2.8200e-003	1.3500e-003	0.0000	1.3500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.2000e-004	8.4100e-003	9.8200e-003	2.0000e-005		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	1.5113	1.5113	4.9000e-004	0.0000	1.5235
Total	4.2000e-004	8.4100e-003	9.8200e-003	2.0000e-005	2.8200e-003	6.0000e-005	2.8800e-003	1.3500e-003	6.0000e-005	1.4100e-003	0.0000	1.5113	1.5113	4.9000e-004	0.0000	1.5235

San Jose Moorpark - Mitigated Construction (Tier 3 and Level 3 Filter Option) - Santa Clara County, Annual

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

3.3 Site Preparation - 2024

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	1.7000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0468	0.0468	0.0000	0.0000	0.0472
Total	2.0000e-005	1.0000e-005	1.7000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0468	0.0468	0.0000	0.0000	0.0472

3.4 Grading - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0142	0.0000	0.0142	6.8500e-003	0.0000	6.8500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.6000e-003	0.0276	0.0174	4.0000e-005		1.1400e-003	1.1400e-003		1.0500e-003	1.0500e-003	0.0000	3.6207	3.6207	1.1700e-003	0.0000	3.6500
Total	2.6000e-003	0.0276	0.0174	4.0000e-005	0.0142	1.1400e-003	0.0153	6.8500e-003	1.0500e-003	7.9000e-003	0.0000	3.6207	3.6207	1.1700e-003	0.0000	3.6500

San Jose Moorpark - Mitigated Construction (Tier 3 and Level 3 Filter Option) - Santa Clara County, Annual

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

3.4 Grading - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-005	3.0000e-005	4.2000e-004	0.0000	1.6000e-004	0.0000	1.7000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1169	0.1169	0.0000	0.0000	0.1179
Total	5.0000e-005	3.0000e-005	4.2000e-004	0.0000	1.6000e-004	0.0000	1.7000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1169	0.1169	0.0000	0.0000	0.1179

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					6.3700e-003	0.0000	6.3700e-003	3.0800e-003	0.0000	3.0800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0100e-003	0.0204	0.0243	4.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	3.6207	3.6207	1.1700e-003	0.0000	3.6500
Total	1.0100e-003	0.0204	0.0243	4.0000e-005	6.3700e-003	1.5000e-004	6.5200e-003	3.0800e-003	1.5000e-004	3.2300e-003	0.0000	3.6207	3.6207	1.1700e-003	0.0000	3.6500

San Jose Moorpark - Mitigated Construction (Tier 3 and Level 3 Filter Option) - Santa Clara County, Annual

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

3.4 Grading - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-005	3.0000e-005	4.2000e-004	0.0000	1.6000e-004	0.0000	1.7000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1169	0.1169	0.0000	0.0000	0.1179
Total	5.0000e-005	3.0000e-005	4.2000e-004	0.0000	1.6000e-004	0.0000	1.7000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1169	0.1169	0.0000	0.0000	0.1179

3.5 Building Construction 1 - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0959	0.7468	0.8449	1.4900e-003		0.0304	0.0304		0.0294	0.0294	0.0000	122.5876	122.5876	0.0204	0.0000	123.0980
Total	0.0959	0.7468	0.8449	1.4900e-003		0.0304	0.0304		0.0294	0.0294	0.0000	122.5876	122.5876	0.0204	0.0000	123.0980

San Jose Moorpark - Mitigated Construction (Tier 3 and Level 3 Filter Option) - Santa Clara County, Annual

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

3.5 Building Construction 1 - 2024

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	1.0100e-003	0.0421	0.0130	1.9000e-004	6.4000e-003	2.5000e-004	6.6500e-003	1.8400e-003	2.4000e-004	2.0800e-003	0.0000	18.5131	18.5131	3.9000e-004	2.7100e-003	19.3319
Worker	9.6400e-003	6.4100e-003	0.0858	2.6000e-004	0.0338	1.5000e-004	0.0340	8.9700e-003	1.4000e-004	9.1100e-003	0.0000	24.0665	24.0665	6.5000e-004	6.5000e-004	24.2753
Total	0.0107	0.0485	0.0988	4.5000e-004	0.0402	4.0000e-004	0.0406	0.0108	3.8000e-004	0.0112	0.0000	42.5797	42.5797	1.0400e-003	3.3600e-003	43.6072

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	0.0433	0.8152	0.9098	1.4900e-003		7.4100e-003	7.4100e-003		7.4100e-003	7.4100e-003	0.0000	122.5875	122.5875	0.0204	0.0000	123.0978
Total	0.0433	0.8152	0.9098	1.4900e-003		7.4100e-003	7.4100e-003		7.4100e-003	7.4100e-003	0.0000	122.5875	122.5875	0.0204	0.0000	123.0978

San Jose Moorpark - Mitigated Construction (Tier 3 and Level 3 Filter Option) - Santa Clara County, Annual

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

3.5 Building Construction 1 - 2024

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	1.0100e-003	0.0421	0.0130	1.9000e-004	6.4000e-003	2.5000e-004	6.6500e-003	1.8400e-003	2.4000e-004	2.0800e-003	0.0000	18.5131	18.5131	3.9000e-004	2.7100e-003	19.3319
Worker	9.6400e-003	6.4100e-003	0.0858	2.6000e-004	0.0338	1.5000e-004	0.0340	8.9700e-003	1.4000e-004	9.1100e-003	0.0000	24.0665	24.0665	6.5000e-004	6.5000e-004	24.2753
Total	0.0107	0.0485	0.0988	4.5000e-004	0.0402	4.0000e-004	0.0406	0.0108	3.8000e-004	0.0112	0.0000	42.5797	42.5797	1.0400e-003	3.3600e-003	43.6072

3.6 Building Construction 2 - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0672	0.5487	0.7489	1.2500e-003		0.0224	0.0224		0.0214	0.0214	0.0000	105.5925	105.5925	0.0222	0.0000	106.1480
Total	0.0672	0.5487	0.7489	1.2500e-003		0.0224	0.0224		0.0214	0.0214	0.0000	105.5925	105.5925	0.0222	0.0000	106.1480

San Jose Moorpark - Mitigated Construction (Tier 3 and Level 3 Filter Option) - Santa Clara County, Annual

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

3.6 Building Construction 2 - 2025

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	4.7000e-004	0.0202	6.1700e-003	9.0000e-005	7.4700e-003	1.2000e-004	7.5900e-003	1.9700e-003	1.1000e-004	2.0800e-003	0.0000	8.7626	8.7626	1.9000e-004	1.2800e-003	9.1494
Worker	6.1700e-003	3.9200e-003	0.0546	1.7000e-004	0.0629	1.0000e-004	0.0630	0.0159	9.0000e-005	0.0160	0.0000	15.7960	15.7960	4.0000e-004	4.1000e-004	15.9287
Total	6.6400e-003	0.0241	0.0608	2.6000e-004	0.0703	2.2000e-004	0.0706	0.0179	2.0000e-004	0.0181	0.0000	24.5587	24.5587	5.9000e-004	1.6900e-003	25.0781

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	0.0331	0.6524	0.8178	1.2500e-003		5.9100e-003	5.9100e-003		5.9100e-003	5.9100e-003	0.0000	105.5924	105.5924	0.0222	0.0000	106.1479
Total	0.0331	0.6524	0.8178	1.2500e-003		5.9100e-003	5.9100e-003		5.9100e-003	5.9100e-003	0.0000	105.5924	105.5924	0.0222	0.0000	106.1479

San Jose Moorpark - Mitigated Construction (Tier 3 and Level 3 Filter Option) - Santa Clara County, Annual

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

3.6 Building Construction 2 - 2025

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	4.7000e-004	0.0202	6.1700e-003	9.0000e-005	7.4700e-003	1.2000e-004	7.5900e-003	1.9700e-003	1.1000e-004	2.0800e-003	0.0000	8.7626	8.7626	1.9000e-004	1.2800e-003	9.1494
Worker	6.1700e-003	3.9200e-003	0.0546	1.7000e-004	0.0629	1.0000e-004	0.0630	0.0159	9.0000e-005	0.0160	0.0000	15.7960	15.7960	4.0000e-004	4.1000e-004	15.9287
Total	6.6400e-003	0.0241	0.0608	2.6000e-004	0.0703	2.2000e-004	0.0706	0.0179	2.0000e-004	0.0181	0.0000	24.5587	24.5587	5.9000e-004	1.6900e-003	25.0781

3.7 Paving - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.8700e-003	0.0266	0.0440	7.0000e-005		1.2300e-003	1.2300e-003		1.1400e-003	1.1400e-003	0.0000	5.8868	5.8868	1.8700e-003	0.0000	5.9334
Paving	1.2000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	2.9900e-003	0.0266	0.0440	7.0000e-005		1.2300e-003	1.2300e-003		1.1400e-003	1.1400e-003	0.0000	5.8868	5.8868	1.8700e-003	0.0000	5.9334

San Jose Moorpark - Mitigated Construction (Tier 3 and Level 3 Filter Option) - Santa Clara County, Annual

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

3.7 Paving - 2025

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	1.4000e-004	9.0000e-005	1.2700e-003	0.0000	5.3000e-004	0.0000	5.4000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.3674	0.3674	1.0000e-005	1.0000e-005	0.3704
Total	1.4000e-004	9.0000e-005	1.2700e-003	0.0000	5.3000e-004	0.0000	5.4000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.3674	0.3674	1.0000e-005	1.0000e-005	0.3704

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	1.6000e-003	0.0332	0.0493	7.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004	0.0000	5.8868	5.8868	1.8700e-003	0.0000	5.9334
Paving	1.2000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	1.7200e-003	0.0332	0.0493	7.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004	0.0000	5.8868	5.8868	1.8700e-003	0.0000	5.9334

San Jose Moorpark - Mitigated Construction (Tier 3 and Level 3 Filter Option) - Santa Clara County, Annual

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

3.7 Paving - 2025

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	1.4000e-004	9.0000e-005	1.2700e-003	0.0000	5.3000e-004	0.0000	5.4000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.3674	0.3674	1.0000e-005	1.0000e-005	0.3704
Total	1.4000e-004	9.0000e-005	1.2700e-003	0.0000	5.3000e-004	0.0000	5.4000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.3674	0.3674	1.0000e-005	1.0000e-005	0.3704

3.8 Coating - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.5443					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.5400e-003	0.0573	0.0905	1.5000e-004		2.5800e-003	2.5800e-003		2.5800e-003	2.5800e-003	0.0000	12.7663	12.7663	7.0000e-004	0.0000	12.7837
Total	0.5529	0.0573	0.0905	1.5000e-004		2.5800e-003	2.5800e-003		2.5800e-003	2.5800e-003	0.0000	12.7663	12.7663	7.0000e-004	0.0000	12.7837

San Jose Moorpark - Mitigated Construction (Tier 3 and Level 3 Filter Option) - Santa Clara County, Annual

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

3.8 Coating - 2025

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	1.3200e-003	8.4000e-004	0.0117	4.0000e-005	4.9300e-003	2.0000e-005	4.9500e-003	1.3100e-003	2.0000e-005	1.3300e-003	0.0000	3.3909	3.3909	9.0000e-005	9.0000e-005	3.4194
Total	1.3200e-003	8.4000e-004	0.0117	4.0000e-005	4.9300e-003	2.0000e-005	4.9500e-003	1.3100e-003	2.0000e-005	1.3300e-003	0.0000	3.3909	3.3909	9.0000e-005	9.0000e-005	3.4194

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.5443					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.9700e-003	0.0679	0.0916	1.5000e-004		7.1000e-004	7.1000e-004		7.1000e-004	7.1000e-004	0.0000	12.7663	12.7663	7.0000e-004	0.0000	12.7837
Total	0.5473	0.0679	0.0916	1.5000e-004		7.1000e-004	7.1000e-004		7.1000e-004	7.1000e-004	0.0000	12.7663	12.7663	7.0000e-004	0.0000	12.7837

San Jose Moorpark - Mitigated Construction (Tier 3 and Level 3 Filter Option) - Santa Clara County, Annual

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

3.8 Coating - 2025

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	1.3200e-003	8.4000e-004	0.0117	4.0000e-005	4.9300e-003	2.0000e-005	4.9500e-003	1.3100e-003	2.0000e-005	1.3300e-003	0.0000	3.3909	3.3909	9.0000e-005	9.0000e-005	3.4194
Total	1.3200e-003	8.4000e-004	0.0117	4.0000e-005	4.9300e-003	2.0000e-005	4.9500e-003	1.3100e-003	2.0000e-005	1.3300e-003	0.0000	3.3909	3.3909	9.0000e-005	9.0000e-005	3.4194

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

San Jose Moorpark - Mitigated Construction (Tier 3 and Level 3 Filter Option) - Santa Clara County, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1068	0.1148	1.0142	2.1400e-003	0.2538	1.5200e-003	0.2553	0.0676	1.4100e-003	0.0690	0.0000	197.5282	197.5282	0.0126	9.2700e-003	200.6047
Unmitigated	0.1068	0.1148	1.0142	2.1400e-003	0.2538	1.5200e-003	0.2553	0.0676	1.4100e-003	0.0690	0.0000	197.5282	197.5282	0.0126	9.2700e-003	200.6047

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
Condo/Townhouse High Rise	302.18	272.60	226.78	663,280	663,280
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	302.18	272.60	226.78	663,280	663,280

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Condo/Townhouse High Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

San Jose Moorpark - Mitigated Construction (Tier 3 and Level 3 Filter Option) - Santa Clara County, Annual

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

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.573651	0.055882	0.186012	0.115369	0.020252	0.005158	0.008030	0.006377	0.000893	0.000372	0.024386	0.000900	0.002720
Condo/Townhouse High Rise	0.573651	0.055882	0.186012	0.115369	0.020252	0.005158	0.008030	0.006377	0.000893	0.000372	0.024386	0.000900	0.002720
Other Non-Asphalt Surfaces	0.573651	0.055882	0.186012	0.115369	0.020252	0.005158	0.008030	0.006377	0.000893	0.000372	0.024386	0.000900	0.002720
Parking Lot	0.573651	0.055882	0.186012	0.115369	0.020252	0.005158	0.008030	0.006377	0.000893	0.000372	0.024386	0.000900	0.002720

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Kilowatt Hours of Renewable Electricity Generated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	15.0281	15.0281	2.4300e-003	2.9000e-004	15.1767
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	22.2642	22.2642	3.6000e-003	4.4000e-004	22.4843
NaturalGas Mitigated	2.6200e-003	0.0224	9.5300e-003	1.4000e-004		1.8100e-003	1.8100e-003		1.8100e-003	1.8100e-003	0.0000	25.9422	25.9422	5.0000e-004	4.8000e-004	26.0963
NaturalGas Unmitigated	2.6200e-003	0.0224	9.5300e-003	1.4000e-004		1.8100e-003	1.8100e-003		1.8100e-003	1.8100e-003	0.0000	25.9422	25.9422	5.0000e-004	4.8000e-004	26.0963

San Jose Moorpark - Mitigated Construction (Tier 3 and Level 3 Filter Option) - Santa Clara County, Annual

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse High Rise	486137	2.6200e-003	0.0224	9.5300e-003	1.4000e-004		1.8100e-003	1.8100e-003		1.8100e-003	1.8100e-003	0.0000	25.9422	25.9422	5.0000e-004	4.8000e-004	26.0963
Other Non-Asphalt Surfaces	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
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		2.6200e-003	0.0224	9.5300e-003	1.4000e-004		1.8100e-003	1.8100e-003		1.8100e-003	1.8100e-003	0.0000	25.9422	25.9422	5.0000e-004	4.8000e-004	26.0963

San Jose Moorpark - Mitigated Construction (Tier 3 and Level 3 Filter Option) - Santa Clara County, Annual

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse High Rise	486137	2.6200e-003	0.0224	9.5300e-003	1.4000e-004		1.8100e-003	1.8100e-003		1.8100e-003	1.8100e-003	0.0000	25.9422	25.9422	5.0000e-004	4.8000e-004	26.0963
Other Non-Asphalt Surfaces	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
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		2.6200e-003	0.0224	9.5300e-003	1.4000e-004		1.8100e-003	1.8100e-003		1.8100e-003	1.8100e-003	0.0000	25.9422	25.9422	5.0000e-004	4.8000e-004	26.0963

San Jose Moorpark - Mitigated Construction (Tier 3 and Level 3 Filter Option) - Santa Clara County, Annual

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

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse High Rise	239313	22.1422	3.5800e-003	4.3000e-004	22.3611
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	1318.45	0.1220	2.0000e-005	0.0000	0.1232
Total		22.2642	3.6000e-003	4.3000e-004	22.4843

San Jose Moorpark - Mitigated Construction (Tier 3 and Level 3 Filter Option) - Santa Clara County, Annual

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

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	-19552	-1.8090	-0.0003	0.0000	-1.8269
Condo/Townhouse High Rise	219761	20.3331	3.2900e-003	4.0000e-004	20.5342
Other Non-Asphalt Surfaces	-19552	-1.8090	-0.0003	0.0000	-1.8269
Parking Lot	-18233.5	-1.6870	-0.0003	0.0000	-1.7037
Total		15.0281	2.4400e-003	2.9000e-004	15.1767

6.0 Area Detail

6.1 Mitigation Measures Area

San Jose Moorpark - Mitigated Construction (Tier 3 and Level 3 Filter Option) - Santa Clara County, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.5021	8.0400e-003	0.6148	3.9000e-004		0.0287	0.0287		0.0287	0.0287	2.6442	1.7900	4.4342	4.9200e-003	1.7000e-004	4.6090
Unmitigated	0.5021	8.0400e-003	0.6148	3.9000e-004		0.0287	0.0287		0.0287	0.0287	2.6442	1.7900	4.4342	4.9200e-003	1.7000e-004	4.6090

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0544					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3009					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.1338	3.0800e-003	0.1843	3.7000e-004		0.0264	0.0264		0.0264	0.0264	2.6442	1.0861	3.7303	4.2500e-003	1.7000e-004	3.8882
Landscaping	0.0129	4.9600e-003	0.4305	2.0000e-005		2.3900e-003	2.3900e-003		2.3900e-003	2.3900e-003	0.0000	0.7039	0.7039	6.7000e-004	0.0000	0.7208
Total	0.5021	8.0400e-003	0.6148	3.9000e-004		0.0287	0.0287		0.0287	0.0287	2.6442	1.7900	4.4342	4.9200e-003	1.7000e-004	4.6090

San Jose Moorpark - Mitigated Construction (Tier 3 and Level 3 Filter Option) - Santa Clara County, Annual

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0544					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3009					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.1338	3.0800e-003	0.1843	3.7000e-004		0.0264	0.0264		0.0264	0.0264	2.6442	1.0861	3.7303	4.2500e-003	1.7000e-004	3.8882
Landscaping	0.0129	4.9600e-003	0.4305	2.0000e-005		2.3900e-003	2.3900e-003		2.3900e-003	2.3900e-003	0.0000	0.7039	0.7039	6.7000e-004	0.0000	0.7208
Total	0.5021	8.0400e-003	0.6148	3.9000e-004		0.0287	0.0287		0.0287	0.0287	2.6442	1.7900	4.4342	4.9200e-003	1.7000e-004	4.6090

7.0 Water Detail

7.1 Mitigation Measures Water

San Jose Moorpark - Mitigated Construction (Tier 3 and Level 3 Filter Option) - Santa Clara County, Annual

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

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	4.0436	0.1236	2.9600e-003	8.0166
Unmitigated	4.0436	0.1236	2.9600e-003	8.0166

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.559996	0.1814	3.0000e-005	0.0000	0.1831
Condo/Townhouse High Rise	3.77893 / 2.38237	3.8623	0.1236	2.9600e-003	7.8335
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		4.0436	0.1236	2.9600e-003	8.0166

San Jose Moorpark - Mitigated Construction (Tier 3 and Level 3 Filter Option) - Santa Clara County, Annual

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

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.559996	0.1814	3.0000e-005	0.0000	0.1831
Condo/Townhouse High Rise	3.77893 / 2.38237	3.8623	0.1236	2.9600e-003	7.8335
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		4.0436	0.1236	2.9600e-003	8.0166

8.0 Waste Detail

8.1 Mitigation Measures Waste

San Jose Moorpark - Mitigated Construction (Tier 3 and Level 3 Filter Option) - Santa Clara County, Annual

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

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	5.4239	0.3205	0.0000	13.4375
Unmitigated	5.4239	0.3205	0.0000	13.4375

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.04	8.1200e-003	4.8000e-004	0.0000	0.0201
Condo/Townhouse High Rise	26.68	5.4158	0.3201	0.0000	13.4174
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		5.4239	0.3205	0.0000	13.4375

San Jose Moorpark - Mitigated Construction (Tier 3 and Level 3 Filter Option) - Santa Clara County, Annual

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

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.04	8.1200e-003	4.8000e-004	0.0000	0.0201
Condo/Townhouse High Rise	26.68	5.4158	0.3201	0.0000	13.4174
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		5.4239	0.3205	0.0000	13.4375

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

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

San Jose Moorpark - Mitigated Construction (Tier 3 and Level 3 Filter Option) - Santa Clara County, Annual

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

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

11.0 Vegetation

Construction Realignment - Mitigated Construction (Tier 3 and Level 3 Filter Opt - Santa Clara County, Annual

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

**Construction Realignment - Mitigated Construction (Tier 3 and Level 3 Filter Opt
Santa Clara County, Annual**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	4.49	1000sqft	0.10	4,489.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	0
Climate Zone	4	Operational Year	2025		
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - San Jose Moorpark - Construction Realignment

The realignment is assumed to start with the site preparation phase of the main site, which is March 30, 2024.

MM AIR 1 (Tier 3 and Level 3 Filter option if Tier 4 equipment is not available)

Land Use - As shown in Project Description, 4,489 square feet of frontage of the proposed project would be dedicated for the realignment of Moorpark Avenue.

Construction Phase - The construction start date is assumed to match the main site construction schedule, which starts on March 4, 2024.

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment - Note 8

Off-road Equipment -

Off-road Equipment -

Trips and VMT Attachment A

Construction Realignment - Mitigated Construction (Tier 3 and Level 3 Filter Opt - Santa Clara County, Annual

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

Demolition - 4,489 square feet of hardscape is estimated to generate 169 tons of debris. Please see the appendix for calculation.

Grading -

Vehicle Trips - No operational emissions are associated with the proposed realignment.

Road Dust -

Woodstoves -

Consumer Products -

Area Coating -

Landscape Equipment -

Energy Use -

Solid Waste -

Construction Off-road Equipment Mitigation - Note 8 BAAQMD dust control measures and MM AIR 1 (Tier 3 and Level 3 Filter option if Tier 4 equipment is not available)

Energy Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	5.00

Construction Realignment - Mitigated Construction (Tier 3 and Level 3 Filter Opt - Santa Clara County, Annual

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

tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblLandUse	LandUseSquareFeet	4,490.00	4,489.00
tblProjectCharacteristics	PrecipitationFrequency	58	0

2.0 Emissions Summary

Construction Realignment - Mitigated Construction (Tier 3 and Level 3 Filter Opt - Santa Clara County, Annual

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

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2024	7.5000e-003	0.0574	0.0690	1.3000e-004	8.4000e-003	2.5300e-003	0.0109	3.1400e-003	2.3900e-003	5.5300e-003	0.0000	10.9818	10.9818	2.2400e-003	1.0000e-004	11.0664
Maximum	7.5000e-003	0.0574	0.0690	1.3000e-004	8.4000e-003	2.5300e-003	0.0109	3.1400e-003	2.3900e-003	5.5300e-003	0.0000	10.9818	10.9818	2.2400e-003	1.0000e-004	11.0664

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					
2024	4.2700e-003	0.0585	0.0773	1.3000e-004	4.3400e-003	6.3000e-004	4.9700e-003	1.5600e-003	6.3000e-004	2.1900e-003	0.0000	10.9818	10.9818	2.2400e-003	1.0000e-004	11.0663
Maximum	4.2700e-003	0.0585	0.0773	1.3000e-004	4.3400e-003	6.3000e-004	4.9700e-003	1.5600e-003	6.3000e-004	2.1900e-003	0.0000	10.9818	10.9818	2.2400e-003	1.0000e-004	11.0663

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	43.07	-2.04	-11.99	0.00	48.33	75.10	54.53	50.32	73.64	60.40	0.00	0.00	0.00	0.00	0.00	0.00

Construction Realignment - Mitigated Construction (Tier 3 and Level 3 Filter Opt - Santa Clara County, Annual

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	3-30-2024	6-29-2024	0.0032	0.0032
		Highest	0.0032	0.0032

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	3.9000e-004	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.0000e-005	8.0000e-005	0.0000	0.0000	9.0000e-005
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	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	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	3.9000e-004	0.0000	4.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	8.0000e-005	8.0000e-005	0.0000	0.0000	9.0000e-005

Construction Realignment - Mitigated Construction (Tier 3 and Level 3 Filter Opt - Santa Clara County, Annual

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

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	3.9000e-004	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.0000e-005	8.0000e-005	0.0000	0.0000	9.0000e-005
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	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	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	3.9000e-004	0.0000	4.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	8.0000e-005	8.0000e-005	0.0000	0.0000	9.0000e-005

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	3/4/2024	3/15/2024	5	10	
2	Site Preparation	Site Preparation	3/16/2024	3/18/2024	5	1	
3	Grading Attachment A	Grading	3/19/2024	3/20/2024	5	2	

Construction Realignment - Mitigated Construction (Tier 3 and Level 3 Filter Opt - Santa Clara County, Annual

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

4	Paving	Paving	3/21/2024	3/27/2024	5	5
5	Coating	Architectural Coating	3/28/2024	4/3/2024	5	5

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0.1

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 269 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	17.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

Construction Realignment - Mitigated Construction (Tier 3 and Level 3 Filter Opt - Santa Clara County, Annual

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

Site Preparation	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Coating	1	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.8100e-003	0.0000	1.8100e-003	2.7000e-004	0.0000	2.7000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.0800e-003	0.0274	0.0370	6.0000e-005		1.2500e-003	1.2500e-003		1.2000e-003	1.2000e-003	0.0000	5.2104	5.2104	9.4000e-004	0.0000	5.2339
Total	3.0800e-003	0.0274	0.0370	6.0000e-005	1.8100e-003	1.2500e-003	3.0600e-003	2.7000e-004	1.2000e-003	1.4700e-003	0.0000	5.2104	5.2104	9.4000e-004	0.0000	5.2339

Construction Realignment - Mitigated Construction (Tier 3 and Level 3 Filter Opt - Santa Clara County, Annual

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

3.2 Demolition - 2024

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	2.0000e-005	1.1600e-003	2.7000e-004	1.0000e-005	1.5000e-004	1.0000e-005	1.6000e-004	4.0000e-005	1.0000e-005	5.0000e-005	0.0000	0.5010	0.5010	2.0000e-005	8.0000e-005	0.5251
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	1.0400e-003	0.0000	4.1000e-004	0.0000	4.1000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.2923	0.2923	1.0000e-005	1.0000e-005	0.2948
Total	1.4000e-004	1.2400e-003	1.3100e-003	1.0000e-005	5.6000e-004	1.0000e-005	5.7000e-004	1.5000e-004	1.0000e-005	1.6000e-004	0.0000	0.7932	0.7932	3.0000e-005	9.0000e-005	0.8198

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					8.1000e-004	0.0000	8.1000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.3300e-003	0.0298	0.0397	6.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004	0.0000	5.2104	5.2104	9.4000e-004	0.0000	5.2339
Total	1.3300e-003	0.0298	0.0397	6.0000e-005	8.1000e-004	3.0000e-004	1.1100e-003	1.2000e-004	3.0000e-004	4.2000e-004	0.0000	5.2104	5.2104	9.4000e-004	0.0000	5.2339

Construction Realignment - Mitigated Construction (Tier 3 and Level 3 Filter Opt - Santa Clara County, Annual

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

3.2 Demolition - 2024

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	2.0000e-005	1.1600e-003	2.7000e-004	1.0000e-005	1.5000e-004	1.0000e-005	1.6000e-004	4.0000e-005	1.0000e-005	5.0000e-005	0.0000	0.5010	0.5010	2.0000e-005	8.0000e-005	0.5251
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	1.0400e-003	0.0000	4.1000e-004	0.0000	4.1000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.2923	0.2923	1.0000e-005	1.0000e-005	0.2948
Total	1.4000e-004	1.2400e-003	1.3100e-003	1.0000e-005	5.6000e-004	1.0000e-005	5.7000e-004	1.5000e-004	1.0000e-005	1.6000e-004	0.0000	0.7932	0.7932	3.0000e-005	9.0000e-005	0.8198

3.3 Site Preparation - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.5000e-004	2.8000e-003	1.9500e-003	0.0000		1.0000e-004	1.0000e-004		9.0000e-005	9.0000e-005	0.0000	0.4274	0.4274	1.4000e-004	0.0000	0.4309
Total	2.5000e-004	2.8000e-003	1.9500e-003	0.0000	2.7000e-004	1.0000e-004	3.7000e-004	3.0000e-005	9.0000e-005	1.2000e-004	0.0000	0.4274	0.4274	1.4000e-004	0.0000	0.4309

Construction Realignment - Mitigated Construction (Tier 3 and Level 3 Filter Opt - Santa Clara County, Annual

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

3.3 Site Preparation - 2024

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	1.0000e-005	0.0000	5.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0146	0.0146	0.0000	0.0000	0.0147
Total	1.0000e-005	0.0000	5.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0146	0.0146	0.0000	0.0000	0.0147

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.2000e-004	0.0000	1.2000e-004	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.2000e-004	2.4400e-003	2.9300e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.4274	0.4274	1.4000e-004	0.0000	0.4309
Total	1.2000e-004	2.4400e-003	2.9300e-003	0.0000	1.2000e-004	2.0000e-005	1.4000e-004	1.0000e-005	2.0000e-005	3.0000e-005	0.0000	0.4274	0.4274	1.4000e-004	0.0000	0.4309

Construction Realignment - Mitigated Construction (Tier 3 and Level 3 Filter Opt - Santa Clara County, Annual

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

3.3 Site Preparation - 2024

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	1.0000e-005	0.0000	5.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0146	0.0146	0.0000	0.0000	0.0147
Total	1.0000e-005	0.0000	5.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0146	0.0146	0.0000	0.0000	0.0147

3.4 Grading - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.3100e-003	0.0000	5.3100e-003	2.5700e-003	0.0000	2.5700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.1000e-004	9.7300e-003	5.5500e-003	1.0000e-005		4.0000e-004	4.0000e-004		3.7000e-004	3.7000e-004	0.0000	1.2380	1.2380	4.0000e-004	0.0000	1.2480
Total	9.1000e-004	9.7300e-003	5.5500e-003	1.0000e-005	5.3100e-003	4.0000e-004	5.7100e-003	2.5700e-003	3.7000e-004	2.9400e-003	0.0000	1.2380	1.2380	4.0000e-004	0.0000	1.2480

Construction Realignment - Mitigated Construction (Tier 3 and Level 3 Filter Opt - Santa Clara County, Annual

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

3.4 Grading - 2024

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	1.7000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0468	0.0468	0.0000	0.0000	0.0472
Total	2.0000e-005	1.0000e-005	1.7000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0468	0.0468	0.0000	0.0000	0.0472

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					2.3900e-003	0.0000	2.3900e-003	1.1600e-003	0.0000	1.1600e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.4000e-004	6.9000e-003	8.0800e-003	1.0000e-005		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	1.2380	1.2380	4.0000e-004	0.0000	1.2480
Total	3.4000e-004	6.9000e-003	8.0800e-003	1.0000e-005	2.3900e-003	5.0000e-005	2.4400e-003	1.1600e-003	5.0000e-005	1.2100e-003	0.0000	1.2380	1.2380	4.0000e-004	0.0000	1.2480

Construction Realignment - Mitigated Construction (Tier 3 and Level 3 Filter Opt - Santa Clara County, Annual

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

3.4 Grading - 2024

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	1.7000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0468	0.0468	0.0000	0.0000	0.0472
Total	2.0000e-005	1.0000e-005	1.7000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0468	0.0468	0.0000	0.0000	0.0472

3.5 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.4800e-003	0.0131	0.0176	3.0000e-005		6.1000e-004	6.1000e-004		5.7000e-004	5.7000e-004	0.0000	2.3502	2.3502	6.8000e-004	0.0000	2.3673
Paving	1.3000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	1.6100e-003	0.0131	0.0176	3.0000e-005		6.1000e-004	6.1000e-004		5.7000e-004	5.7000e-004	0.0000	2.3502	2.3502	6.8000e-004	0.0000	2.3673

Construction Realignment - Mitigated Construction (Tier 3 and Level 3 Filter Opt - Santa Clara County, Annual

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

3.5 Paving - 2024

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	1.1000e-004	7.0000e-005	9.4000e-004	0.0000	3.7000e-004	0.0000	3.7000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.2630	0.2630	1.0000e-005	1.0000e-005	0.2653
Total	1.1000e-004	7.0000e-005	9.4000e-004	0.0000	3.7000e-004	0.0000	3.7000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.2630	0.2630	1.0000e-005	1.0000e-005	0.2653

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	1.0000e-003	0.0147	0.0196	3.0000e-005		2.2000e-004	2.2000e-004		2.2000e-004	2.2000e-004	0.0000	2.3502	2.3502	6.8000e-004	0.0000	2.3673
Paving	1.3000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	1.1300e-003	0.0147	0.0196	3.0000e-005		2.2000e-004	2.2000e-004		2.2000e-004	2.2000e-004	0.0000	2.3502	2.3502	6.8000e-004	0.0000	2.3673

Construction Realignment - Mitigated Construction (Tier 3 and Level 3 Filter Opt - Santa Clara County, Annual

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

3.5 Paving - 2024

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	1.1000e-004	7.0000e-005	9.4000e-004	0.0000	3.7000e-004	0.0000	3.7000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.2630	0.2630	1.0000e-005	1.0000e-005	0.2653
Total	1.1000e-004	7.0000e-005	9.4000e-004	0.0000	3.7000e-004	0.0000	3.7000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.2630	0.2630	1.0000e-005	1.0000e-005	0.2653

3.6 Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	9.4000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.5000e-004	3.0500e-003	4.5300e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6392
Total	1.3900e-003	3.0500e-003	4.5300e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6392

Construction Realignment - Mitigated Construction (Tier 3 and Level 3 Filter Opt - Santa Clara County, Annual

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

3.6 Coating - 2024

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	9.4000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.5000e-004	3.3900e-003	4.5800e-003	1.0000e-005		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6392
Total	1.0900e-003	3.3900e-003	4.5800e-003	1.0000e-005		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6392

Construction Realignment - Mitigated Construction (Tier 3 and Level 3 Filter Opt - Santa Clara County, Annual

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

3.6 Coating - 2024

Mitigated Construction Off-Site

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

Construction Realignment - Mitigated Construction (Tier 3 and Level 3 Filter Opt - Santa Clara County, Annual

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

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

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Asphalt Surfaces	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
Other Asphalt Surfaces Attachment A	0.573651	0.055882	0.186012	0.115369	0.020252	0.005158	0.008030	0.006377	0.000893	0.000372	0.024386	0.000900	0.002720

Construction Realignment - Mitigated Construction (Tier 3 and Level 3 Filter Opt - Santa Clara County, Annual

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

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	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
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

Construction Realignment - Mitigated Construction (Tier 3 and Level 3 Filter Opt - Santa Clara County, Annual

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

5.2 Energy by Land Use - NaturalGas

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					
Other Asphalt Surfaces	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

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					
Other Asphalt Surfaces	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

Construction Realignment - Mitigated Construction (Tier 3 and Level 3 Filter Opt - Santa Clara County, Annual

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

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

6.0 Area Detail

6.1 Mitigation Measures Area

Construction Realignment - Mitigated Construction (Tier 3 and Level 3 Filter Opt - Santa Clara County, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	3.9000e-004	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.0000e-005	8.0000e-005	0.0000	0.0000	9.0000e-005
Unmitigated	3.9000e-004	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.0000e-005	8.0000e-005	0.0000	0.0000	9.0000e-005

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	9.0000e-005					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.9000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.0000e-005	8.0000e-005	0.0000	0.0000	9.0000e-005
Total	3.8000e-004	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.0000e-005	8.0000e-005	0.0000	0.0000	9.0000e-005

Construction Realignment - Mitigated Construction (Tier 3 and Level 3 Filter Opt - Santa Clara County, Annual

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	9.0000e-005					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.9000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.0000e-005	8.0000e-005	0.0000	0.0000	9.0000e-005
Total	3.8000e-004	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.0000e-005	8.0000e-005	0.0000	0.0000	9.0000e-005

7.0 Water Detail

7.1 Mitigation Measures Water

Construction Realignment - Mitigated Construction (Tier 3 and Level 3 Filter Opt - Santa Clara County, Annual

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

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	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			
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

Construction Realignment - Mitigated Construction (Tier 3 and Level 3 Filter Opt - Santa Clara County, Annual

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

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Asphalt Surfaces	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

Construction Realignment - Mitigated Construction (Tier 3 and Level 3 Filter Opt - Santa Clara County, Annual

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

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	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			
Other Asphalt Surfaces	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
----------------	--------	-----------	-----------	-------------	-------------	-----------

Construction Realignment - Mitigated Construction (Tier 3 and Level 3 Filter Opt - Santa Clara County, Annual

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

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

11.0 Vegetation

San Jose Moorpark - Construction Realignment
Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	4.49	1000sqft	0.10	4,489.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	0
Climate Zone	4			Operational Year	2025
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - The realignment is assumed to start with the site preparation phase of the main site, which is March 30, 2024.

Land Use - As shown in Project Description, 4,489 square feet of frontage of the proposed project would be dedicated for the realignment of Moorpark Avenue.

Construction Phase - The construction start date is assumed to match the main site construction schedule, which starts on March 4, 2024.

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Trips and VMT -

Demolition - 4,489 square feet of hardscape is estimated to generate 169 tons of debris. Please see the appendix for calculation.

Grading -

Vehicle Trips - No operational emissions are associated with the proposed realignment.

Road Dust -

Woodstoves - Attachment A

- Consumer Products -
- Area Coating -
- Landscape Equipment -
- Energy Use -
- Solid Waste -
- Construction Off-road Equipment Mitigation - BAAQMD dust control measures.
- Energy Mitigation -
- Off-road Equipment -
- Off-road Equipment -
- Off-road Equipment -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblLandUse	LandUseSquareFeet	4,490.00	4,489.00
tblProjectCharacteristics	PrecipitationFrequency	58	0

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					
2024	7.5000e-003	0.0574	0.0690	1.3000e-004	8.4000e-003	2.5300e-003	0.0109	3.1400e-003	2.3900e-003	5.5300e-003	0.0000	10.9818	10.9818	2.2400e-003	1.0000e-004	11.0664
Maximum	7.5000e-003	0.0574	0.0690	1.3000e-004	8.4000e-003	2.5300e-003	0.0109	3.1400e-003	2.3900e-003	5.5300e-003	0.0000	10.9818	10.9818	2.2400e-003	1.0000e-004	11.0664

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					
2024	7.5000e-003	0.0574	0.0690	1.3000e-004	4.3400e-003	2.5300e-003	6.8600e-003	1.5600e-003	2.3900e-003	3.9500e-003	0.0000	10.9818	10.9818	2.2400e-003	1.0000e-004	11.0663
Maximum	7.5000e-003	0.0574	0.0690	1.3000e-004	4.3400e-003	2.5300e-003	6.8600e-003	1.5600e-003	2.3900e-003	3.9500e-003	0.0000	10.9818	10.9818	2.2400e-003	1.0000e-004	11.0663

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	48.33	0.00	37.24	50.32	0.00	28.57	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	3-30-2024	6-29-2024	0.0032	0.0032
		Highest	0.0032	0.0032

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	2.0000e-004	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.0000e-005	8.0000e-005	0.0000	0.0000	9.0000e-005

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	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	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	3.9000e-004	0.0000	4.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	8.0000e-005	8.0000e-005	0.0000	0.0000	9.0000e-005

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	3.9000e-004	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.0000e-005	8.0000e-005	0.0000	0.0000	9.0000e-005
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	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	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	3.9000e-004	0.0000	4.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	8.0000e-005	8.0000e-005	0.0000	0.0000	9.0000e-005

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	3/4/2024	3/15/2024	5	10	
2	Site Preparation	Site Preparation	3/16/2024	3/18/2024	5	1	
3	Grading	Grading	3/19/2024	3/20/2024	5	2	

4	Paving	Paving	3/21/2024	3/27/2024	5	5
5	Coating	Architectural Coating	3/28/2024	4/3/2024	5	5

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0.1

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 269 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Attachment A										

Demolition	4	10.00	0.00	17.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Coating	1	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.8100e-003	0.0000	1.8100e-003	2.7000e-004	0.0000	2.7000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.0800e-003	0.0274	0.0370	6.0000e-005		1.2500e-003	1.2500e-003		1.2000e-003	1.2000e-003	0.0000	5.2104	5.2104	9.4000e-004	0.0000	5.2339
Total	3.0800e-003	0.0274	0.0370	6.0000e-005	1.8100e-003	1.2500e-003	3.0600e-003	2.7000e-004	1.2000e-003	1.4700e-003	0.0000	5.2104	5.2104	9.4000e-004	0.0000	5.2339

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	2.0000e-005	1.1600e-003	2.7000e-004	1.0000e-005	1.5000e-004	1.0000e-005	1.6000e-004	4.0000e-005	1.0000e-005	5.0000e-005	0.0000	0.5010	0.5010	2.0000e-005	8.0000e-005	0.5251
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	1.0400e-003	0.0000	4.1000e-004	0.0000	4.1000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.2923	0.2923	1.0000e-005	1.0000e-005	0.2948
Total	1.4000e-004	1.2400e-003	1.3100e-003	1.0000e-005	5.6000e-004	1.0000e-005	5.7000e-004	1.5000e-004	1.0000e-005	1.6000e-004	0.0000	0.7932	0.7932	3.0000e-005	9.0000e-005	0.8198

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					8.1000e-004	0.0000	8.1000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.0800e-003	0.0274	0.0370	6.0000e-005		1.2500e-003	1.2500e-003		1.2000e-003	1.2000e-003	0.0000	5.2104	5.2104	9.4000e-004	0.0000	5.2339
Total	3.0800e-003	0.0274	0.0370	6.0000e-005	8.1000e-004	1.2500e-003	2.0600e-003	1.2000e-004	1.2000e-003	1.3200e-003	0.0000	5.2104	5.2104	9.4000e-004	0.0000	5.2339

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	2.0000e-005	1.1600e-003	2.7000e-004	1.0000e-005	1.5000e-004	1.0000e-005	1.6000e-004	4.0000e-005	1.0000e-005	5.0000e-005	0.0000	0.5010	0.5010	2.0000e-005	8.0000e-005	0.5251
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	1.0400e-003	0.0000	4.1000e-004	0.0000	4.1000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.2923	0.2923	1.0000e-005	1.0000e-005	0.2948
Total	1.4000e-004	1.2400e-003	1.3100e-003	1.0000e-005	5.6000e-004	1.0000e-005	5.7000e-004	1.5000e-004	1.0000e-005	1.6000e-004	0.0000	0.7932	0.7932	3.0000e-005	9.0000e-005	0.8198

3.3 Site Preparation - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.5000e-004	2.8000e-003	1.9500e-003	0.0000		1.0000e-004	1.0000e-004		9.0000e-005	9.0000e-005	0.0000	0.4274	0.4274	1.4000e-004	0.0000	0.4309
Total	2.5000e-004	2.8000e-003	1.9500e-003	0.0000	2.7000e-004	1.0000e-004	3.7000e-004	3.0000e-005	9.0000e-005	1.2000e-004	0.0000	0.4274	0.4274	1.4000e-004	0.0000	0.4309

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	1.0000e-005	0.0000	5.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0146	0.0146	0.0000	0.0000	0.0147
Total	1.0000e-005	0.0000	5.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0146	0.0146	0.0000	0.0000	0.0147

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.2000e-004	0.0000	1.2000e-004	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.5000e-004	2.8000e-003	1.9500e-003	0.0000		1.0000e-004	1.0000e-004		9.0000e-005	9.0000e-005	0.0000	0.4274	0.4274	1.4000e-004	0.0000	0.4309
Total	2.5000e-004	2.8000e-003	1.9500e-003	0.0000	1.2000e-004	1.0000e-004	2.2000e-004	1.0000e-005	9.0000e-005	1.0000e-004	0.0000	0.4274	0.4274	1.4000e-004	0.0000	0.4309

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	1.0000e-005	0.0000	5.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0146	0.0146	0.0000	0.0000	0.0147
Total	1.0000e-005	0.0000	5.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0146	0.0146	0.0000	0.0000	0.0147

3.4 Grading - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.3100e-003	0.0000	5.3100e-003	2.5700e-003	0.0000	2.5700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.1000e-004	9.7300e-003	5.5500e-003	1.0000e-005		4.0000e-004	4.0000e-004		3.7000e-004	3.7000e-004	0.0000	1.2380	1.2380	4.0000e-004	0.0000	1.2480
Total	9.1000e-004	9.7300e-003	5.5500e-003	1.0000e-005	5.3100e-003	4.0000e-004	5.7100e-003	2.5700e-003	3.7000e-004	2.9400e-003	0.0000	1.2380	1.2380	4.0000e-004	0.0000	1.2480

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	1.7000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0468	0.0468	0.0000	0.0000	0.0472
Total	2.0000e-005	1.0000e-005	1.7000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0468	0.0468	0.0000	0.0000	0.0472

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					2.3900e-003	0.0000	2.3900e-003	1.1600e-003	0.0000	1.1600e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.1000e-004	9.7300e-003	5.5500e-003	1.0000e-005		4.0000e-004	4.0000e-004		3.7000e-004	3.7000e-004	0.0000	1.2380	1.2380	4.0000e-004	0.0000	1.2480
Total	9.1000e-004	9.7300e-003	5.5500e-003	1.0000e-005	2.3900e-003	4.0000e-004	2.7900e-003	1.1600e-003	3.7000e-004	1.5300e-003	0.0000	1.2380	1.2380	4.0000e-004	0.0000	1.2480

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	1.7000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0468	0.0468	0.0000	0.0000	0.0472
Total	2.0000e-005	1.0000e-005	1.7000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0468	0.0468	0.0000	0.0000	0.0472

3.5 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.4800e-003	0.0131	0.0176	3.0000e-005		6.1000e-004	6.1000e-004		5.7000e-004	5.7000e-004	0.0000	2.3502	2.3502	6.8000e-004	0.0000	2.3673
Paving	1.3000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	1.6100e-003	0.0131	0.0176	3.0000e-005		6.1000e-004	6.1000e-004		5.7000e-004	5.7000e-004	0.0000	2.3502	2.3502	6.8000e-004	0.0000	2.3673

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	1.1000e-004	7.0000e-005	9.4000e-004	0.0000	3.7000e-004	0.0000	3.7000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.2630	0.2630	1.0000e-005	1.0000e-005	0.2653
Total	1.1000e-004	7.0000e-005	9.4000e-004	0.0000	3.7000e-004	0.0000	3.7000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.2630	0.2630	1.0000e-005	1.0000e-005	0.2653

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	1.4800e-003	0.0131	0.0176	3.0000e-005		6.1000e-004	6.1000e-004		5.7000e-004	5.7000e-004	0.0000	2.3502	2.3502	6.8000e-004	0.0000	2.3673
Paving	1.3000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	1.6100e-003	0.0131	0.0176	3.0000e-005		6.1000e-004	6.1000e-004		5.7000e-004	5.7000e-004	0.0000	2.3502	2.3502	6.8000e-004	0.0000	2.3673

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	1.1000e-004	7.0000e-005	9.4000e-004	0.0000	3.7000e-004	0.0000	3.7000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.2630	0.2630	1.0000e-005	1.0000e-005	0.2653
Total	1.1000e-004	7.0000e-005	9.4000e-004	0.0000	3.7000e-004	0.0000	3.7000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.2630	0.2630	1.0000e-005	1.0000e-005	0.2653

3.6 Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	9.4000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.5000e-004	3.0500e-003	4.5300e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6392
Total	1.3900e-003	3.0500e-003	4.5300e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6392

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	9.4000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.5000e-004	3.0500e-003	4.5300e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6392
Total	1.3900e-003	3.0500e-003	4.5300e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6392

Mitigated Construction Off-Site

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

4.0 Operational Detail - Mobile

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
	Attachment A															

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Asphalt Surfaces	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
Other Asphalt Surfaces	0.573651	0.055882	0.186012	0.115369	0.020252	0.005158	0.008030	0.006377	0.000893	0.000372	0.024386	0.000900	0.002720

5.0 Energy Detail

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	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
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					
Other Asphalt Surfaces	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

Mitigated

	Natural Gas 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					
Other Asphalt Surfaces	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	tons/yr	MT/yr			
Other Asphalt Surfaces	0		0.0000	0.0000	0.0000	0.0000
Total			0.0000	0.0000	0.0000	0.0000

Mitigated

	Electricity Use		Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	tons/yr	MT/yr			
Other Asphalt Surfaces	0		0.0000	0.0000	0.0000	0.0000
Total			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	tons/yr										MT/yr					
Mitigated	3.9000e-004	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.0000e-005	8.0000e-005	0.0000	0.0000	9.0000e-005
Unmitigated	3.9000e-004	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.0000e-005	8.0000e-005	0.0000	0.0000	9.0000e-005

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	9.0000e-005					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.9000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.0000e-005	8.0000e-005	0.0000	0.0000	9.0000e-005
Total	3.8000e-004	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.0000e-005	8.0000e-005	0.0000	0.0000	9.0000e-005

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	9.0000e-005					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.9000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.0000e-005	8.0000e-005	0.0000	0.0000	9.0000e-005
Total	3.8000e-004	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.0000e-005	8.0000e-005	0.0000	0.0000	9.0000e-005

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e	
Category	tons/yr	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	tons/yr	MT/yr			
Other Asphalt Surfaces	0 / 0		0.0000	0.0000	0.0000	0.0000
Total			0.0000	0.0000	0.0000	0.0000

Mitigated

	Indoor/Outdoor Use		Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr	MT/yr			
Other Asphalt Surfaces	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
	tons/yr	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	tons/yr	MT/yr			
Other Asphalt Surfaces	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	tons/yr	MT/yr			
Other Asphalt Surfaces	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
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

San Jose Moorpark - Construction Realignment Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	4.49	1000sqft	0.10	4,489.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	0
Climate Zone	4			Operational Year	2025
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - The realignment is assumed to start with the site preparation phase of the main site, which is March 30, 2024.

Land Use - As shown in Project Description, 4,489 square feet of frontage of the proposed project would be dedicated for the realignment of Moorpark Avenue.

Construction Phase - The construction start date is assumed to match the main site construction schedule, which starts on March 4, 2024.

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Trips and VMT -

Demolition - 4,489 square feet of hardscape is estimated to generate 169 tons of debris. Please see the appendix for calculation.

Grading - Attachment A

Vehicle Trips - No operational emissions are associated with the proposed realignment.

Road Dust -

Woodstoves -

Consumer Products -

Area Coating -

Landscape Equipment -

Energy Use -

Solid Waste -

Construction Off-road Equipment Mitigation - BAAQMD dust control measures and Tier 4 Final for equipment >= 25 hp.

Energy Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	5.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblLandUse	LandUseSquareFeet	4,490.00	4,489.00
tblProjectCharacteristics	PrecipitationFrequency	58	0

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					
2024	7.5000e-003	0.0574	0.0690	1.3000e-004	8.4000e-003	2.5300e-003	0.0109	3.1400e-003	2.3900e-003	5.5300e-003	0.0000	10.9818	10.9818	2.2400e-003	1.0000e-004	11.0664
Maximum	7.5000e-003	0.0574	0.0690	1.3000e-004	8.4000e-003	2.5300e-003	0.0109	3.1400e-003	2.3900e-003	5.5300e-003	0.0000	10.9818	10.9818	2.2400e-003	1.0000e-004	11.0664

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					
2024	3.0200e-003	9.5000e-003	0.0757	1.3000e-004	4.3400e-003	2.9000e-004	4.6300e-003	1.5600e-003	2.9000e-004	1.8500e-003	0.0000	10.9818	10.9818	2.2400e-003	1.0000e-004	11.0663
Maximum	3.0200e-003	9.5000e-003	0.0757	1.3000e-004	4.3400e-003	2.9000e-004	4.6300e-003	1.5600e-003	2.9000e-004	1.8500e-003	0.0000	10.9818	10.9818	2.2400e-003	1.0000e-004	11.0663

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Attachment A																

Percent Reduction	59.73	83.44	-9.63	0.00	48.33	88.54	57.64	50.32	87.87	66.55	0.00	0.00	0.00	0.00	0.00	0.00
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Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	3-30-2024	6-29-2024	0.0032	0.0010
		Highest	0.0032	0.0010

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	3.9000e-004	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.0000e-005	8.0000e-005	0.0000	0.0000	9.0000e-005
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	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	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	3.9000e-004	0.0000	4.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	8.0000e-005	8.0000e-005	0.0000	0.0000	9.0000e-005

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	3.9000e-004	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.0000e-005	8.0000e-005	0.0000	0.0000	9.0000e-005
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	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	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	3.9000e-004	0.0000	4.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	8.0000e-005	8.0000e-005	0.0000	0.0000	9.0000e-005

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	3/4/2024	3/15/2024	5	10	
2	Site Preparation	Site Preparation	3/16/2024	3/18/2024	5	1	
3	Grading	Grading	3/19/2024	3/20/2024	5	2	

4	Paving	Paving	3/21/2024	3/27/2024	5	5
5	Coating	Architectural Coating	3/28/2024	4/3/2024	5	5

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0.1

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 269 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Attachment A										

Demolition	4	10.00	0.00	17.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Coating	1	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.8100e-003	0.0000	1.8100e-003	2.7000e-004	0.0000	2.7000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.0800e-003	0.0274	0.0370	6.0000e-005		1.2500e-003	1.2500e-003		1.2000e-003	1.2000e-003	0.0000	5.2104	5.2104	9.4000e-004	0.0000	5.2339
Total	3.0800e-003	0.0274	0.0370	6.0000e-005	1.8100e-003	1.2500e-003	3.0600e-003	2.7000e-004	1.2000e-003	1.4700e-003	0.0000	5.2104	5.2104	9.4000e-004	0.0000	5.2339

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	2.0000e-005	1.1600e-003	2.7000e-004	1.0000e-005	1.5000e-004	1.0000e-005	1.6000e-004	4.0000e-005	1.0000e-005	5.0000e-005	0.0000	0.5010	0.5010	2.0000e-005	8.0000e-005	0.5251
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	1.0400e-003	0.0000	4.1000e-004	0.0000	4.1000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.2923	0.2923	1.0000e-005	1.0000e-005	0.2948
Total	1.4000e-004	1.2400e-003	1.3100e-003	1.0000e-005	5.6000e-004	1.0000e-005	5.7000e-004	1.5000e-004	1.0000e-005	1.6000e-004	0.0000	0.7932	0.7932	3.0000e-005	9.0000e-005	0.8198

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					8.1000e-004	0.0000	8.1000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.6000e-004	2.8700e-003	0.0393	6.0000e-005		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005	0.0000	5.2104	5.2104	9.4000e-004	0.0000	5.2339
Total	6.6000e-004	2.8700e-003	0.0393	6.0000e-005	8.1000e-004	9.0000e-005	9.0000e-004	1.2000e-004	9.0000e-005	2.1000e-004	0.0000	5.2104	5.2104	9.4000e-004	0.0000	5.2339

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	2.0000e-005	1.1600e-003	2.7000e-004	1.0000e-005	1.5000e-004	1.0000e-005	1.6000e-004	4.0000e-005	1.0000e-005	5.0000e-005	0.0000	0.5010	0.5010	2.0000e-005	8.0000e-005	0.5251
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	1.0400e-003	0.0000	4.1000e-004	0.0000	4.1000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.2923	0.2923	1.0000e-005	1.0000e-005	0.2948
Total	1.4000e-004	1.2400e-003	1.3100e-003	1.0000e-005	5.6000e-004	1.0000e-005	5.7000e-004	1.5000e-004	1.0000e-005	1.6000e-004	0.0000	0.7932	0.7932	3.0000e-005	9.0000e-005	0.8198

3.3 Site Preparation - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.5000e-004	2.8000e-003	1.9500e-003	0.0000		1.0000e-004	1.0000e-004		9.0000e-005	9.0000e-005	0.0000	0.4274	0.4274	1.4000e-004	0.0000	0.4309
Total	2.5000e-004	2.8000e-003	1.9500e-003	0.0000	2.7000e-004	1.0000e-004	3.7000e-004	3.0000e-005	9.0000e-005	1.2000e-004	0.0000	0.4274	0.4274	1.4000e-004	0.0000	0.4309

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	1.0000e-005	0.0000	5.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0146	0.0146	0.0000	0.0000	0.0147
Total	1.0000e-005	0.0000	5.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0146	0.0146	0.0000	0.0000	0.0147

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.2000e-004	0.0000	1.2000e-004	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.0000e-005	2.6000e-004	2.6600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	0.4274	0.4274	1.4000e-004	0.0000	0.4309
Total	6.0000e-005	2.6000e-004	2.6600e-003	0.0000	1.2000e-004	1.0000e-005	1.3000e-004	1.0000e-005	1.0000e-005	2.0000e-005	0.0000	0.4274	0.4274	1.4000e-004	0.0000	0.4309

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	1.0000e-005	0.0000	5.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0146	0.0146	0.0000	0.0000	0.0147
Total	1.0000e-005	0.0000	5.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0146	0.0146	0.0000	0.0000	0.0147

3.4 Grading - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.3100e-003	0.0000	5.3100e-003	2.5700e-003	0.0000	2.5700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.1000e-004	9.7300e-003	5.5500e-003	1.0000e-005		4.0000e-004	4.0000e-004		3.7000e-004	3.7000e-004	0.0000	1.2380	1.2380	4.0000e-004	0.0000	1.2480
Total	9.1000e-004	9.7300e-003	5.5500e-003	1.0000e-005	5.3100e-003	4.0000e-004	5.7100e-003	2.5700e-003	3.7000e-004	2.9400e-003	0.0000	1.2380	1.2380	4.0000e-004	0.0000	1.2480

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	1.7000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0468	0.0468	0.0000	0.0000	0.0472
Total	2.0000e-005	1.0000e-005	1.7000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0468	0.0468	0.0000	0.0000	0.0472

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					2.3900e-003	0.0000	2.3900e-003	1.1600e-003	0.0000	1.1600e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.7000e-004	7.5000e-004	7.1600e-003	1.0000e-005		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	1.2380	1.2380	4.0000e-004	0.0000	1.2480
Total	1.7000e-004	7.5000e-004	7.1600e-003	1.0000e-005	2.3900e-003	2.0000e-005	2.4100e-003	1.1600e-003	2.0000e-005	1.1800e-003	0.0000	1.2380	1.2380	4.0000e-004	0.0000	1.2480

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	1.7000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0468	0.0468	0.0000	0.0000	0.0472
Total	2.0000e-005	1.0000e-005	1.7000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0468	0.0468	0.0000	0.0000	0.0472

3.5 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.4800e-003	0.0131	0.0176	3.0000e-005		6.1000e-004	6.1000e-004		5.7000e-004	5.7000e-004	0.0000	2.3502	2.3502	6.8000e-004	0.0000	2.3673
Paving	1.3000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	1.6100e-003	0.0131	0.0176	3.0000e-005		6.1000e-004	6.1000e-004		5.7000e-004	5.7000e-004	0.0000	2.3502	2.3502	6.8000e-004	0.0000	2.3673

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	1.1000e-004	7.0000e-005	9.4000e-004	0.0000	3.7000e-004	0.0000	3.7000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.2630	0.2630	1.0000e-005	1.0000e-005	0.2653
Total	1.1000e-004	7.0000e-005	9.4000e-004	0.0000	3.7000e-004	0.0000	3.7000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.2630	0.2630	1.0000e-005	1.0000e-005	0.2653

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	7.2000e-004	3.9700e-003	0.0196	3.0000e-005		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004	0.0000	2.3502	2.3502	6.8000e-004	0.0000	2.3673
Paving	1.3000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	8.5000e-004	3.9700e-003	0.0196	3.0000e-005		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004	0.0000	2.3502	2.3502	6.8000e-004	0.0000	2.3673

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	1.1000e-004	7.0000e-005	9.4000e-004	0.0000	3.7000e-004	0.0000	3.7000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.2630	0.2630	1.0000e-005	1.0000e-005	0.2653
Total	1.1000e-004	7.0000e-005	9.4000e-004	0.0000	3.7000e-004	0.0000	3.7000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.2630	0.2630	1.0000e-005	1.0000e-005	0.2653

3.6 Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	9.4000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.5000e-004	3.0500e-003	4.5300e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6392
Total	1.3900e-003	3.0500e-003	4.5300e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6392

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	9.4000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.0000e-005	3.2000e-004	4.5800e-003	1.0000e-005		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6392
Total	1.0100e-003	3.2000e-004	4.5800e-003	1.0000e-005		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6392

Mitigated Construction Off-Site

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

4.0 Operational Detail - Mobile

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
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4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Asphalt Surfaces	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
Other Asphalt Surfaces	0.573651	0.055882	0.186012	0.115369	0.020252	0.005158	0.008030	0.006377	0.000893	0.000372	0.024386	0.000900	0.002720

5.0 Energy Detail

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	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
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					
Other Asphalt Surfaces	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

Mitigated

	Natural Gas 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					
Other Asphalt Surfaces	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	tons/yr	MT/yr			
Other Asphalt Surfaces	0		0.0000	0.0000	0.0000	0.0000
Total			0.0000	0.0000	0.0000	0.0000

Mitigated

	Electricity Use		Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	tons/yr	MT/yr			
Other Asphalt Surfaces	0		0.0000	0.0000	0.0000	0.0000
Total			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	tons/yr										MT/yr					
Mitigated	3.9000e-004	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.0000e-005	8.0000e-005	0.0000	0.0000	9.0000e-005
Unmitigated	3.9000e-004	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.0000e-005	8.0000e-005	0.0000	0.0000	9.0000e-005

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	9.0000e-005					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.9000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.0000e-005	8.0000e-005	0.0000	0.0000	9.0000e-005	
Total	3.8000e-004	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.0000e-005	8.0000e-005	0.0000	0.0000	9.0000e-005	

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	9.0000e-005					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.9000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.0000e-005	8.0000e-005	0.0000	0.0000	9.0000e-005
Total	3.8000e-004	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.0000e-005	8.0000e-005	0.0000	0.0000	9.0000e-005

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e	
Category	tons/yr	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	tons/yr	MT/yr			
Other Asphalt Surfaces	0 / 0		0.0000	0.0000	0.0000	0.0000
Total			0.0000	0.0000	0.0000	0.0000

Mitigated

	Indoor/Outdoor Use		Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr	MT/yr			
Other Asphalt Surfaces	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
	tons/yr	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	tons/yr	MT/yr			
Other Asphalt Surfaces	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	tons/yr	MT/yr			
Other Asphalt Surfaces	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
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

2323-2391 Moorpark - Existing 2025
Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	5.86	1000sqft	0.13	5,855.00	0
Other Asphalt Surfaces	1.42	Acre	1.42	61,892.00	0
Apartments Low Rise	23.00	Dwelling Unit	0.21	15,540.00	0
Single Family Housing	7.00	Dwelling Unit	0.11	4,750.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	58
Climate Zone	4			Operational Year	2025
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

- Project Characteristics -
- Land Use - Note 1
- Construction Phase -
- Off-road Equipment -
- Demolition -
- Vehicle Trips -
- Woodstoves -
- Energy Use -
- Water And Wastewater -

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

Solid Waste -

Construction Off-road Equipment Mitigation -

Energy Mitigation -

Table Name	Column Name	Default Value	New Value
tblEnergyUse	NT24E	1.07	0.00
tblEnergyUse	NT24NG	0.07	0.00
tblEnergyUse	T24E	0.29	0.00
tblEnergyUse	T24NG	3.37	0.00
tblLandUse	LandUseSquareFeet	5,860.00	5,855.00
tblLandUse	LandUseSquareFeet	61,855.20	61,892.00
tblLandUse	LandUseSquareFeet	23,000.00	15,540.00
tblLandUse	LandUseSquareFeet	12,600.00	4,750.00
tblLandUse	LotAcreage	1.44	0.21
tblLandUse	LotAcreage	2.27	0.11
tblLandUse	Population	66.00	0.00
tblLandUse	Population	20.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblSolidWaste	SolidWasteGenerationRate	10.58	2.23
tblSolidWaste	SolidWasteGenerationRate	5.51	2.23
tblWater	IndoorWaterUseRate	1,355,125.00	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

Attachment A

	ROG	NOx	CO	SO2	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					
2024	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2024	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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

Quarter	Attachment A Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
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		Highest		
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2.2 Overall Operational
Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2258	4.6900e-003	0.3557	2.8000e-004		0.0203	0.0203		0.0203	0.0203	1.9383	1.0132	2.9515	3.7200e-003	1.2000e-004	3.0800
Energy	2.2300e-003	0.0191	8.1100e-003	1.2000e-004		1.5400e-003	1.5400e-003		1.5400e-003	1.5400e-003	0.0000	36.9334	36.9334	2.8300e-003	7.0000e-004	37.2116
Mobile	0.0909	0.0980	0.8655	1.8300e-003	0.2098	1.3000e-003	0.2111	0.0560	1.2100e-003	0.0572	0.0000	169.0160	169.0160	0.0108	7.9100e-003	171.6408
Waste						0.0000	0.0000		0.0000	0.0000	0.9053	0.0000	0.9053	0.0535	0.0000	2.2429
Water						0.0000	0.0000		0.0000	0.0000	0.6201	1.3776	1.9977	0.0639	1.5300e-003	4.0518
Total	0.3189	0.1217	1.2293	2.2300e-003	0.2098	0.0232	0.2330	0.0560	0.0231	0.0791	3.4638	208.3402	211.8039	0.1347	0.0103	218.2271

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2258	4.6900e-003	0.3557	2.8000e-004		0.0203	0.0203		0.0203	0.0203	1.9383	1.0132	2.9515	3.7200e-003	1.2000e-004	3.0800
Energy	2.2300e-003	0.0191	8.1100e-003	1.2000e-004		1.5400e-003	1.5400e-003		1.5400e-003	1.5400e-003	0.0000	36.9334	36.9334	2.8300e-003	7.0000e-004	37.2116
Mobile	0.0909	0.0980	0.8655	1.8300e-003	0.2098	1.3000e-003	0.2111	0.0560	1.2100e-003	0.0572	0.0000	169.0160	169.0160	0.0108	7.9100e-003	171.6408
Waste						0.0000	0.0000		0.0000	0.0000	0.9053	0.0000	0.9053	0.0535	0.0000	2.2429
Water						0.0000	0.0000		0.0000	0.0000	0.6201	1.3776	1.9977	0.0639	1.5300e-003	4.0518
Total	0.3189	0.1217	1.2293	2.2300e-003	0.2098	0.0232	0.2330	0.0560	0.0231	0.0791	3.4638	208.3402	211.8039	0.1347	0.0103	218.2271

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	3/4/2024	3/29/2024	5	20	

Acres of Grading (Grading Phase): 0

Acres of Paving: 1.42

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

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Rubber Tired Dozers	0	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	0	8.00	97	0.37

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
Demolition	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2024

Unmitigated Construction On-Site

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

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

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0000	0.0000	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

Mitigated Construction Off-Site

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

4.0 Operational Detail - Mobile

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	0.0909	0.0980	0.8655	1.8300e-003	0.2098	1.3000e-003	0.2111	0.0560	1.2100e-003	0.0572	0.0000	169.0160	169.0160	0.0108	7.9100e-003	171.6408
Unmitigated	0.0909	0.0980	0.8655	1.8300e-003	0.2098	1.3000e-003	0.2111	0.0560	1.2100e-003	0.0572	0.0000	169.0160	169.0160	0.0108	7.9100e-003	171.6408

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	168.36	187.22	144.44	387,176	387,176
Other Asphalt Surfaces	0.00	0.00	0.00		
Single Family Housing	66.08	66.78	59.85	150,794	150,794
Unrefrigerated Warehouse-No Rail	10.20	10.20	10.20	29,769	29,769
Total	244.64	264.20	214.49	567,739	567,739

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise Attachment A	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3

Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Single Family Housing	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
Unrefrigerated Warehouse-No	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.573651	0.055882	0.186012	0.115369	0.020252	0.005158	0.008030	0.006377	0.000893	0.000372	0.024386	0.000900	0.002720
Other Asphalt Surfaces	0.573651	0.055882	0.186012	0.115369	0.020252	0.005158	0.008030	0.006377	0.000893	0.000372	0.024386	0.000900	0.002720
Single Family Housing	0.573651	0.055882	0.186012	0.115369	0.020252	0.005158	0.008030	0.006377	0.000893	0.000372	0.024386	0.000900	0.002720
Unrefrigerated Warehouse-No Rail	0.573651	0.055882	0.186012	0.115369	0.020252	0.005158	0.008030	0.006377	0.000893	0.000372	0.024386	0.000900	0.002720

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	14.8746	14.8746	2.4100e-003	2.9000e-004	15.0217
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	14.8746	14.8746	2.4100e-003	2.9000e-004	15.0217
NaturalGas Mitigated	2.2300e-003	0.0191	8.1100e-003	1.2000e-004		1.5400e-003	1.5400e-003		1.5400e-003	1.5400e-003	0.0000	22.0588	22.0588	4.2000e-004	4.0000e-004	22.1899
NaturalGas Unmitigated	2.2300e-003	0.0191	8.1100e-003	1.2000e-004		1.5400e-003	1.5400e-003		1.5400e-003	1.5400e-003	0.0000	22.0588	22.0588	4.2000e-004	4.0000e-004	22.1899

5.2 Energy by Land Use - Natural Gas

Unmitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	226959	1.2200e-003	0.0105	4.4500e-003	7.0000e-005		8.5000e-004	8.5000e-004		8.5000e-004	8.5000e-004	0.0000	12.1114	12.1114	2.3000e-004	2.2000e-004	12.1834
Other Asphalt Surfaces	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
Single Family Housing	186407	1.0100e-003	8.5900e-003	3.6600e-003	5.0000e-005		6.9000e-004	6.9000e-004		6.9000e-004	6.9000e-004	0.0000	9.9474	9.9474	1.9000e-004	1.8000e-004	10.0065
Unrefrigerated Warehouse-No Rail	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		2.2300e-003	0.0191	8.1100e-003	1.2000e-004		1.5400e-003	1.5400e-003		1.5400e-003	1.5400e-003	0.0000	22.0588	22.0588	4.2000e-004	4.0000e-004	22.1899

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	226959	1.2200e-003	0.0105	4.4500e-003	7.0000e-005		8.5000e-004	8.5000e-004		8.5000e-004	8.5000e-004	0.0000	12.1114	12.1114	2.3000e-004	2.2000e-004	12.1834
Other Asphalt Surfaces	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
Single Family Housing	186407	1.0100e-003	8.5900e-003	3.6600e-003	5.0000e-005		6.9000e-004	6.9000e-004		6.9000e-004	6.9000e-004	0.0000	9.9474	9.9474	1.9000e-004	1.8000e-004	10.0065
Unrefrigerated Warehouse-No Rail	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		2.2300e-003	0.0191	8.1100e-003	1.2000e-004		1.5400e-003	1.5400e-003		1.5400e-003	1.5400e-003	0.0000	22.0588	22.0588	4.2000e-004	4.0000e-004	22.1899

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use		Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	tons/yr	MT/yr			
Apartments Low Rise	93403.2		8.6420	1.4000e-003	1.7000e-004	8.7275
Other Asphalt Surfaces	0		0.0000	0.0000	0.0000	0.0000
Single Family Housing	54832.5		5.0733	8.2000e-004	1.0000e-004	5.1235
Unrefrigerated Warehouse-No Rail	12529.7		1.1593	1.9000e-004	2.0000e-005	1.1708
Total			14.8746	2.4100e-003	2.9000e-004	15.0217

Mitigated

	Electricity Use		Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	tons/yr	MT/yr			
Apartments Low Rise	93403.2		8.6420	1.4000e-003	1.7000e-004	8.7275
Other Asphalt Surfaces	0		0.0000	0.0000	0.0000	0.0000
Single Family Housing	54832.5		5.0733	8.2000e-004	1.0000e-004	5.1235
Unrefrigerated Warehouse-No Rail	12529.7		1.1593	1.9000e-004	2.0000e-005	1.1708
Total			14.8746	2.4100e-003	2.9000e-004	15.0217

6.0 Area Detail

6.1 Mitigation Measures Area

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

Mitigated	0.2258	4.6900e-003	0.3557	2.8000e-004		0.0203	0.0203		0.0203	0.0203	1.9383	1.0132	2.9515	3.7200e-003	1.2000e-004	3.0800
Unmitigated	0.2258	4.6900e-003	0.3557	2.8000e-004		0.0203	0.0203		0.0203	0.0203	1.9383	1.0132	2.9515	3.7200e-003	1.2000e-004	3.0800

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0186						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1061						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0943	2.1300e-003	0.1331	2.7000e-004			0.0191	0.0191		0.0191	1.9383	0.6492	2.5875	3.3700e-003	1.2000e-004	2.7073
Landscaping	6.6900e-003	2.5600e-003	0.2226	1.0000e-005			1.2400e-003	1.2400e-003		1.2400e-003	0.0000	0.3640	0.3640	3.5000e-004	0.0000	0.3727
Total	0.2258	4.6900e-003	0.3557	2.8000e-004			0.0203	0.0203		0.0203	1.9383	1.0132	2.9515	3.7200e-003	1.2000e-004	3.0800

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0186					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1061					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0943	2.1300e-003	0.1331	2.7000e-004		0.0191	0.0191		0.0191	0.0191	1.9383	0.6492	2.5875	3.3700e-003	1.2000e-004	2.7073
Landscaping	6.6900e-003	2.5600e-003	0.2226	1.0000e-005		1.2400e-003	1.2400e-003		1.2400e-003	1.2400e-003	0.0000	0.3640	0.3640	3.5000e-004	0.0000	0.3727
Total	0.2258	4.6900e-003	0.3557	2.8000e-004		0.0203	0.0203		0.0203	0.0203	1.9383	1.0132	2.9515	3.7200e-003	1.2000e-004	3.0800

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e	
Category	tons/yr	MT/yr			
Mitigated	1.9977	0.0639	1.5300e-003	4.0518	
Attachment A					

Unmitigated	1.9977	0.0639	1.5300e-003	4.0518
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7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use		Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr	MT/yr			
Apartments Low Rise	1.49854 / 0.944733		1.5316	0.0490	1.1700e-003	3.1064
Other Asphalt Surfaces	0 / 0		0.0000	0.0000	0.0000	0.0000
Single Family Housing	0.456078 / 0.287528		0.4661	0.0149	3.6000e-004	0.9454
Unrefrigerated Warehouse-No Rail	0 / 0		0.0000	0.0000	0.0000	0.0000
Total			1.9977	0.0639	1.5300e-003	4.0518

Mitigated

	Indoor/Outdoor Use		Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr	MT/yr			
Apartments Low Rise	1.49854 / 0.944733		1.5316	0.0490	1.1700e-003	3.1064
Other Asphalt Surfaces	0 / 0		0.0000	0.0000	0.0000	0.0000
Single Family Housing	0.456078 / 0.287528		0.4661	0.0149	3.6000e-004	0.9454
Unrefrigerated Warehouse-No Rail	0 / 0		0.0000	0.0000	0.0000	0.0000
Total			1.9977	0.0639	1.5300e-003	4.0518

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

		Total CO2	CH4	N2O	CO2e
	tons/yr	MT/yr			
Mitigated	Attachment A	0.0535	0.0535	0.0000	2.2429

Unmitigated		0.9053	0.0535	0.0000	2.2429
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8.2 Waste by Land Use
Unmitigated

	Waste Disposed		Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr	MT/yr			
Apartments Low Rise	2.23		0.4527	0.0268	0.0000	1.1215
Other Asphalt Surfaces	0		0.0000	0.0000	0.0000	0.0000
Single Family Housing	0		0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	2.23		0.4527	0.0268	0.0000	1.1215
Total			0.9053	0.0535	0.0000	2.2429

Mitigated

	Waste Disposed		Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr	MT/yr			
Apartments Low Rise	2.23		0.4527	0.0268	0.0000	1.1215
Other Asphalt Surfaces	0		0.0000	0.0000	0.0000	0.0000
Single Family Housing	0		0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	2.23		0.4527	0.0268	0.0000	1.1215
Total			0.9053	0.0535	0.0000	2.2429

9.0 Operational Offroad

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

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

San Jose Moorpark Residential Energy Use Summary

Summary of Energy Use During Construction

Option A Construction vehicle fuel	9,341 gallons (gasoline, diesel)
Option A Construction equipment fuel	26,342 gallons (diesel)
Option A Total construction fuel	35,684 gallons (gasoline, diesel)
Option B Construction vehicle fuel	9,480 gallons (gasoline, diesel)
Option B Construction equipment fuel	27,317 gallons (diesel)
Option B Total construction fuel	36,797 gallons (gasoline, diesel)
Construction office electricity	11,380 kilowatt hours

Summary of Energy Use During Operations

	(Annually)
Operation vehicle fuel	25,084 gallons (gasoline, diesel)
Operation natural gas	0 kilo-British Thermal Units
Operation electricity	240,631 kilowatt hours

Construction Vehicle Fuel Calculations

California Air Resource Board (ARB). 2022. EMFAC2021 Web Database. Website: <https://arb.ca.gov/emfac/emissions-inventory/>

VMT = Vehicle Miles Traveled

FE = Fuel Economy

Source: EMFAC2021 (v1.0.2) Emissions Inventory

Region Type: County

Region: Santa Clara

Calendar Year: 2024

Season: Annual

Vehicle Classification: EMFAC2007 Categories

Units: miles/day for CVMT and EVMT, trips/day for Trips, kWh/day for Energy Consumption, tons/day for Emissions, 1000 gallons/day for Fuel Consumption

VehClass	MdlYr	Speed	Fuel	Population	VMT (mi/day)	Fuel Consumption	Calculations	
							FE (mi/gallon)	VMT*FE
HHDT	Aggregated	Aggregated	GAS	2.588707958	115.152577	0.0292955	3.930732	452.633928
HHDT	Aggregated	Aggregated	DSL	8486.693443	1001095.46	171.11013	5.850591	5857000.4
LDA	Aggregated	Aggregated	GAS	600108.1665	22290343.7	737.69139	30.21635	673532902
LDA	Aggregated	Aggregated	DSL	1750.023523	51573.4759	1.1802054	43.69873	2253695.32
LDT1	Aggregated	Aggregated	GAS	52693.36611	1706864.17	67.285817	25.36737	43298654.1
LDT1	Aggregated	Aggregated	DSL	23.46232522	343.930756	0.0140648	24.45335	8410.25885
LDT2	Aggregated	Aggregated	GAS	285585.4354	10322758.4	421.91281	24.46657	252562472
LDT2	Aggregated	Aggregated	DSL	1015.452853	37944.255	1.1476575	33.06235	1254526.25
LHDT1	Aggregated	Aggregated	GAS	19314.14241	722529.313	74.318772	9.72203	7024451.44
LHDT1	Aggregated	Aggregated	DSL	10107.73681	398004.101	24.875804	15.99965	6367925.31
LHDT2	Aggregated	Aggregated	GAS	2506.905697	91452.5747	10.568836	8.653041	791342.915
LHDT2	Aggregated	Aggregated	DSL	4663.455482	183558.376	13.776482	13.32404	2445738.83
MHDT	Aggregated	Aggregated	GAS	1414.551675	71600.3515	14.95973	4.786206	342694.045
MHDT	Aggregated	Aggregated	DSL	10390.528	434043.593	51.336401	8.454889	3669790.56
							Worker	
							Sum of VMT*FE (Column BI)	972910660
							Total VMT	34409828
							Weighted Average FE	28.2742088
							Vendor	
							Sum of VMT*FE (Column BI)	26499396.1
							Total VMT	2902398.92
							Weighted Average FE	9.1301702
							Haul	
							Sum of VMT*FE (Column BI)	5857453.03
							Total VMT	1001210.61
							Weighted Average FE	5.85037052

Project Construction Assumptions

On-site Construction

Source: AQ/GHG Appendix, CalEEMod Output

San Jose Moorpark - Construction and Operation 2025 - Santa Clara County, Annual

Date: 9/12/2022 10:58 PM

Construction Schedule	Phase Name	Phase Type	Start Date	End Date	Num Days	
					Week	Num Days
	Demolition	Demolition	3/4/2024	3/29/2024	5	20
	Site Preparation	Site Preparation	3/30/2024	4/2/2024	5	2
	Grading	Grading	4/3/2024	4/8/2024	5	4
	Building Construction 2024	Building Construction	4/9/2024	10/14/2024	5	135
	Building Construction 2025	Building Construction	3/1/2025	5/30/2025	5	65
	Paving	Paving	5/31/2025	6/13/2025	5	10
	Architectural Coating	Architectural Coating	6/14/2025	10/31/2025	5	100

Trips and VMT	Phase Name	Trips per Day		Total Trips			Trips per Phase			VMT per Phase			Fuel Consumption (gallons)					
		Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Vendor Vel	Num Days	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trips	Vendor Trips	Hauling Trips	Worker Trips	Vendor Trips	Hauling Trips
	Demolition	13	0	349	10.8	7.3	20 HDT_Mix	20	260	0	349	2,808	0	6,980	99.31	0.00	1,193.09	
	Site Preparation	8	0	0	10.8	7.3	20 HDT_Mix	2	16	0	0	173	0	0	6.11	0.00	0.00	
	Grading	10	0	0	10.8	7.3	20 HDT_Mix	4	40	0	0	432	0	0	15.28	0.00	0.00	
	Building Construction 2024	61	14	0	10.8	7.3	20 HDT_Mix	135	8,235	1,890	0	88,938	13,797	0	3,145.55	1,511.14	0.00	
	Building Construction 2025	86	14	0	10.8	7.3	20 HDT_Mix	65	5,590	910	0	60,372	6,643	0	2,135.23	727.59	0.00	
	Paving	13	0	0	10.8	7.3	20 HDT_Mix	10	130	0	0	1,404	0	0	49.66	0.00	0.00	
	Architectural Coating	12	0	0	10.8	7.3	20 HDT_Mix	100	1,200	0	0	12,960	0	0	458.37	0.00	0.00	
	On-site Total Construction VMT (miles)																	
	194,507																	
	On-Site Total Fuel Consumption (gallons)																	
	9,341																	

Construction Vehicle Fuel Calculations

California Air Resource Board (ARB). 2022. EMFAC2021 Web Database. Website: <https://arb.ca.gov/emfac/emissions-inventory/>

VMT = Vehicle Miles Traveled
FE = Fuel Economy

Source: EMFAC2021 (v1.0.2) Emissions Inventory
Region Type: County
Region: Santa Clara
Calendar Year: 2024
Season: Annual

Vehicle Classification: EMFAC2007 Categories

Units: miles/day for CVMT and EVMT, trips/day for Trips, kWh/day for Energy Consumption, tons/day for Emissions, 1000 gallons/day for Fuel Consumption

VehClass	MdlYr	Speed	Fuel	Population	VMT (mi/day)	Fuel Consumption	Calculations	
							FE	VMT*FE
HHDT	Aggregated	Aggregated	GAS	2.588707958	115.152577	0.0292955	3.930732	452.633928
HHDT	Aggregated	Aggregated	DSL	8486.693443	1001095.46	171.11013	5.850591	5857000.4
LDA	Aggregated	Aggregated	GAS	600108.1665	22290343.7	737.69139	30.21635	673532902
LDA	Aggregated	Aggregated	DSL	1750.023523	51573.4759	1.1802054	43.69873	2253695.32
LDT1	Aggregated	Aggregated	GAS	52693.36611	1706864.17	67.285817	25.36737	43298654.1
LDT1	Aggregated	Aggregated	DSL	23.46232522	343.930756	0.0140648	24.45335	8410.25885
LDT2	Aggregated	Aggregated	GAS	285585.4354	10322758.4	421.91281	24.46657	252562472
LDT2	Aggregated	Aggregated	DSL	1015.452853	37944.255	1.1476575	33.06235	1254526.25
LHDT1	Aggregated	Aggregated	GAS	19314.14241	722529.313	74.318772	9.72203	7024451.44
LHDT1	Aggregated	Aggregated	DSL	10107.73681	398004.101	24.875804	15.99965	6367925.31
LHDT2	Aggregated	Aggregated	GAS	2506.905697	91452.5747	10.568836	8.653041	791342.915
LHDT2	Aggregated	Aggregated	DSL	4663.455482	183558.376	13.776482	13.32404	2445738.83
MHDT	Aggregated	Aggregated	GAS	1414.551675	71600.3515	14.95973	4.786206	342694.045
MHDT	Aggregated	Aggregated	DSL	10390.528	434043.593	51.336401	8.454889	3669790.56
							Worker	
							Sum of VMT*FE (Column BI)	972910660
							Total VMT	34409828
							Weighted Average FE	28.2742088
							Vendor	
							Sum of VMT*FE (Column BI)	26499396.1
							Total VMT	2902398.92
							Weighted Average FE	9.1301702
							Haul	
							Sum of VMT*FE (Column BI)	5857453.03
							Total VMT	1001210.61
							Weighted Average FE	5.85037052

Project Construction Assumptions

On-site Construction

Source: AQ/GHG Appendix, CalEEMod Output
San Jose Moorpark - Construction Realignment - Santa Clara County, Annual
Date: 11/30/2022 4:03 PM

Construction Schedule	Phase Name	Phase Type	Start Date	End Date	Num Days	
					Week	Num Days
	Demolition	Demolition	3/4/2024	3/15/2024	5	10
	Site Preparation	Site Preparation	3/16/2024	3/18/2024	5	1
	Grading	Grading	3/19/2024	3/20/2024	5	2
	Paving	Paving	3/21/2024	3/27/2024	5	5
	Coating	Architectural Coating	3/28/2024	4/3/2024	5	5

Trips and VMT	Phase Name	Trips per Day				Total Trips				Trips per Phase			VMT per Phase			Fuel Consumption (gallons)		
		Vendor Trip		Worker Trip		Vendor		Hauling Trip		Vendor Trip		Hauling Trip	Worker	Vendor	Hauling	Worker	Vendor Trips	Hauling
		Number	Length	Number	Length	Trip Length	Length	Vendor Ve	Num Days	Number	Number	Number	Trips	Trips	Trips	Trips	Trips	Trips
	Demolition	10	0	17	10.8	7.3	20	HDT_Mix	10	100	0	17	1,080	0	340	38.20	0.00	58.12
	Site Preparation	5	0	0	10.8	7.3	20	HDT_Mix	1	5	0	0	54	0	0	1.91	0.00	0.00
	Grading	8	0	0	10.8	7.3	20	HDT_Mix	2	16	0	0	173	0	0	6.11	0.00	0.00
	Paving	18	0	0	10.8	7.3	20	HDT_Mix	5	90	0	0	972	0	0	34.38	0.00	0.00
	Coating	0	0	0	10.8	7.3	20	HDT_Mix	5	0	0	0	0	0	0	0.00	0.00	0.00
On-site Total Construction VMT (mile)		Option B																
2,619		197,126																
On-Site Total Fuel Consumption (gallons)																		
139		9,480																

Construction Equipment Fuel Calculation

Source: AQ/GHG Appendix, CalEEMod Output

San Jose Moorpark - Construction and Operation 2025 - Santa Clara County, Annual

Date: 9/12/2022 10:58 PM

Construction Schedule	Phase Name	Phase Type	Start Date	End Date	Num Days	
					Week	Num Days
	Demolition	Demolition	3/4/2024	3/29/2024	5	20
	Site Preparation	Site Preparation	3/30/2024	4/2/2024	5	2
	Grading	Grading	4/3/2024	4/8/2024	5	4
	Building Construction 2022	Building Construction	4/9/2024	10/14/2024	5	135
	Building Construction 2023	Building Construction	3/1/2025	5/30/2025	5	65
	Paving	Paving	5/31/2025	6/13/2025	5	10
	Architectural Coating	Architectural Coating	6/14/2025	10/31/2025	5	100

Construction Equipment	Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load	Number of	HP Hours	Diesel Fuel Usage
						Factor	Days		
	Demolition	Concrete/Industrial Saws	1	8	81	0.73	20	9,460.80	473.04
	Demolition	Rubber Tired Dozers	1	8	247	0.4	20	15,808.00	790.40
	Demolition	Tractors/Loaders/Backhoes	3	8	97	0.37	20	17,227.20	861.36
	Site Preparation	Graders	1	8	187	0.41	2	1,226.72	61.34
	Site Preparation	Rubber Tired Dozers	1	7	247	0.4	2	1,383.20	69.16
	Site Preparation	Tractors/Loaders/Backhoes	1	8	97	0.37	2	574.24	28.71
	Grading	Graders	1	8	187	0.41	4	2,453.44	122.67
	Grading	Rubber Tired Dozers	1	8	247	0.4	4	3,161.60	158.08
	Grading	Tractors/Loaders/Backhoes	2	7	97	0.37	4	2,009.84	100.49
	Building Construction 2024	Cranes	1	6	231	0.29	135	54,261.90	2,713.10
	Building Construction 2024	Forklifts	1	6	89	0.2	135	14,418.00	720.90
	Building Construction 2024	Generator Sets	1	8	84	0.74	135	67,132.80	3,356.64
	Building Construction 2024	Tractors/Loaders/Backhoes	1	6	97	0.37	135	29,070.90	1,453.55
	Building Construction 2024	Welders	3	8	46	0.45	135	67,068.00	3,353.40
	Building Construction 2025	Cement and Mortar Mixers	1	6	9	0.56	65	1,965.60	98.28
	Building Construction 2025	Pavers	1	6	130	0.42	65	21,294.00	1,064.70
	Building Construction 2025	Paving Equipment	1	8	132	0.36	65	24,710.40	1,235.52
	Building Construction 2025	Rollers	1	7	80	0.38	65	13,832.00	691.60
	Building Construction 2025	Tractors/Loaders/Backhoes	1	8	97	0.37	65	18,662.80	933.14
	Building Construction 2025	Air Compressors	1	6	78	0.48	65	14,601.60	730.08
	Building Construction 2025	Cranes	1	6	231	0.29	65	26,126.10	1,306.31
	Building Construction 2025	Forklifts	1	6	89	0.2	65	6,942.00	347.10
	Building Construction 2025	Generator Sets	1	8	84	0.74	65	32,323.20	1,616.16
	Building Construction 2025	Tractors/Loaders/Backhoes	1	6	97	0.37	65	13,997.10	699.86
	Building Construction 2025	Welders	3	8	46	0.45	65	32,292.00	1,614.60
	Paving	Cement and Mortar Mixers	1	6	9	0.56	10	302.40	15.12
	Paving	Pavers	1	6	130	0.42	10	3,276.00	163.80
	Paving	Paving Equipment	1	8	132	0.36	10	3,801.60	190.08
	Paving	Rollers	1	7	80	0.38	10	2,128.00	106.40
	Paving	Tractors/Loaders/Backhoes	1	8	97	0.37	10	2,871.20	143.56
	Coating	Air Compressors	1	6	78	0.48	100	22,464.00	1,123.20

Construction Equipment Fuel Consumption

26,342.33 gallons
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Notes:

Equipment assumptions are provided in the CalEEMod output files.

Fuel usage estimate of 0.05 gallons of diesel fuel per horsepower-hour is from the SCAQMD CEQA Air Quality Handbook, Table A9-3E.

South Coast Air Quality Management District. 1993. Air Quality Handbook, Table A9-3E.

Website: <http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook>.

Construction Equipment Fuel Calculation

Source: AQ/GHG Appendix, CalEEMod Output
 San Jose Moorpark - Construction Realignment - Santa Clara County, Annual
 Date: 11/30/2022 4:03 PM

Construction Schedule	Phase Name	Phase Type	Start Date	End Date	Num Days	
					Week	Num Days
	Demolition	Demolition	3/4/2024	3/15/2024	5	10
	Site Preparation	Site Preparation	3/16/2024	3/18/2024	5	1
	Grading	Grading	3/19/2024	3/20/2024	5	2
	Paving	Paving	3/21/2024	3/27/2024	5	5
	Coating	Architectural Coating	3/28/2024	4/3/2024	5	5

Construction Equipment	Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor	Number of		
							Days	HP Hours	Diesel Fuel Usage
	Demolition	Concrete/Industrial Saws	1	8	81	0.73	10	4,730.40	236.52
	Demolition	Rubber Tired Dozers	1	1	247	0.4	10	988.00	49.40
	Demolition	Tractors/Loaders/Backhoes	2	6	97	0.37	10	4,306.80	215.34
	Site Preparation	Graders	1	8	187	0.41	1	613.36	30.67
	Site Preparation	Tractors/Loaders/Backhoes	1	8	97	0.37	1	287.12	14.36
	Grading	Graders	1	6	187	0.41	2	920.04	46.00
	Grading	Rubber Tired Dozers	1	6	247	0.4	2	1,185.60	59.28
	Grading	Tractors/Loaders/Backhoes	1	7	97	0.37	2	502.46	25.12
	Paving	Cement and Mortar Mixers	4	6	9	0.56	5	604.80	30.24
	Paving	Pavers	1	7	130	0.42	5	1,911.00	95.55
	Paving	Rollers	1	7	80	0.38	5	1,064.00	53.20
	Paving	Tractors/Loaders/Backhoes	1	7	97	0.37	5	1,256.15	62.81
	Coating	Air Compressors	1	6	78	0.48	5	1,123.20	56.16

Construction Equipment Fuel Consumption **974.65 gallons**
Option B **27,316.98**

Notes:
 Equipment assumptions are provided in the CalEEMod output files.
 Fuel usage estimate of 0.05 gallons of diesel fuel per horsepower-hour is from the SCAQMD CEQA Air Quality Handbook, Table A9-3E.
 South Coast Air Quality Management District. 1993. Air Quality Handbook, Table A9-3E.
 Website: <http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook>.

Construction Office Electricity Calculation

Energy Appendix: CalEEMod Typical Construction Trailer
 Typical Construction Trailer - Santa Clara County, Annual
 Date: 9/15/2022 9:36 AM

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	12362.4	1.1438	1.9000e-004	2.0000e-005	1.1551
Total		1.1438	1.9000e-004	2.0000e-005	1.1551

kWh/yr = kilowatt hours per year

Energy by Land Use - Electricity

Annual

12,362 kWh/yr

Total Over Construction

11,380 kWh

Total Construction Schedule

Start

3/4/2024

End

10/31/2025

Total Calendar Days

336

Years

0.92

Proposed Operation Fuel Calculation

California Air Resource Board (ARB). 2022. EMFAC2021 Web Database. Website: <https://arb.ca.gov/emfac/emissions-inventory/>

Source: EMFAC2021 (v1.0.2) Emissions Inventory

VMT = Vehicle Miles Traveled

Region Type: County

FE = Fuel Economy

Region: Santa Clara

Calendar Year: 2025

Season: Annual

Vehicle Classification: EMFAC2007 Categories

Units: miles/day for CVMT and EVMT, trips/day for Trips, kWh/day for Energy Consumption, tons/day for Emissions, 1000 gallons/day for Fuel Consumption

Given

Calculations

Vehicle Category	Model Year	Speed	Fuel	Population	VMT	Fuel Consumption	FE	VMT*FE
HHDT	Aggregated	Aggregated	GAS	2.330358956	124.944822	0.03086045	4.048703991	505.8646
HHDT	Aggregated	Aggregated	DSL	8692.574961	1008963.95	169.896602	5.938694114	5991928
LDA	Aggregated	Aggregated	GAS	598860.2841	22133914.7	717.229156	30.86031082	6.83E+08
LDA	Aggregated	Aggregated	DSL	1620.039911	46912.8541	1.06223444	44.16431266	2071874
LDT1	Aggregated	Aggregated	GAS	51680.85517	1664705.87	64.4681268	25.82215362	42986291
LDT1	Aggregated	Aggregated	DSL	21.28272499	302.825779	0.0123732	24.47432738	7411.457
LDT2	Aggregated	Aggregated	GAS	290874.748	10447705.8	416.859054	25.06292158	2.62E+08
LDT2	Aggregated	Aggregated	DSL	1049.95238	38652.337	1.14564413	33.73851973	1304073
LHDT1	Aggregated	Aggregated	GAS	19422.46391	728336.977	73.5493274	9.902700714	7212503
LHDT1	Aggregated	Aggregated	DSL	10387.10281	408019.332	25.366632	16.08488395	6562944
LHDT2	Aggregated	Aggregated	GAS	2512.652279	91345.0541	10.3915741	8.790300024	802950.4
LHDT2	Aggregated	Aggregated	DSL	4837.2356	188645.048	14.0371129	13.43902048	2535205
MCY	Aggregated	Aggregated	GAS	28484.89302	166414.515	3.9357038	42.28329249	7036554
MDV	Aggregated	Aggregated	GAS	159532.2181	5551044.41	268.773186	20.65326714	1.15E+08
MDV	Aggregated	Aggregated	DSL	2421.36412	85326.7989	3.35657655	25.42078146	2169074
MH	Aggregated	Aggregated	GAS	2337.876488	21506.1916	4.86815211	4.417732043	95008.59
MH	Aggregated	Aggregated	DSL	994.5436656	9603.89271	1.02361118	9.382364048	90107.22
MHDT	Aggregated	Aggregated	GAS	1412.262568	72039.8736	14.8640482	4.846585027	349147.4
MHDT	Aggregated	Aggregated	DSL	10548.05912	435100.619	51.2145263	8.495648601	3696462
OBUS	Aggregated	Aggregated	GAS	430.7022763	18962.4913	3.89496511	4.868462423	92318.18
OBUS	Aggregated	Aggregated	DSL	921.4115821	62304.8875	7.86387216	7.922927317	493637.1
SBUS	Aggregated	Aggregated	GAS	178.243554	8812.85118	0.88417433	9.967323036	87840.53
SBUS	Aggregated	Aggregated	DSL	673.204793	15283.7519	1.86255361	8.20580509	125415.5
UBUS	Aggregated	Aggregated	GAS	46.21917622	4826.65773	0.52023413	9.277856795	44781.04
UBUS	Aggregated	Aggregated	DSL	405.3674925	44987.3657	4.96975206	9.052235421	407236.2

Vehicles	
Sum of VMT*FE	1.14E+09
Total VMT	43253844
Weighted Average FE	26.44204
	miles/gallon

Total VMT

Source: AQ/GHG Appendix, CalEEMod Output

San Jose Moorpark - Construction and Operation 2025 - Santa Clara County, Annual

Date: 9/12/2022 10:58 PM

Land Use	Average Daily Trip Rate			Unmitigated Annual VMT	Mitigated Annual VMT
	Weekday	Saturday	Sunday		
City Park	0.00	0.00	0.00		
Condo/Townhouse High Rise	302.18	272.60	226.78	663,280	663,280
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	302.18	272.60	226.78	663,280	663,280

	Annual VMT (miles)	Fuel Consumption	
Total VMT	663,280	25,084	gallons per year

Operation Electricity Use

Source: AQ/GHG Appendix, CalEEMod Output

San Jose Moorpark - Construction and Operation 2025 - Santa Clara County, Annual

Date: 9/12/2022 10:58 PM

Project Electricity Use

kWh/yr = kilowatt hours per year

Land Use	Electricity Use (kWh/yr)
Condo/Townhouse	239,313
Parking Lot	1,318
Total	240,631 kWh/yr

Typical Construction Trailer Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	0.72	1000sqft	0.02	720.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	58
Climate Zone	4			Operational Year	2024
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 12'x60' single-wide unit (720 sq ft)

Construction Phase -

Off-road Equipment -

Trips and VMT -

Architectural Coating -

Vehicle Trips -

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Consumer Products -

Area Coating - Attachment A

Landscape Equipment -
 Energy Use -
 Water And Wastewater -
 Area Mitigation -
 Fleet Mix -

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Nonresidential_Exterior	360	0
tblAreaCoating	Area_Nonresidential_Interior	1080	0

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					
2024	4.2100e-003	3.0500e-003	4.5300e-003	1.0000e-005	0.0000	1.5000e-004	1.5000e-004	0.0000	1.5000e-004	1.5000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6392
Maximum	4.2100e-003	3.0500e-003	4.5300e-003	1.0000e-005	0.0000	1.5000e-004	1.5000e-004	0.0000	1.5000e-004	1.5000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6392

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					
2024	4.2100e-003	3.0500e-003	4.5300e-003	1.0000e-005	0.0000	1.5000e-004	1.5000e-004	0.0000	1.5000e-004	1.5000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6392
Maximum	4.2100e-003	3.0500e-003	4.5300e-003	1.0000e-005	0.0000	1.5000e-004	1.5000e-004	0.0000	1.5000e-004	1.5000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6392

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-3-2024	4-2-2024	0.0073	0.0073
		Highest	0.0073	0.0073

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	2.8100e-003	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005

Energy	6.0000e-005	5.7000e-004	4.8000e-004	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	1.7663	1.7663	2.0000e-004	3.0000e-005	1.7813
Mobile	2.0900e-003	2.3000e-003	0.0200	4.0000e-005	4.6900e-003	3.0000e-005	4.7200e-003	1.2500e-003	3.0000e-005	1.2800e-003	0.0000	3.8968	3.8968	2.5000e-004	1.8000e-004	3.9575
Waste						0.0000	0.0000		0.0000	0.0000	0.1360	0.0000	0.1360	8.0400e-003	0.0000	0.3369
Water						0.0000	0.0000		0.0000	0.0000	0.0406	0.0895	0.1301	4.1800e-003	1.0000e-004	0.2645
Total	4.9600e-003	2.8700e-003	0.0205	4.0000e-005	4.6900e-003	7.0000e-005	4.7600e-003	1.2500e-003	7.0000e-005	1.3200e-003	0.1766	5.7526	5.9292	0.0127	3.1000e-004	6.3402

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	2.8100e-003	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005
Energy	6.0000e-005	5.7000e-004	4.8000e-004	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	1.7663	1.7663	2.0000e-004	3.0000e-005	1.7813
Mobile	2.0900e-003	2.3000e-003	0.0200	4.0000e-005	4.6900e-003	3.0000e-005	4.7200e-003	1.2500e-003	3.0000e-005	1.2800e-003	0.0000	3.8968	3.8968	2.5000e-004	1.8000e-004	3.9575
Waste						0.0000	0.0000		0.0000	0.0000	0.1360	0.0000	0.1360	8.0400e-003	0.0000	0.3369
Water						0.0000	0.0000		0.0000	0.0000	0.0406	0.0895	0.1301	4.1800e-003	1.0000e-004	0.2645
Total	4.9600e-003	2.8700e-003	0.0205	4.0000e-005	4.6900e-003	7.0000e-005	4.7600e-003	1.2500e-003	7.0000e-005	1.3200e-003	0.1766	5.7526	5.9292	0.0127	3.1000e-004	6.3402

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	1/3/2024	1/9/2024	5	5	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,080; Non-Residential Outdoor: 360; Striped Parking Area: 0
 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	3.7500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.5000e-004	3.0500e-003	4.5300e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6392
Total	4.2000e-003	3.0500e-003	4.5300e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6392

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	3.7500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.5000e-004	3.0500e-003	4.5300e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6392
Total	4.2000e-003	3.0500e-003	4.5300e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6392

Mitigated Construction Off-Site

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

4.0 Operational Detail - Mobile

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	2.0900e-003	2.3000e-003	0.0200	4.0000e-005	4.6900e-003	3.0000e-005	4.7200e-003	1.2500e-003	3.0000e-005	1.2800e-003	0.0000	3.8968	3.8968	2.5000e-004	1.8000e-004	3.9575
Unmitigated	2.0900e-003	2.3000e-003	0.0200	4.0000e-005	4.6900e-003	3.0000e-005	4.7200e-003	1.2500e-003	3.0000e-005	1.2800e-003	0.0000	3.8968	3.8968	2.5000e-004	1.8000e-004	3.9575

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	7.01	1.59	0.50	12,686	12,686
Total	7.01	1.59	0.50	12,686	12,686

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS
Attachment A												

General Office Building	0.572464	0.055653	0.187060	0.115672	0.020329	0.005102	0.007934	0.006404	0.000900	0.000380	0.024412	0.000914	0.002776
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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	1.1438	1.1438	1.9000e-004	2.0000e-005	1.1551
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1.1438	1.1438	1.9000e-004	2.0000e-005	1.1551
NaturalGas Mitigated	6.0000e-005	5.7000e-004	4.8000e-004	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.6224	0.6224	1.0000e-005	1.0000e-005	0.6261
NaturalGas Unmitigated	6.0000e-005	5.7000e-004	4.8000e-004	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.6224	0.6224	1.0000e-005	1.0000e-005	0.6261

5.2 Energy by Land Use - Natural Gas

Unmitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	11664	6.0000e-005	5.7000e-004	4.8000e-004	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.6224	0.6224	1.0000e-005	1.0000e-005	0.6261
Total		6.0000e-005	5.7000e-004	4.8000e-004	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.6224	0.6224	1.0000e-005	1.0000e-005	0.6261

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	11664	6.0000e-005	5.7000e-004	4.8000e-004	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.6224	0.6224	1.0000e-005	1.0000e-005	0.6261
Total		6.0000e-005	5.7000e-004	4.8000e-004	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.6224	0.6224	1.0000e-005	1.0000e-005	0.6261

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use		Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	tons/yr	MT/yr			
General Office Building	12362.4		1.1438	1.9000e-004	2.0000e-005	1.1551
Total			1.1438	1.9000e-004	2.0000e-005	1.1551

Mitigated

	Electricity Use		Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	tons/yr	MT/yr			
General Office Building	12362.4		1.1438	1.9000e-004	2.0000e-005	1.1551
Total			1.1438	1.9000e-004	2.0000e-005	1.1551

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	2.8100e-003	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005
Unmitigated	2.8100e-003	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.8100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005
Total	2.8100e-003	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.8100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005
Total	2.8100e-003	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e	
Category	tons/yr	MT/yr			
Mitigated	0.1301	4.1800e-003	1.0000e-004	0.2645	
Unmitigated	0.1301	4.1800e-003	1.0000e-004	0.2645	

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use		Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr	MT/yr			
General Office Building	0.127968 / 0.0784322		0.1301	4.1800e-003	1.0000e-004	0.2645
Total			0.1301	4.1800e-003	1.0000e-004	0.2645

Mitigated

	Indoor/Outdoor Use		Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr	MT/yr			
General Office Building	0.127968 / 0.0784322		0.1301	4.1800e-003	1.0000e-004	0.2645
Total			0.1301	4.1800e-003	1.0000e-004	0.2645

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

		Total CO2	CH4	N2O	CO2e
	tons/yr	MT/yr			
Mitigated		0.1360	8.0400e-003	0.0000	0.3369
Unmitigated		0.1360	8.0400e-003	0.0000	0.3369

8.2 Waste by Land Use

Unmitigated

	Waste Disposed		Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr	MT/yr			
General Office Building	0.67		0.1360	8.0400e-003	0.0000	0.3369
Total			0.1360	8.0400e-003	0.0000	0.3369

Mitigated

	Waste Disposed		Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr	MT/yr			
General Office Building	0.67		0.1360	8.0400e-003	0.0000	0.3369
Total			0.1360	8.0400e-003	0.0000	0.3369

9.0 Operational Offroad

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

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

Project Option A Unmitigated Project Construction Emissions

Annual Construction Emissions (tons/year)
(as taken from CalEEMod)

	PM_{2.5} (Exhaust)
Onsite	0.00589
Offsite	0.00019
Demolition (2024)	0.00608
Onsite	0.00044
Offsite	0.00000
Site Preparation (2024)	0.00044
Onsite	0.00105
Offsite	0.00000
Grading (2024)	0.00105
Onsite	0.02940
Offsite	0.00038
Building Construction (2024)	0.02978
Onsite	0.02140
Offsite	0.00020
Building Construction (2025)	0.02160
Onsite	0.00114
Offsite	0.00000
Paving (2025)	0.00114
Onsite	0.00258
Offsite	0.00002
Architectural Coating (2025)	0.00260
Total Onsite	6.19E-02
Total Offsite	7.90E-04

Exhaust PM_{2.5} AERMOD Inputs

Number of workdays	336.00
Construction Hours	2,688.00
Elapsed Hours	8,064.00
Variable Factor	3.00
On-Site Emissions	134.49 pounds/year 61,001.37 grams 2.269E+01 grams/hours 6.304E-03 grams/sec
Off-Site Emissions	1.72 pounds/year 778.53 grams 2.896E-01 grams/hour 8.045E-05 grams/sec

Off-Site AERMOD Input Adjustments

Roadway Segment	Length (Miles)	Proportion of Total	PM2.5 (Exhaust) Emissions (lbs/yr)
South Bascom Avenue	0.3	25.00%	6.400E-02
Moorpark Avenue	0.5	41.67%	1.067E-01
Highway 280	0.4	33.33%	8.534E-02
Totals	1.2	100.00%	2.560E-01

Notes:

¹ Conversion factor of 453.592 grams/pound was used to convert daily emissions expressed in pounds to daily emissions expressed in grams.

² Off-site emissions used in the AERMOD air dispersion model were reduced to account for the proportion of emissions occurring within 1,000 feet of the project site.

Off-Site Emission Adjustment for 1,000-foot Radius of Project Site

Phase Name	Days	Vendor Trip Number (Daily)	Hauling Trip Number (Total)	Vendor Trip Length	Hauling Trip Length
Demolition	20	0	349	7.3	20
Site Preparation	2	0	0	7.3	20
Grading	4	0	0	7.3	20
Building Construction	200	28	0	7.3	20
Paving	10	0	0	7.3	20
Architectural Coating	100	0	0	7.3	20
Totals		5,600	349		

Diesel-Fueled Vehicle Results

AERMOD 1,000-ft Radius Adjustment

	Total Vehicle Trips	Vehicle Miles Traveled (VMT)		Total Vehicle Trips	Vehicle Miles Traveled (VMT)
Vendor Trucks	5,600.00	40,880.00	Vendor Trucks	5,600.00	6,720.00
Hauling Trucks	349	6,980	Hauling Trucks	349	419
Total VMT		47,860	Total VMT		7,138.80

Proportion of off-site emissions occurring within 1,000 of project site: 14.9160%

Project Option A Mitigated Project Construction Emissions

Annual Construction Emissions (tons/year)
(as taken from CalEEMod)

	PM _{2.5} (Exhaust)
Onsite	0.00037
Offsite	0.00019
Demolition (2024)	0.00056
Onsite	0.00003
Offsite	0.00000
Site Preparation (2024)	0.00003
Onsite	0.00007
Offsite	0.00000
Grading (2024)	0.00007
Onsite	0.00205
Offsite	0.00038
Building Construction (2024)	0.00243
Onsite	0.00181
Offsite	0.00020
Building Construction (2025)	0.00201
Onsite	0.00011
Offsite	0.00000
Paving (2025)	0.00011
Onsite	0.00020
Offsite	0.00002
Architectural Coating (2025)	0.00022
Total Onsite	4.64E-03
Total Offsite	7.90E-04

Applied Tier 4 Final to all the off-road equipment.

Exhaust PM_{2.5} AERMOD Inputs

Number of workdays	336.00
Construction Hours	2,688.00
Elapsed Hours	8,064.00
Variable Factor	3.00
On-Site Emissions	10.08 pounds/year
	4,572.64 grams
	1.701E+00 grams/hours
	4.725E-04 grams/sec
Off-Site Emissions	1.72 pounds/year
	778.53 grams
	2.896E-01 grams/hour
	8.045E-05 grams/sec

Off-Site AERMOD Input Adjustments

Roadway Segment	Length (Miles)	Proportion of Total	PM _{2.5} (Exhaust) Emissions (lbs/yr)
South Bascom Avenue	0.3	25.00%	6.400E-02
Moorpark Avenue	0.5	41.67%	1.067E-01
Highway 280	0.4	33.33%	8.534E-02
Totals	1.2	100.00%	2.560E-01

Notes:
¹ Conversion factor of 453.592 grams/pound was used to convert daily emissions expressed in pounds to daily emissions expressed in grams.
² Off-site emissions used in the AERMOD air dispersion model were reduced to account for the proportion of emissions occurring within 1,000 feet of the project site.

Off-Site Emission Adjustment for 1,000-foot Radius of Project Site

Phase Name	Days	Vendor Trip Number (Daily)	Hauling Trip Number (Total)	Vendor Trip Length	Hauling Trip Length
Demolition	20	0	349	7.3	20
Site Preparation	2	0	0	7.3	20
Grading	4	0	0	7.3	20
Building Construction	200	28	0	7.3	20
Paving	10	0	0	7.3	20
Architectural Coating	100	0	0	7.3	20
Totals		5,600	349		

Diesel-Fueled Vehicle Results

	Total Vehicle Trips	Vehicle Miles Traveled (VMT)
Vendor Trucks	5,600.00	40,880.00
Hauling Trucks	349	6,980
Total VMT		47,860

AERMOD 1,000-ft Radius Adjustment

	Total Vehicle Trips	Vehicle Miles Traveled (VMT)
Vendor Trucks	5,600.00	6,720.00
Hauling Trucks	349	419
Total VMT		7,138.80

Proportion of off-site emissions occurring within 1,000 of project site:	14.9160%
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Project Option B Unmitigated Project Construction Emissions

Annual Construction Emissions (tons/year)
(as taken from CalEEMod)

		PM _{2.5} (Exhaust)
	Onsite	0.00589
	Offsite	0.00019
Demolition (2024)		0.00608
	Onsite	0.00044
	Offsite	0.00000
Site Preparation (2024)		0.00044
	Onsite	0.00105
	Offsite	0.00000
Grading (2024)		0.00105
	Onsite	0.02940
	Offsite	0.00038
Building Construction (2024)		0.02978
	Onsite	0.02140
	Offsite	0.00020
Building Construction (2025)		0.02160
	Onsite	0.00114
	Offsite	0.00000
Paving (2025)		0.00114
	Onsite	0.00258
	Offsite	0.00002
Architectural Coating (2025)		0.00260
	Onsite	0.00238
	Offsite	0.00001
Realignment of Moorpark Avenue		0.00239
Total Onsite		6.43E-02
Total Offsite		8.00E-04

Exhaust PM_{2.5} AERMOD Inputs

Number of workdays	336
Construction Hours	2,688.00
Elapsed Hours	8,064.00
Variable Factor	3.00
On-Site Emissions	139.66 pounds/year 63,346.82 grams 7.856E+00 grams/hours 2.182E-03 grams/sec
Off-Site Emissions	1.74 pounds/year 788.39 grams 9.777E-02 grams/hour 2.716E-05 grams/sec

Off-Site AERMOD Input Adjustments

Roadway Segment	Length (Miles)	Proportion of Total	PM2.5 (Exhaust) Emissions (lbs/yr)
South Bascom Avenue	0.3	25.00%	6.481E-02
Moorpark Avenue	0.5	41.67%	1.080E-01
Highway 280	0.4	33.33%	8.642E-02
Totals	1.2	100.00%	2.593E-01

Notes:

¹ Conversion factor of 453.592 grams/pound was used to convert daily emissions expressed in pounds to daily emissions expressed in grams.

² Off-site emissions used in the AERMOD air dispersion model were reduced to account for the proportion of emissions occurring within 1,000 feet of the project site.

Off-Site Emission Adjustment for 1,000-foot Radius of Project Site

Phase Name	Days	Vendor Trip Number (Daily)	Hauling Trip Number (Total)	Vendor Trip Length	Hauling Trip Length
Demolition	20	0	349	7.3	20
Site Preparation	2	0	0	7.3	20
Grading	4	0	0	7.3	20
Building Construction	200	28	0	7.3	20
Paving	10	0	0	7.3	20
Architectural Coating	100	0	0	7.3	20
Totals		5,600	349		

Diesel-Fueled Vehicle Results

AERMOD 1,000-ft Radius Adjustment

	Total Vehicle Trips	Vehicle Miles Traveled (VMT)		Total Vehicle Trips	Vehicle Miles Traveled (VMT)
Vendor Trucks	5,600.00	40,880.00	Vendor Trucks	5,600.00	6,720.00
Hauling Trucks	349	6,980	Hauling Trucks	349	419
Total VMT		47,860	Total VMT		7,138.80

Proportion of off-site emissions occurring within 1,000 of project site: 14.9160%

Project Option B Mitigated Project Construction Emissions

Annual Construction Emissions (tons/year)
(as taken from CalEEMod)

	PM _{2.5} (Exhaust)
Onsite	0.00037
Offsite	0.00019
Demolition (2024)	0.00056
Onsite	0.00003
Offsite	0.00000
Site Preparation (2024)	0.00003
Onsite	0.00007
Offsite	0.00000
Grading (2024)	0.00007
Onsite	0.00205
Offsite	0.00038
Building Construction (2024)	0.00243
Onsite	0.00181
Offsite	0.00020
Building Construction (2025)	0.00201
Onsite	0.00011
Offsite	0.00000
Paving (2025)	0.00011
Onsite	0.00020
Offsite	0.00002
Architectural Coating (2025)	0.00022
Onsite	0.00027
Offsite	0.00001
Realignment of Moorpark Avenue	0.00028
Total Onsite	4.91E-03
Total Offsite	8.00E-04

Exhaust PM_{2.5} AERMOD Inputs

Number of workdays	336
Construction Hours	2,688.00
Elapsed Hours	8,064.00
Variable Factor	3.00
On-Site Emissions	10.67 pounds/year
	4,838.72 grams
	1.800E+00 grams/hours
	5.000E-04 grams/sec
Off-Site Emissions	1.74 pounds/year
	788.39 grams
	2.933E-01 grams/hour
	8.147E-05 grams/sec

Applied Tier 4 Final to all the off-road equipment >= 25 hp.

Off-Site AERMOD Input Adjustments

Roadway Segment	Length (Miles)	Proportion of Total	PM _{2.5} (Exhaust) Emissions (lbs/yr)
South Bascom Avenue	0.3	25.00%	6.454E-02
Moorpark Avenue	0.5	41.67%	1.076E-01
Highway 280	0.4	33.33%	8.605E-02
Totals	1.2	100.00%	2.582E-01

Notes:
¹ Conversion factor of 453.592 grams/pound was used to convert daily emissions expressed in pounds to daily emissions expressed in grams.
² Off-site emissions used in the AERMOD air dispersion model were reduced to account for the proportion of emissions occurring within 1,000 feet of the project site.

Off-Site Emission Adjustment for 1,000-foot Radius of Project Site

Phase Name	Days	Vendor Trip Number (Daily)	Hauling Trip Number (Total)	Vendor Trip Length	Hauling Trip Length
Demolition	20	0	366	7.3	20
Site Preparation	2	0	0	7.3	20
Grading	4	0	0	7.3	20
Building Construction	200	28	0	7.3	20
Paving	10	0	0	7.3	20
Architectural Coating	100	0	0	7.3	20
Totals		5,600	366		

Diesel-Fueled Vehicle Results

	Total Vehicle Trips	Vehicle Miles Traveled (VMT)
Vendor Trucks	5,600.00	40,880.00
Hauling Trucks	366	7,320
Total VMT		48,200

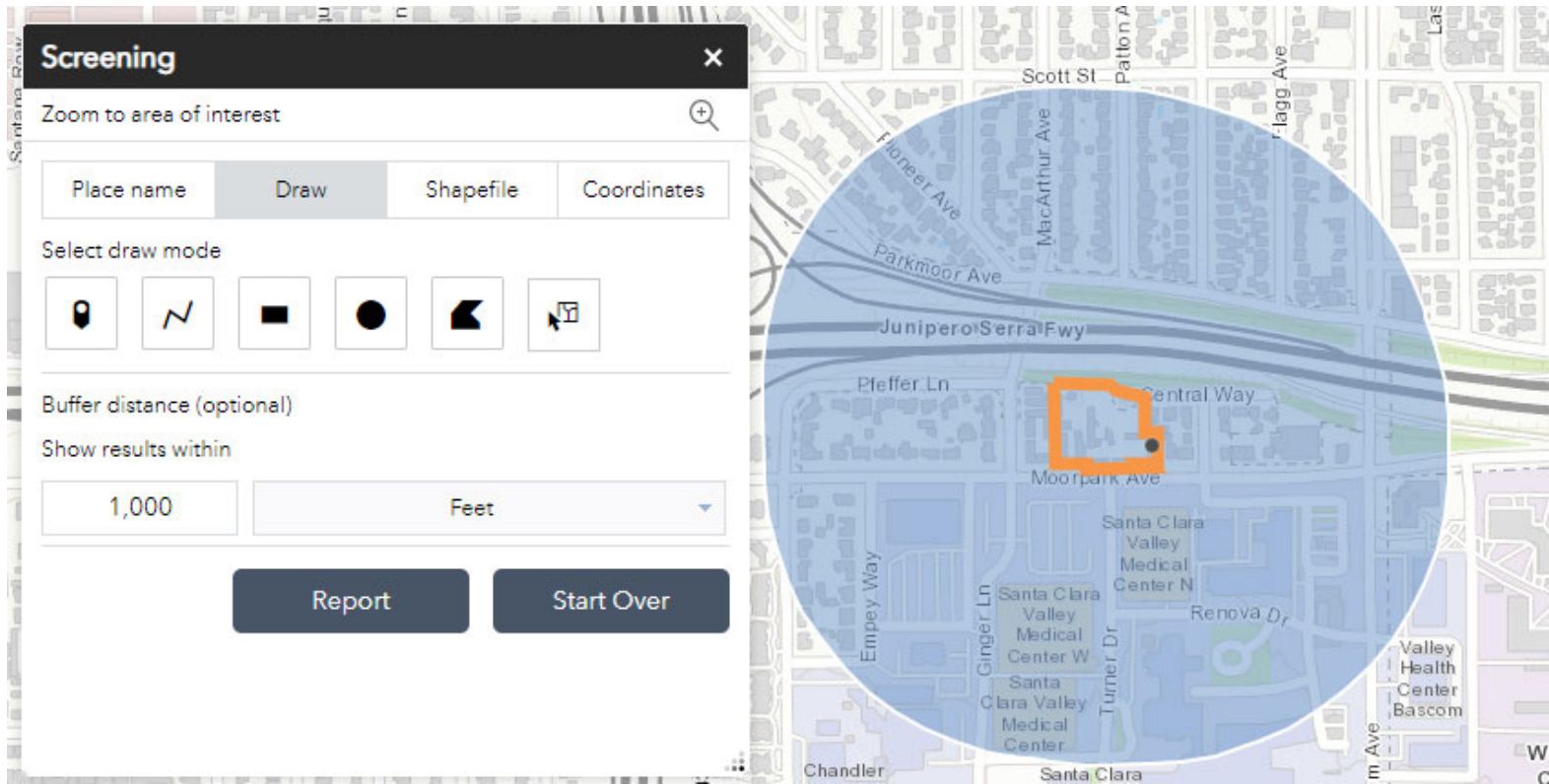
AERMOD 1,000-ft Radius Adjustment

	Total Vehicle Trips	Vehicle Miles Traveled (VMT)
Vendor Trucks	5,600.00	6,720.00
Hauling Trucks	366	439
Total VMT		7,159.20

Proportion of off-site emissions occurring within 1,000 of project site:	14.8531%
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Existing Stationary Sources within 1,000 Feet of the Project and MIR

Lat, Long Project Site: 37.316498°, -121.935214°



Option A Unmitigated HARP2 Output Log

HARP2 - HRACalc (dated 22118) 12/1/2022 9:20:38 PM - Output Log

GLCs loaded successfully
Pollutants loaded successfully
Pathway receptors loaded successfully

RISK SCENARIO SETTINGS

Receptor Type: Resident
Scenario: All
Calculation Method: HighEnd

EXPOSURE DURATION PARAMETERS FOR CANCER

Start Age: -0.25
Total Exposure Duration: 2

Exposure Duration Bin Distribution
3rd Trimester Bin: 0.25
0<2 Years Bin: 2
2<9 Years Bin: 0
2<16 Years Bin: 0
16<30 Years Bin: 0
16 to 70 Years Bin: 0

PATHWAYS ENABLED

NOTE: Inhalation is always enabled and used for all assessments. The remaining pathways are only used for cancer and noncancer chronic assessments.

Inhalation: True
Soil: True
Dermal: True
Mother's milk: True
Water: False
Fish: False
Homegrown crops: True
Beef: False
Dairy: False
Pig: False
Chicken: False
Egg: False

INHALATION

Daily breathing rate: LongTerm24HR

****Worker Adjustment Factors****
Worker adjustment factors enabled: NO

****Fraction at time at home****
3rd Trimester to 16 years: OFF
16 years to 70 years: OFF

SOIL & DERMAL PATHWAY SETTINGS

Deposition rate (m/s): 0.05
Soil mixing depth (m): 0.01
Dermal climate: Mixed

HOMEGROWN CROP PATHWAY SETTINGS

Household type: HouseholdsthatGarden
Fraction leafy: 0.137
Fraction exposed: 0.137
Fraction protected: 0.137
Fraction root: 0.137

TIER 2 SETTINGS

Tier2 adjustments were used in this assessment. Please see the input file for details.

Tier2 - What was changed: ED or start age changed|

Calculating cancer risk

Cancer risk breakdown by pollutant and receptor saved to: C:\AERMOD\Moorpark_A\TTLC SJ MOORPARK HARP2\hra\UnmitCancerRisk.csv

Cancer risk total by receptor saved to: C:\AERMOD\Moorpark_A\TTLC SJ MOORPARK HARP2\hra\UnmitCancerRiskSumByRec.csv

Calculating chronic risk

Chronic risk breakdown by pollutant and receptor saved to: C:\AERMOD\Moorpark_A\TTLC SJ MOORPARK HARP2\hra\UnmitNCChronicRisk.csv

Chronic risk total by receptor saved to: C:\AERMOD\Moorpark_A\TTLC SJ MOORPARK HARP2\hra\UnmitNCChronicRiskSumByRec.csv

Calculating acute risk

Acute risk breakdown by pollutant and receptor saved to: C:\AERMOD\Moorpark_A\TTLC SJ MOORPARK HARP2\hra\UnmitNCAcuteRisk.csv

Acute risk total by receptor saved to: C:\AERMOD\Moorpark_A\TTLC SJ MOORPARK HARP2\hra\UnmitNCAcuteRiskSumByRec.csv

HRA ran successfully

Option A Mitigated HARP2 Output Log

HARP2 - HRACalc (dated 22118) 12/1/2022 9:23:02 PM - Output Log

GLCs loaded successfully
Pollutants loaded successfully
Pathway receptors loaded successfully

RISK SCENARIO SETTINGS

Receptor Type: Resident
Scenario: All
Calculation Method: HighEnd

EXPOSURE DURATION PARAMETERS FOR CANCER

Start Age: -0.25
Total Exposure Duration: 2

Exposure Duration Bin Distribution
3rd Trimester Bin: 0.25
0<2 Years Bin: 2
2<9 Years Bin: 0
2<16 Years Bin: 0
16<30 Years Bin: 0
16 to 70 Years Bin: 0

PATHWAYS ENABLED

NOTE: Inhalation is always enabled and used for all assessments. The remaining pathways are only used for cancer and noncancer chronic assessments.

Inhalation: True
Soil: True
Dermal: True
Mother's milk: True
Water: False
Fish: False
Homegrown crops: True
Beef: False
Dairy: False
Pig: False
Chicken: False
Egg: False

INHALATION

Daily breathing rate: LongTerm24HR

****Worker Adjustment Factors****
Worker adjustment factors enabled: NO

****Fraction at time at home****
3rd Trimester to 16 years: OFF
16 years to 70 years: OFF

SOIL & DERMAL PATHWAY SETTINGS

Deposition rate (m/s): 0.05
Soil mixing depth (m): 0.01
Dermal climate: Mixed

HOMEGROWN CROP PATHWAY SETTINGS

Household type: HouseholdsthatGarden
Fraction leafy: 0.137
Fraction exposed: 0.137
Fraction protected: 0.137
Fraction root: 0.137

TIER 2 SETTINGS

Tier2 adjustments were used in this assessment. Please see the input file for details.

Tier2 - What was changed: ED or start age changed|

Calculating cancer risk

Cancer risk breakdown by pollutant and receptor saved to: C:\AERMOD\Moorpark_A\TTLC SJ MOORPARK HARP2\hra\MitCancerRisk.csv

Cancer risk total by receptor saved to: C:\AERMOD\Moorpark_A\TTLC SJ MOORPARK HARP2\hra\MitCancerRiskSumByRec.csv

Calculating chronic risk

Chronic risk breakdown by pollutant and receptor saved to: C:\AERMOD\Moorpark_A\TTLC SJ MOORPARK HARP2\hra\MitNCChronicRisk.csv

Chronic risk total by receptor saved to: C:\AERMOD\Moorpark_A\TTLC SJ MOORPARK HARP2\hra\MitNCChronicRiskSumByRec.csv

Calculating acute risk

Acute risk breakdown by pollutant and receptor saved to: C:\AERMOD\Moorpark_A\TTLC SJ MOORPARK HARP2\hra\MitNCAcuteRisk.csv

Acute risk total by receptor saved to: C:\AERMOD\Moorpark_A\TTLC SJ MOORPARK HARP2\hra\MitNCAcuteRiskSumByRec.csv

HRA ran successfully

Option B Unmitigated HARP2 Output Log

HARP2 - HRACalc (dated 22118) 12/1/2022 9:38:44 PM - Output Log

GLCs loaded successfully
Pollutants loaded successfully
Pathway receptors loaded successfully

RISK SCENARIO SETTINGS

Receptor Type: Resident
Scenario: All
Calculation Method: HighEnd

EXPOSURE DURATION PARAMETERS FOR CANCER

Start Age: -0.25
Total Exposure Duration: 2

Exposure Duration Bin Distribution
3rd Trimester Bin: 0.25
0<2 Years Bin: 2
2<9 Years Bin: 0
2<16 Years Bin: 0
16<30 Years Bin: 0
16 to 70 Years Bin: 0

PATHWAYS ENABLED

NOTE: Inhalation is always enabled and used for all assessments. The remaining pathways are only used for cancer and noncancer chronic assessments.

Inhalation: True
Soil: True
Dermal: True
Mother's milk: True
Water: False
Fish: False
Homegrown crops: True
Beef: False
Dairy: False
Pig: False
Chicken: False
Egg: False

INHALATION

Daily breathing rate: LongTerm24HR

****Worker Adjustment Factors****
Worker adjustment factors enabled: NO

****Fraction at time at home****
3rd Trimester to 16 years: OFF
16 years to 70 years: OFF

SOIL & DERMAL PATHWAY SETTINGS

Deposition rate (m/s): 0.05
Soil mixing depth (m): 0.01
Dermal climate: Mixed

HOMEGROWN CROP PATHWAY SETTINGS

Household type: HouseholdsthatGarden
Fraction leafy: 0.137
Fraction exposed: 0.137
Fraction protected: 0.137
Fraction root: 0.137

TIER 2 SETTINGS

Tier2 adjustments were used in this assessment. Please see the input file for details.

Tier2 - What was changed: ED or start age changed|

Calculating cancer risk

Cancer risk breakdown by pollutant and receptor saved to: C:\AERMOD\Moorpark_B\TTLC SJ MOORPARK HARP2\hra\UnmitCancerRisk.csv

Cancer risk total by receptor saved to: C:\AERMOD\Moorpark_B\TTLC SJ MOORPARK HARP2\hra\UnmitCancerRiskSumByRec.csv

Calculating chronic risk

Chronic risk breakdown by pollutant and receptor saved to: C:\AERMOD\Moorpark_B\TTLC SJ MOORPARK HARP2\hra\UnmitNCChronicRisk.csv

Chronic risk total by receptor saved to: C:\AERMOD\Moorpark_B\TTLC SJ MOORPARK HARP2\hra\UnmitNCChronicRiskSumByRec.csv

Calculating acute risk

Acute risk breakdown by pollutant and receptor saved to: C:\AERMOD\Moorpark_B\TTLC SJ MOORPARK HARP2\hra\UnmitNCAcuteRisk.csv

Acute risk total by receptor saved to: C:\AERMOD\Moorpark_B\TTLC SJ MOORPARK HARP2\hra\UnmitNCAcuteRiskSumByRec.csv

HRA ran successfully

Option B Mitigated HARP2 Output Log

HARP2 - HRACalc (dated 22118) 12/1/2022 9:40:42 PM - Output Log

GLCs loaded successfully
Pollutants loaded successfully
Pathway receptors loaded successfully

RISK SCENARIO SETTINGS

Receptor Type: Resident
Scenario: All
Calculation Method: HighEnd

EXPOSURE DURATION PARAMETERS FOR CANCER

Start Age: -0.25
Total Exposure Duration: 2

Exposure Duration Bin Distribution
3rd Trimester Bin: 0.25
0<2 Years Bin: 2
2<9 Years Bin: 0
2<16 Years Bin: 0
16<30 Years Bin: 0
16 to 70 Years Bin: 0

PATHWAYS ENABLED

NOTE: Inhalation is always enabled and used for all assessments. The remaining pathways are only used for cancer and noncancer chronic assessments.

Inhalation: True
Soil: True
Dermal: True
Mother's milk: True
Water: False
Fish: False
Homegrown crops: True
Beef: False
Dairy: False
Pig: False
Chicken: False
Egg: False

INHALATION

Daily breathing rate: LongTerm24HR

****Worker Adjustment Factors****
Worker adjustment factors enabled: NO

****Fraction at time at home****
3rd Trimester to 16 years: OFF
16 years to 70 years: OFF

SOIL & DERMAL PATHWAY SETTINGS

Deposition rate (m/s): 0.05
Soil mixing depth (m): 0.01
Dermal climate: Mixed

HOMEGROWN CROP PATHWAY SETTINGS

Household type: HouseholdsthatGarden
Fraction leafy: 0.137
Fraction exposed: 0.137
Fraction protected: 0.137
Fraction root: 0.137

TIER 2 SETTINGS

Tier2 adjustments were used in this assessment. Please see the input file for details.

Tier2 - What was changed: ED or start age changed|

Calculating cancer risk

Cancer risk breakdown by pollutant and receptor saved to: C:\AERMOD\Moorpark_B\TTLC SJ MOORPARK HARP2\hra\MitCancerRisk.csv

Cancer risk total by receptor saved to: C:\AERMOD\Moorpark_B\TTLC SJ MOORPARK HARP2\hra\MitCancerRiskSumByRec.csv

Calculating chronic risk

Chronic risk breakdown by pollutant and receptor saved to: C:\AERMOD\Moorpark_B\TTLC SJ MOORPARK HARP2\hra\MitNCChronicRisk.csv

Chronic risk total by receptor saved to: C:\AERMOD\Moorpark_B\TTLC SJ MOORPARK HARP2\hra\MitNCChronicRiskSumByRec.csv

Calculating acute risk

Acute risk breakdown by pollutant and receptor saved to: C:\AERMOD\Moorpark_B\TTLC SJ MOORPARK HARP2\hra\MitNCAcuteRisk.csv

Acute risk total by receptor saved to: C:\AERMOD\Moorpark_B\TTLC SJ MOORPARK HARP2\hra\MitNCAcuteRiskSumByRec.csv

HRA ran successfully

*HARP - HRACalc v22118 12/1/2022 9:20:38 PM - Cancer Risk - Input File: C:\AERMOD\Moorpark_A\TTLc SJ MOORPARK HARP2\hra\UnmitHRAir
 POLID 9901
 POLABBREV DieselExhPM
 SCENARIO 2YrCancerHighEnd_InhSoilDermMMilkCrops

REC	GRP	X	Y	CONC	RISK_SUM	INH_RISK	SOIL_RISK	DERMAL_F	MMILK_RI	WATER_RI	FISH_RISK	CROP_RISK
632	ALL	594292.6	4130560	0.039324	1.35E-05	1.35E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
646	ALL	594542.7	4130538	0.039309	1.34E-05	1.34E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
645	ALL	594525.4	4130541	0.038965	1.33E-05	1.33E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
644	ALL	594510.6	4130540	0.036611	1.25E-05	1.25E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
643	ALL	594493.9	4130540	0.035311	1.21E-05	1.21E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
639	ALL	594454.1	4130541	0.033005	1.13E-05	1.13E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
633	ALL	594297.7	4130548	0.031391	1.07E-05	1.07E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
638	ALL	594437.2	4130539	0.030693	1.05E-05	1.05E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
623	ALL	594243.4	4130545	0.02831	9.68E-06	9.68E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
627	ALL	594206.5	4130547	0.027361	9.36E-06	9.36E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
637	ALL	594418.1	4130534	0.027299	9.34E-06	9.34E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
156	ALL	594793.1	4130486	0.027145	9.29E-06	9.29E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
155	ALL	594788.2	4130486	0.027086	9.27E-06	9.27E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
157	ALL	594798.1	4130487	0.027072	9.26E-06	9.26E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
154	ALL	594783.2	4130485	0.026915	9.21E-06	9.21E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
158	ALL	594803	4130487	0.026851	9.19E-06	9.19E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
153	ALL	594778.2	4130485	0.026659	9.12E-06	9.12E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
159	ALL	594808	4130488	0.02648	9.06E-06	9.06E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
152	ALL	594773.3	4130485	0.026339	9.01E-06	9.01E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
151	ALL	594768.3	4130484	0.025978	8.89E-06	8.89E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
160	ALL	594813	4130488	0.025961	8.88E-06	8.88E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
150	ALL	594763.4	4130484	0.025592	8.75E-06	8.75E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
634	ALL	594298.1	4130537	0.025364	8.68E-06	8.68E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
161	ALL	594817.9	4130489	0.025309	8.66E-06	8.66E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
149	ALL	594758.4	4130483	0.025193	8.62E-06	8.62E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
148	ALL	594753.4	4130483	0.024789	8.48E-06	8.48E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
162	ALL	594822.9	4130489	0.024541	8.40E-06	8.40E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
628	ALL	594184.2	4130545	0.024453	8.37E-06	8.37E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

*HARP - HRACalc v22118 12/1/2022 9:23:02 PM - Cancer Risk - Input File: C:\AERMOD\Moorpark_A\TTLCSJ MOORPARK HARP2\hra\MitHRAInp
 POLID 9901
 POLABBRE DieselExhPM
 SCENARIO 2YrCancerHighEnd_InhSoilDermMMilkCrops

REC	GRP	X	Y	CONC	RISK_SUM	INH_RISK	SOIL_RISK	DERMAL_F	MMILK_RI	WATER_RI	FISH_RISK	CROP_RISK
646	ALL	594542.7	4130538	0.003098	1.06E-06	1.06E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
632	ALL	594292.6	4130560	0.003075	1.05E-06	1.05E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
645	ALL	594525.4	4130541	0.003055	1.05E-06	1.05E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
644	ALL	594510.6	4130540	0.002868	9.81E-07	9.81E-07	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
643	ALL	594493.9	4130540	0.002763	9.45E-07	9.45E-07	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
639	ALL	594454.1	4130541	0.002589	8.86E-07	8.86E-07	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
633	ALL	594297.7	4130548	0.002494	8.53E-07	8.53E-07	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
638	ALL	594437.2	4130539	0.002439	8.34E-07	8.34E-07	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
637	ALL	594418.1	4130534	0.002284	7.81E-07	7.81E-07	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
623	ALL	594243.4	4130545	0.00219	7.49E-07	7.49E-07	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
155	ALL	594788.2	4130486	0.002156	7.38E-07	7.38E-07	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
156	ALL	594793.1	4130486	0.002153	7.37E-07	7.37E-07	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
154	ALL	594783.2	4130485	0.002151	7.36E-07	7.36E-07	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
153	ALL	594778.2	4130485	0.002142	7.33E-07	7.33E-07	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
157	ALL	594798.1	4130487	0.002142	7.33E-07	7.33E-07	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
152	ALL	594773.3	4130485	0.002129	7.28E-07	7.28E-07	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
158	ALL	594803	4130487	0.00212	7.25E-07	7.25E-07	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
151	ALL	594768.3	4130484	0.002116	7.24E-07	7.24E-07	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
111	ALL	594669.1	4130475	0.00211	7.22E-07	7.22E-07	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
627	ALL	594206.5	4130547	0.002105	7.20E-07	7.20E-07	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
150	ALL	594763.4	4130484	0.002103	7.19E-07	7.19E-07	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
149	ALL	594758.4	4130483	0.002092	7.16E-07	7.16E-07	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
159	ALL	594808	4130488	0.002087	7.14E-07	7.14E-07	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
148	ALL	594753.4	4130483	0.002085	7.13E-07	7.13E-07	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
147	ALL	594748.5	4130482	0.002072	7.09E-07	7.09E-07	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
146	ALL	594743.5	4130482	0.002052	7.02E-07	7.02E-07	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
160	ALL	594813	4130488	0.002043	6.99E-07	6.99E-07	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
634	ALL	594298.1	4130537	0.002041	6.98E-07	6.98E-07	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

*HARP - HRACalc v22118 12/1/2022 9:38:44 PM - Cancer Risk - Input File: C:\AERMOD\Moorpark_B\TTLC SJ MOORPARK HARP2\hra\UnmitHRAI
 POLID 9901
 POLABBRE DieselExhPM
 SCENARIO 2YrCancerHighEnd_InhSoilDermMMilkCrops

REC	GRP	X	Y	CONC	RISK_SUM	INH_RISK	SOIL_RISK	DERMAL_F	MMILK_RI	WATER_RI	FISH_RISK	CROP_RISK
632	ALL	594292.6	4130560	0.04079	1.40E-05	1.40E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
646	ALL	594542.7	4130538	0.040685	1.39E-05	1.39E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
645	ALL	594525.4	4130541	0.040348	1.38E-05	1.38E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
644	ALL	594510.6	4130540	0.037915	1.30E-05	1.30E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
643	ALL	594493.9	4130540	0.036577	1.25E-05	1.25E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
639	ALL	594454.1	4130541	0.034201	1.17E-05	1.17E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
633	ALL	594297.7	4130548	0.032552	1.11E-05	1.11E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
638	ALL	594437.2	4130539	0.031805	1.09E-05	1.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
623	ALL	594243.4	4130545	0.029363	1.00E-05	1.00E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
627	ALL	594206.5	4130547	0.02838	9.71E-06	9.71E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
637	ALL	594418.1	4130534	0.028278	9.67E-06	9.67E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
156	ALL	594793.1	4130486	0.028083	9.61E-06	9.61E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
155	ALL	594788.2	4130486	0.028017	9.58E-06	9.58E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
157	ALL	594798.1	4130487	0.028011	9.58E-06	9.58E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
154	ALL	594783.2	4130485	0.027835	9.52E-06	9.52E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
158	ALL	594803	4130487	0.027785	9.51E-06	9.51E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
153	ALL	594778.2	4130485	0.027564	9.43E-06	9.43E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
159	ALL	594808	4130488	0.027403	9.37E-06	9.37E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
152	ALL	594773.3	4130485	0.027227	9.31E-06	9.31E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
160	ALL	594813	4130488	0.026868	9.19E-06	9.19E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
151	ALL	594768.3	4130484	0.026847	9.18E-06	9.18E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
150	ALL	594763.4	4130484	0.026439	9.04E-06	9.04E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
634	ALL	594298.1	4130537	0.026295	9.00E-06	9.00E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
161	ALL	594817.9	4130489	0.026194	8.96E-06	8.96E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
149	ALL	594758.4	4130483	0.026018	8.90E-06	8.90E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
148	ALL	594753.4	4130483	0.025591	8.75E-06	8.75E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
162	ALL	594822.9	4130489	0.0254	8.69E-06	8.69E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
628	ALL	594184.2	4130545	0.025363	8.68E-06	8.68E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

*HARP - HRACalc v22118 12/1/2022 9:40:42 PM - Cancer Risk - Input File: C:\AERMOD\Moorpark_B\TTLC SJ MOORPARK HARP2\hra\MitHRAInp
 POLID 9901
 POLABBRE DieselExhPM
 SCENARIO 2YrCancerHighEnd_InhSoilDermMMilkCrops

REC	GRP	X	Y	CONC	RISK_SUM	INH_RISK	SOIL_RISK	DERMAL_F	MMILK_RI	WATER_RI	FISH_RISK	CROP_RISK
632	ALL	594292.6	4130560	0.003207	1.10E-06	1.10E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
646	ALL	594542.7	4130538	0.003141	1.07E-06	1.07E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
645	ALL	594525.4	4130541	0.003115	1.07E-06	1.07E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
644	ALL	594510.6	4130540	0.002931	1.00E-06	1.00E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
643	ALL	594493.9	4130540	0.002831	9.68E-07	9.68E-07	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
639	ALL	594454.1	4130541	0.002665	9.12E-07	9.12E-07	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
633	ALL	594297.7	4130548	0.002591	8.87E-07	8.87E-07	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
638	ALL	594437.2	4130539	0.00251	8.59E-07	8.59E-07	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
637	ALL	594418.1	4130534	0.002342	8.01E-07	8.01E-07	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
623	ALL	594243.4	4130545	0.00228	7.80E-07	7.80E-07	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
627	ALL	594206.5	4130547	0.002194	7.51E-07	7.51E-07	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
156	ALL	594793.1	4130486	0.002171	7.43E-07	7.43E-07	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
155	ALL	594788.2	4130486	0.002169	7.42E-07	7.42E-07	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
157	ALL	594798.1	4130487	0.002163	7.40E-07	7.40E-07	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
154	ALL	594783.2	4130485	0.00216	7.39E-07	7.39E-07	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
153	ALL	594778.2	4130485	0.002144	7.34E-07	7.34E-07	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
158	ALL	594803	4130487	0.002143	7.33E-07	7.33E-07	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
152	ALL	594773.3	4130485	0.002125	7.27E-07	7.27E-07	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
634	ALL	594298.1	4130537	0.002113	7.23E-07	7.23E-07	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
159	ALL	594808	4130488	0.002112	7.23E-07	7.23E-07	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
151	ALL	594768.3	4130484	0.002105	7.20E-07	7.20E-07	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
150	ALL	594763.4	4130484	0.002085	7.13E-07	7.13E-07	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
160	ALL	594813	4130488	0.00207	7.08E-07	7.08E-07	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
149	ALL	594758.4	4130483	0.002067	7.07E-07	7.07E-07	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
148	ALL	594753.4	4130483	0.002051	7.02E-07	7.02E-07	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
147	ALL	594748.5	4130482	0.002028	6.94E-07	6.94E-07	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
161	ALL	594817.9	4130489	0.002017	6.90E-07	6.90E-07	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
146	ALL	594743.5	4130482	0.001999	6.84E-07	6.84E-07	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00



DEPARTMENT OF PLANNING, BUILDING AND CODE ENFORCEMENT

Purpose of the Compliance Checklist

In 2020, the City adopted a Greenhouse Gas Reduction Strategy (GHGRS) that outlines the actions the City will undertake to achieve its proportional share of State greenhouse gas (GHG) emission reductions for the interim target year 2030. The purpose of the Greenhouse Gas Reduction Strategy Compliance Checklist (Checklist) is to:

- Implement GHG reduction strategies from the 2030 GHGRS to new development projects.
- Provide a streamlined review process for proposed new development projects that are subject to discretionary review and trigger environmental review pursuant to the California Environmental Quality Act (CEQA).

The 2030 GHGRS presents the City's comprehensive path to reduce GHG emissions to achieve the 2030 reduction target, based on SB 32, BAAQMD, and OPR. Additionally, the 2030 GHGRS leverages other important City plans and policies; including the General Plan, Climate Smart San José, and the City Municipal Code in identifying reductions strategies that achieve the City's target. CEQA Guidelines Section 15183.5 allows for public agencies to analyze and mitigate GHG emissions as part of a larger plan for the reduction of greenhouse gases. Accordingly, the City of San José's 2030 GHGRS represents San José's qualified climate action plan in compliance with CEQA.

As described in the 2030 GHGRS, these GHG reductions will occur through a combination of City initiatives in various plans and policies and will provide reductions from both existing and new developments. This Compliance Checklist specifically applies to proposed discretionary projects that require environmental review pursuant to CEQA. Therefore, the Checklist is a critical implementation tool in the City's overall strategy to reduce GHG emissions. Implementation of applicable reduction actions in new development projects will help the City achieve incremental reductions toward its target. Per the 2030 GHGRS, the City will monitor strategy implementation and make updates, as necessary, to maintain an appropriate trajectory to the 2030 GHG target.

Pursuant to CEQA Guidelines Sections 15064(h)(3), 15130(d), and 15183(b), a project's incremental contribution to a cumulative GHG emissions effect may be determined not to be cumulatively considerable if it complies with the requirements of the GHGRS.

Instructions for Compliance Checklist

Applicants shall complete the following sections to demonstrate conformance with the City of San José 2030 Greenhouse Gas Reduction Strategy for the proposed project. All projects must complete Section A. General Plan Policy Conformance and Section B. Greenhouse Gas Reduction Strategies. Projects that propose alternative GHG mitigation measures must also complete Section C. Alternative Project Measures and Additional GHG Reductions.

A. General Plan Policy Compliance

Projects need to demonstrate consistency with the Envision San José 2040 General Plan's relevant policies for Land Use & Design, Transportation, Green Building, and Water Conservation, enumerated in Table A. All applicants shall complete the following steps.

1. Complete Table A, Item #1 to demonstrate the project's consistency with the General Plan Land Use and Circulation Diagram.
2. Complete Table A, Items #2 through #4 to demonstrate the project's consistency with General Plan policies¹ related to green building; pedestrian, bicycle & transit site design; and water conservation and urban forestry, as applicable. For each policy listed, mark the relevant yes/no check boxes to indicate project consistency, and provide a qualitative description of how the policy is implemented in the proposed project or why the policy is not applicable to the proposed project. Qualitative descriptions can be included in Table A or provided as separate attachments. This explanation will provide the basis for analysis in the CEQA document.

B. Greenhouse Gas Reduction Strategies

Table B identifies the GHGRS strategies and recommended consistency options. Projects need to demonstrate consistency with the GHGRS reduction strategies listed in Table B or document why the strategies are not applicable or are infeasible. The corresponding GHGRS strategies are indicated in the table to provide additional context, with the full text of the strategies preceding Table B.

Residential projects must complete Table B, Part 1 and 2; Non-residential projects must complete Table B, Part 2 only. All applicants shall complete the following steps for Table B.

1. Review the project consistency options described in the column titled 'GHGRS Strategy and Consistency Options'.
2. Use the check boxes in the column titled "Project Conformance" to indicate if the strategy is 'Proposed', 'Not Applicable', 'Not Feasible', or if there is an 'Alternative Measure Proposed'.

¹ The lists in items # 2-4 do not represent all General Plan policies but allow projects to demonstrate consistency and achievement of policies that are related to quantified reduction estimates in the 2030 GHGRS.

3. Provide a qualitative analysis of the proposed project's compliance with the GHGRS strategies in the column titled "Description of Project Measure". This will be the basis for CEQA analysis to demonstrate compliance with the 2030 GHGRS and by extension, with SB 32. The qualitative analysis should provide:
 - a. A description of which consistency options are included as part of the proposed project, or
 - b. A description of why the strategy is not applicable to the proposed project, or
 - c. A description of why the consistency options are infeasible. If applicants select 'Not Feasible' or 'Alternative Measure Proposed', they must complete Table C to document what alternative project measures will be implemented to achieve a similar level of greenhouse gas reduction and how those reduction estimates were calculated.

C. Alternative Project Measures and Additional GHG Reductions

Projects that propose alternative GHG mitigation measures to those identified in Table B or propose to include additional GHG mitigation measures beyond those described in Tables A and B, shall provide a summary explanation of the proposed measures and demonstrate efficiency or greenhouse gas reductions achievable through the proposed measures. Documentation for these alternative or additional project measures shall be documented in Table C. Any applicants who select 'Not Feasible' or 'Alternative Measure Proposed' in Table B must complete the following steps for Table C.

1. In the column titled "Description of Proposed Measure" provide a qualitative description of what measure will be implemented, why it is proposed, and how it will reduce GHG emissions.
2. In the column titled "Description of GHG Reduction Estimate" demonstrate how the alternative project measure would achieve the same or greater level of greenhouse gas reductions as the GHGRS strategy it replaces. Documentation or calculation files can be attached separately.
3. In the column titled "Proposed Measure Implementation" identify how the measure will be implemented: incorporated as part of the project design or as an additional measure that is not part of the project (e.g., purchase of carbon offsets).

Compliance Checklist

Evaluation of Project Conformance with the 2030 Greenhouse Gas Reduction Strategy

Table A: General Plan Consistency

Development Type: Commercial Residential Office Other: Specify

1) Consistency with the Land Use/Transportation Diagram (Land Use and Density)	Yes	No
<i>Is the proposed Project consistent with the Land Use/Transportation Diagram?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>If not, and the proposed project includes a General Plan Amendment, does the proposed amendment decrease GHG emissions (in absolute terms or per capita, per employee, per service population) below the level assumed in the GHGRS based on the existing planned land use? (The project could have a higher density, mix of uses, or other features that would reduce GHG emissions compared to the planned land use).²</i>	<input type="checkbox"/>	<input type="checkbox"/>
<i>If not, would the proposed project and the General Plan Amendment increase GHG emissions (in absolute terms or per capita, per employee, per service population)? Project is not consistent with GHGRS and further modeling will be required to determine if additional mitigation measures are necessary.</i>	<input type="checkbox"/>	<input type="checkbox"/>
Response documentation: [Either here or as an attachment]		
See City of San Jose GHGRS Project Compliance Checklist Attachment for the Moorpark Avenue Multi-Family Residential Project.		

² For example, a General Plan Amendment to change use from single-family residential to multi-family residential or a General Plan Amendment to change the use from regional-serving commercial to mixed-use urban in a transit-served area might reduce travel demand, and therefore GHG emissions from mobile sources.

2) Implementation of Green Building Measures	Yes	No
MS-2.2: Encourage maximized use of on-site generation of renewable energy for all new and existing buildings.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Not applicable	<input type="checkbox"/>	<input type="checkbox"/>
<p><i>Describe how the project is consistent or why the measure is not applicable. [Either here or as an attachment]</i></p> <p>See City of San Jose GHGRS Project Compliance Checklist Attachment for the Moorpark Avenue Multi-Family Residential Project.</p>		
MS-2.3: Encourage consideration of solar orientation, including building placement, landscaping, design and construction techniques for new construction to minimize energy consumption.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Not applicable	<input type="checkbox"/>	<input type="checkbox"/>
<p><i>Describe how the project is consistent or why the measure is not applicable. [Either here or as an attachment]</i></p> <p>See City of San Jose GHGRS Project Compliance Checklist Attachment for the Moorpark Avenue Multi-Family Residential Project.</p>		
MS-2.7: Encourage the installation of solar panels or other clean energy power generation sources over parking areas.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Not applicable	<input type="checkbox"/>	<input type="checkbox"/>
<p><i>Describe how the project is consistent or why the measure is not applicable. [Either here or as an attachment]</i></p> <p>See City of San Jose GHGRS Project Compliance Checklist Attachment for the Moorpark Avenue Multi-Family Residential Project.</p>		
MS-2.11: Require new development to incorporate green building practices, including those required by the Green Building Ordinance. Specifically, target reduced energy use through construction techniques (e.g., design of building envelopes and systems to maximize energy performance), through architectural design (e.g., design to maximize cross ventilation and interior daylight) and through site design techniques (e.g., orienting buildings on sites to maximize the effectiveness of passive solar design).	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Not applicable	<input type="checkbox"/>	<input type="checkbox"/>
<p><i>Describe how the project is consistent or why the measure is not applicable. [Either here or as an attachment]</i></p> <p>See City of San Jose GHGRS Project Compliance Checklist Attachment for the Moorpark Avenue Multi-Family Residential Project.</p>		
MS-16.2: Promote neighborhood-based distributed clean/renewable energy generation to improve local energy security and to reduce the amount of energy wasted in transmitting electricity over long distances.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Not applicable	<input type="checkbox"/>	<input type="checkbox"/>
<p><i>Describe how the project is consistent or why the measure is not applicable. [Either here or as an attachment]</i></p> <p>See City of San Jose GHGRS Project Compliance Checklist Attachment for the Moorpark Avenue Multi-Family Residential Project.</p>		

3) Pedestrian, Bicycle & Transit Site Design Measures	Yes	No
CD-2.1: Promote the Circulation Goals and Policies in the Envision San José 2040 General Plan. Create streets that promote pedestrian and bicycle transportation by following applicable goals and policies in the Circulation section of the Envision San José 2040 General Plan.		
a) Design the street network for its safe shared use by pedestrians, bicyclists, and vehicles. Include elements that increase driver awareness.	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a comfortable and safe pedestrian environment by implementing wider sidewalks, shade structures, attractive street furniture, street trees, reduced traffic speeds, pedestrian-oriented lighting, mid-block pedestrian crossings, pedestrian-activated crossing lights, bulb-outs and curb extensions at intersections, and on-street parking that buffers pedestrians from vehicles.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Consider support for reduced parking requirements, alternative parking arrangements, and Transportation Demand Management strategies to reduce area dedicated to parking and increase area dedicated to employment, housing, parks, public art, or other amenities. Encourage de-coupled parking to ensure that the value and cost of parking are considered in real estate and business transactions.	<input type="checkbox"/>	<input type="checkbox"/>
Not applicable	<input type="checkbox"/>	<input type="checkbox"/>
Describe how the project is consistent or why the measure is not applicable. [Either here or as an attachment] See City of San Jose GHGRS Project Compliance Checklist Attachment for the Moorpark Avenue Multi-Family Residential Project.		
CD-2.5: Integrate Green Building Goals and Policies of the Envision San José 2040 General Plan into site design to create healthful environments. Consider factors such as shaded parking areas, pedestrian connections, minimization of impervious surfaces, incorporation of stormwater treatment measures, appropriate building orientations, etc.		
Not applicable	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Describe how the project is consistent or why the measure is not applicable. [Either here or as an attachment] See City of San Jose GHGRS Project Compliance Checklist Attachment for the Moorpark Avenue Multi-Family Residential Project.		

	Yes	No
<p>CD-2.11: Within the Downtown and Urban Village Overlay areas, consistent with the minimum density requirements of the pertaining Land Use/Transportation Diagram designation, avoid the construction of surface parking lots except as an interim use, so that long-term development of the site will result in a cohesive urban form. In these areas, whenever possible, use structured parking, rather than surface parking, to fulfill parking requirements. Encourage the incorporation of alternative uses, such as parks, above parking structures.</p>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Not applicable</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Describe how the project is consistent or why the measure is not applicable. [Either here or as an attachment]</p> <p>See City of San Jose GHGRS Project Compliance Checklist Attachment for the Moorpark Avenue Multi-Family Residential Project.</p>		
<p>CD-3.2: Prioritize pedestrian and bicycle connections to transit, community facilities (including schools), commercial areas, and other areas serving daily needs. Ensure that the design of new facilities can accommodate significant anticipated future increases in bicycle and pedestrian activity.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Not applicable</p>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Describe how the project is consistent or why the measure is not applicable. [Either here or as an attachment]</p> <p>See City of San Jose GHGRS Project Compliance Checklist Attachment for the Moorpark Avenue Multi-Family Residential Project.</p>		
<p>CD-3.4: Encourage pedestrian cross-access connections between adjacent properties and require pedestrian and bicycle connections to streets and other public spaces, with particular attention and priority given to providing convenient access to transit facilities. Provide pedestrian and vehicular connections with cross-access easements within and between new and existing developments to encourage walking and minimize interruptions by parking areas and curb cuts.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Not applicable</p>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Describe how the project is consistent or why the measure is not applicable. [Either here or as an attachment]</p> <p>See City of San Jose GHGRS Project Compliance Checklist Attachment for the Moorpark Avenue Multi-Family Residential Project.</p>		
<p>LU-3.5: Balance the need for parking to support a thriving Downtown with the need to minimize the impacts of parking upon a vibrant pedestrian and transit oriented urban environment. Provide for the needs of bicyclists and pedestrians, including adequate bicycle parking areas and design measures to promote bicyclist and pedestrian safety.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Not applicable</p>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Describe how the project is consistent or why the measure is not applicable. [Either here or as an attachment]</p> <p>See City of San Jose GHGRS Project Compliance Checklist Attachment for the Moorpark Avenue Multi-Family Residential Project.</p>		

	Yes	No
TR-2.8: Require new development to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Not applicable	<input type="checkbox"/>	<input type="checkbox"/>
Describe how the project is consistent or why the measure is not applicable. [Either here or as an attachment]		
See City of San Jose GHGRS Project Compliance Checklist Attachment for the Moorpark Avenue Multi-Family Residential Project.		
TR-7.1: Require large employers to develop TDM programs to reduce the vehicle trips and vehicle miles generated by their employees through the use of shuttles, provision for car-sharing, bicycle sharing, carpool, parking strategies, transit incentives and other measures.	<input type="checkbox"/>	<input type="checkbox"/>
Not applicable	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Describe how the project is consistent or why the measure is not applicable. [Either here or as an attachment]		
See City of San Jose GHGRS Project Compliance Checklist Attachment for the Moorpark Avenue Multi-Family Residential Project.		
TR-8.5: Promote participation in car share programs to minimize the need for parking spaces in new and existing development.	<input type="checkbox"/>	<input type="checkbox"/>
Not applicable	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Describe how the project is consistent or why the measure is not applicable. [Either here or as an attachment]		
See City of San Jose GHGRS Project Compliance Checklist Attachment for the Moorpark Avenue Multi-Family Residential Project.		
4) Water Conservation and Urban Forestry Measures		
MS-3.1: Require water-efficient landscaping, which conforms to the State’s Model Water Efficient Landscape Ordinance, for all new commercial, institutional, industrial and developer-installed residential development unless for recreation needs or other area functions.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Not applicable	<input type="checkbox"/>	<input type="checkbox"/>
Describe how the project is consistent or why the measure is not applicable. [Either here or as an attachment]		
See City of San Jose GHGRS Project Compliance Checklist Attachment for the Moorpark Avenue Multi-Family Residential Project.		

	Yes	No
<p>MS-3.2: Promote the use of green building technology or techniques that can help reduce the depletion of the City’s potable water supply, as building codes permit. For example, promote the use of captured rainwater, graywater, or recycled water as the preferred source for non-potable water needs such as irrigation and building cooling, consistent with Building Codes or other regulations.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Not applicable</p>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Describe how the project is consistent or why the measure is not applicable. [Either here or as an attachment]</p> <p>See City of San Jose GHGRS Project Compliance Checklist Attachment for the Moorpark Avenue Multi-Family Residential Project.</p>		
<p>MS-19.4: Require the use of recycled water wherever feasible and cost-effective to serve existing and new development.</p>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Not applicable</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Describe how the project is consistent or why the measure is not applicable. [Either here or as an attachment]</p> <p>See City of San Jose GHGRS Project Compliance Checklist Attachment for the Moorpark Avenue Multi-Family Residential Project.</p>		
<p>MS-21.3: Ensure that San José’s Community Forest is comprised of species that have low water requirements and are well adapted to its Mediterranean climate. Select and plant diverse species to prevent monocultures that are vulnerable to pest invasions. Furthermore, consider the appropriate placement of tree species and their lifespan to ensure the perpetuation of the Community Forest.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Not applicable</p>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Describe how the project is consistent or why the measure is not applicable. [Either here or as an attachment]</p> <p>See City of San Jose GHGRS Project Compliance Checklist Attachment for the Moorpark Avenue Multi-Family Residential Project.</p>		
<p>MS-26.1: As a condition of new development, require the planting and maintenance of both street trees and trees on private property to achieve a level of tree coverage in compliance with and that implements City laws, policies or guidelines.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Not applicable</p>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Describe how the project is consistent or why the measure is not applicable. [Either here or as an attachment]</p> <p>See City of San Jose GHGRS Project Compliance Checklist Attachment for the Moorpark Avenue Multi-Family Residential Project.</p>		

	Yes	No
ER-8.7: Encourage stormwater reuse for beneficial uses in existing infrastructure and future development through the installation of rain barrels, cisterns, or other water storage and reuse facilities.	<input type="checkbox"/>	<input type="checkbox"/>
Not applicable	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Describe how the project is consistent or why the measure is not applicable. [Either here or as an attachment]		
See City of San Jose GHGRS Project Compliance Checklist Attachment for the Moorpark Avenue Multi-Family Residential Project.		

GHGRS Strategies

GHGRS #1: The City will implement the San José Clean Energy program to provide residents and businesses access to cleaner energy at competitive rates.

GHGRS #2: The City will implement its building reach code ordinance (adopted September 2019) and its prohibition of natural gas infrastructure ordinance (adopted October 2019) to guide the city’s new construction toward zero net carbon (ZNC) buildings.

GHGRS #3: The City will expand development of rooftop solar energy through the provision of technical assistance and supportive financial incentives to make progress toward the Climate Smart San José goal of becoming a one-gigawatt solar city.

GHGRS #4: The City will support a transition to building decarbonization through increased efficiency improvements in the existing building stock and reduced use of natural gas appliances and equipment.

GHGRS #5: As an expansion to Climate Smart San José, the City will update its Zero Waste Strategic Plan and reassess zero waste strategies. Throughout the development of the update, the City will continue to divert 90 percent of waste away from landfills through source reduction, recycling, food recovery and composting, and other strategies.

GHGRS #6: The City will continue to be a partner in the Caltrain Modernization Project to enhance local transit opportunities while simultaneously improving the city’s air quality.

GHGRS #7: The City will expand its water conservation efforts to achieve and sustain long-term per capita reductions that ensure a reliable water supply with a changing climate, through regional partnerships, sustainable landscape designs, green infrastructure, and water-efficient technology and systems.

Table B: 2030 Greenhouse Gas Reduction Strategy Compliance

GHGRS Strategy and Consistency Options	Description of Project Measure	Project Conformance
PART 1: RESIDENTIAL PROJECTS ONLY		
<p>Zero Net Carbon Residential Construction</p> <ol style="list-style-type: none"> Achieve/exceed the City’s Reach Code, and Exclude natural gas infrastructure in new construction, or Install on-site renewable energy systems or participate in a community solar program to offset 100% of the project’s estimated energy demand, or Participate in San José Clean Energy at the Total Green level (i.e., 100% carbon-free electricity) for electricity accounts associated with the project until which time SJCE achieves 100% carbon-free electricity for all accounts. <p>Supports Strategies: GHGRS #1, GHGRS #2, GHGRS #3</p>	<p><i>Describe which, if any, project consistency options from the leftmost column you are implementing.</i></p> <p><i>OR,</i></p> <p><i>Describe why this strategy is not applicable to your project.</i></p> <p><i>OR,</i></p> <p><i>Describe why such measures are infeasible.</i></p> <p>See City of San Jose GHGRS Project Compliance Checklist Attachment for the Moorpark Avenue Multi-Family Residential Project.</p>	<p><input checked="" type="checkbox"/> Proposed</p> <p><input type="checkbox"/> Not Applicable</p> <p><input type="checkbox"/> Not Feasible*</p> <p><input type="checkbox"/> Alternative Measure Proposed</p> <p><i>* The 2030 GHGRS assumed this strategy would be feasible for 50% of residential units constructed between 2020 and 2030.</i></p>
PART 2: RESIDENTIAL AND NON-RESIDENTIAL PROJECTS		
<p>Renewable Energy Development</p> <ol style="list-style-type: none"> Install solar panels, solar hot water, or other clean energy power generation sources on development sites, or Participate in community solar programs to support development of renewable energy in the community, or Participate in San José Clean Energy at the Total Green level (i.e., 100% carbon-free electricity) for electricity accounts associated with the project. <p>Supports Strategies: GHGRS #1, GHGRS #3</p>	<p><i>Describe which, if any, project consistency options from the leftmost column you are implementing.</i></p> <p><i>OR,</i></p> <p><i>Describe why this strategy is not applicable to your project.</i></p> <p><i>OR,</i></p> <p><i>Describe why such measures are infeasible.</i></p> <p>See City of San Jose GHGRS Project Compliance Checklist Attachment for the Moorpark Avenue Multi-Family Residential Project.</p>	<p><input checked="" type="checkbox"/> See Part 1 (Residential projects only)</p> <p><input type="checkbox"/> Proposed</p> <p><input type="checkbox"/> Not Applicable</p> <p><input type="checkbox"/> Not Feasible</p> <p><input type="checkbox"/> Alternative Measure Proposed</p>

GHGRS Strategy and Consistency Options	Description of Project Measure	Project Conformance
<p>Building Retrofits – Natural Gas³</p> <p>This strategy only applies to projects that include a retrofit of an existing building. If the proposed project does not include a retrofit, select “Not Applicable” in the Project Conformance column.</p> <ol style="list-style-type: none"> 1. Replace an existing natural gas appliance with an electric alternative (e.g., space heater, water heater, clothes dryer), or 2. Replace an existing natural gas appliance with a high-efficiency model <p>Supports Strategies: GHGRS #4</p>	<p><i>Describe which, if any, project consistency options from the leftmost column you are implementing.</i></p> <p><i>OR,</i></p> <p><i>Describe why this strategy is not applicable to your project.</i></p> <p><i>OR,</i></p> <p><i>Describe why such measures are infeasible.</i></p> <p>See City of San Jose GHGRS Project Compliance Checklist Attachment for the Moorpark Avenue Multi-Family Residential Project.</p>	<p><input type="checkbox"/> Proposed</p> <p><input checked="" type="checkbox"/> Not Applicable</p> <p><input type="checkbox"/> Not Feasible</p> <p><input type="checkbox"/> Alternative Measure Proposed</p>
<p>Zero Waste Goal</p> <ol style="list-style-type: none"> 1. Provide space for organic waste (e.g., food scraps, yard waste) collection containers, and/or 2. Exceed the City’s construction & demolition waste diversion requirement. <p>Supports Strategies: GHGRS #5</p>	<p><i>Describe which, if any, project consistency options from the leftmost column you are implementing.</i></p> <p><i>OR,</i></p> <p><i>Describe why this strategy is not applicable to your project.</i></p> <p><i>OR,</i></p> <p><i>Describe why such measures are infeasible.</i></p> <p>See City of San Jose GHGRS Project Compliance Checklist Attachment for the Moorpark Avenue Multi-Family Residential Project.</p>	<p><input checked="" type="checkbox"/> Proposed</p> <p><input type="checkbox"/> Not Applicable</p> <p><input type="checkbox"/> Not Feasible</p> <p><input type="checkbox"/> Alternative Measure Proposed</p>

³ GHGRS Strategy #4 applies to existing building retrofits and not to new construction; Strategy #2 applies to new construction to reduce natural gas related GHG emissions

GHGRS Strategy and Consistency Options	Description of Project Measure	Project Conformance
<p>Caltrain Modernization</p> <p>1. For projects located within ½ mile of a Caltrain station, establish a program through which to provide project tenants and/or residents with free or reduced Caltrain passes or</p> <p>2. Develop a program that provides project tenants and/or residents with options to reduce their vehicle miles traveled (e.g., a TDM program), which could include transit passes, bike lockers and showers, or other strategies to reduce project related VMT.</p> <p>Supports Strategies: GHGRS #6</p>	<p><i>Describe which, if any, project consistency options from the leftmost column you are implementing.</i></p> <p><i>OR,</i></p> <p><i>Describe why this strategy is not applicable to your project.</i></p> <p><i>OR,</i></p> <p><i>Describe why such measures are infeasible.</i></p> <p>See City of San Jose GHGRS Project Compliance Checklist Attachment for the Moorpark Avenue Multi-Family Residential Project.</p>	<p><input checked="" type="checkbox"/> Proposed</p> <p><input type="checkbox"/> Not Applicable</p> <p><input type="checkbox"/> Not Feasible</p> <p><input type="checkbox"/> Alternative Measure Proposed</p>
<p>Water Conservation</p> <p>1. Install high-efficiency appliances/fixtures to reduce water use, and/or include water-sensitive landscape design, and/or</p> <p>2. Provide access to reclaimed water for outdoor water use on the project site.</p> <p>Supports Strategies: GHGRS #7</p>	<p><i>Describe which, if any, project consistency options from the leftmost column you are implementing.</i></p> <p><i>OR,</i></p> <p><i>Describe why this strategy is not applicable to your project.</i></p> <p><i>OR,</i></p> <p><i>Describe why such measures are infeasible.</i></p> <p>See City of San Jose GHGRS Project Compliance Checklist Attachment for the Moorpark Avenue Multi-Family Residential Project.</p>	<p><input checked="" type="checkbox"/> Proposed</p> <p><input type="checkbox"/> Not Applicable</p> <p><input type="checkbox"/> Not Feasible</p> <p><input type="checkbox"/> Alternative Measure Proposed</p>

Table C: Applicant Proposed Greenhouse Gas Reduction Measures

Description of Proposed Measure	Description of GHG Reduction Estimate	Proposed Measure Implementation
<p><i>[Describe the proposed project measure and why it is proposed]</i></p> <p>Supports Strategies/Sectors: GHGRS #</p>	<p><i>[Demonstrate the effectiveness of the proposed measure to reduce the project’s GHG emissions.</i></p> <p><i>Include a description of how your measure will reduce emissions and provide supporting quantification documentation/assumptions.]</i></p>	<p><input type="checkbox"/> Part of Design</p> <p><input type="checkbox"/> Additional Measure</p>
<p><i>[Describe the proposed project measure and why it is proposed]</i></p> <p>Supports Strategies/Sectors: GHGRS #</p>	<p><i>[Demonstrate the effectiveness of the proposed measure to reduce the project’s GHG emissions.</i></p> <p><i>Include a description of how your measure will reduce emissions and provide supporting quantification documentation/assumptions.]</i></p>	<p><input type="checkbox"/> Part of Design</p> <p><input type="checkbox"/> Additional Measure</p>
<p><i>[Describe the proposed project measure and why it is proposed]</i></p> <p>Supports Strategies/Sectors: GHGRS #</p>	<p><i>[Demonstrate the effectiveness of the proposed measure to reduce the project’s GHG emissions.</i></p> <p><i>Include a description of how your measure will reduce emissions and provide supporting quantification documentation/assumptions.]</i></p>	<p><input type="checkbox"/> Part of Design</p> <p><input type="checkbox"/> Additional Measure</p>
<p><i>[Describe the proposed project measure and why it is proposed]</i></p> <p>Supports Strategies/Sectors: GHGRS #</p>	<p><i>[Demonstrate the effectiveness of the proposed measure to reduce the project’s GHG emissions.</i></p> <p><i>Include a description of how your measure will reduce emissions and provide supporting quantification documentation/assumptions.]</i></p>	<p><input type="checkbox"/> Part of Design</p> <p><input type="checkbox"/> Additional Measure</p>



CITY OF SAN JOSE GHGRS PROJECT COMPLIANCE CHECKLIST ATTACHMENT FOR THE MOORPARK AVENUE MULTI-FAMILY RESIDENTIAL PROJECT

Table A: General Plan Consistency

1) Consistency with the Land Use/Transportation Diagram (Land Use and Density)

Consistent. The project site is designated MUN according to the General Plan, which allows residential density of up to 30 dwelling units per acre (du/acre), building intensity of 0.25 to 2.0 floor area ratio (FAR), and building height of 1 to 3.5 stories. Properties designated as Mixed-Use Neighborhood are “intended for development primarily with either townhouse or small lot single-family residences and also to existing neighborhoods that were historically developed with a wide variety of housing types, including a mix of residential densities and forms.”¹ The proposed project includes development of 3-story townhomes with a density of 21.9 du/acre, consistent with the Mixed-Use Neighborhood density of up to 30 du/acre and allowable height of up to 45 feet.

According to the County, the northeastern portion of the site is zoned as R1 and the southwestern portion of the site is R3. The proposed project would require annexation into the City of San José and proposes pre-zoning to the R-M Multiple Residence Zoning District. Applications for annexation and pre-zoning were submitted in January 2020. The proposed project meets all applicable objective planning and zoning standards in the R-M District as shown in the table below.

Table 1: Project Consistency with R-M District Zoning Standards

Regulations	General Plan or R-M Residential District Multiple Standard	Proposed Project
General Plan Density Standard		
Density	Up to 30 du/acre	21.9 du/acre
R-M District Standards		
Minimum Lot Size	6,000	6,000
Minimum Setback		
Front	10 foot	10 foot
Side, Interior	5 foot	5 foot
Side, Corner	7.5 feet	7.5 feet
Rear, Interior	25 feet	25 feet
Rear, Corner	15 feet	15 feet
Minimum Driveway	0 foot	0 foot

¹ City of San José. Envision San José 2040 General Plan Land Use Chapter. Website: <https://www.sanjoseca.gov/Home/ShowDocument?id=23143>. Accessed November 14, 2022.

Regulations	General Plan or R-M Residential District Multiple Standard	Proposed Project
Maximum Height	45 feet	45 feet
Maximum No. of Stories	N/A	3
Parking Standards¹		
3-Bedroom Townhome	2.6 (two-car garage)	2.0 garage per unit 0.7 guest per unit
2-Bedroom Flats	2.5 (two-car garage)	2.0 garage per unit 0.7 guests per unit
Bicycle Parking	1 per 4 living units	11 spaces
Notes: 1. No additional parking is required for the 17 replacement units.		

With the proposed site annexation and pre-zoning, the proposed project would be consistent with the General Plan Land Use designation of MUN and with the R-M zoning district standards (R-M is the City's Multiple Residence District for the construction, use and occupancy of higher density residential development). The proposed project would comply with the required objective development standards (per SB 330) and parking standards set forth in the Zoning Ordinance of the Municipal Code. Therefore, the proposed project would be compliant with this checklist item.

2) Implementation of Green Building Measures

MS-2.2: Encourage maximized use of on-site generation of renewable energy for all new and existing buildings.

Consistent. The proposed project would include rooftop solar panels. As a low-rise residential development, the proposed project would be required to comply with the standards contained in the 2022 CBC, Title 24, Part 6, Subchapter 8, which includes rooftop solar panels. Therefore, the proposed project would be compliant with this checklist item.

MS-2.3: Encourage consideration of solar orientation, including building placement, landscaping, design and construction techniques for new construction to minimize energy consumption.

Consistent. The proposed project would include rooftop solar panels. As a low-rise residential development, the proposed project would be required to comply with the standards contained in the 2022 CBC, Title 24, Part 6, Subchapter 8, which includes rooftop solar panels. Therefore, the proposed project would be compliant with this checklist item.

MS-2.7: Encourage the installation of solar panels or other clean energy power generation sources over parking areas.

Consistent. The proposed project would include rooftop solar panels. As a low-rise residential development, the proposed project would be required to comply with the standards contained in the

2022 CBC, Title 24, Part 6, Subchapter 8, which includes rooftop solar panels. Therefore, the proposed project would be compliant with this checklist item.

MS-2.11: Require new development to incorporate green building practices, including those required by the Green Building Ordinance. Specifically, target reduced energy use through construction techniques (e.g., design of building envelopes and systems to maximize energy performance), through architectural design (e.g., design to maximize cross ventilation and interior daylight) and through site design techniques (e.g., orienting buildings on sites to maximize the effectiveness of passive solar design).

Consistent. The proposed project would include green building design features such as, providing outdoor lighting and new light fixtures that would comply with the San José Outdoor Lighting Policy, including lighting for pedestrian walkways and building exteriors, security lighting, and parking garage lighting. Furthermore, the proposed project would include rooftop solar panels consistent with the standards contained in the 2022 CBC, Title 24, Part 6, Subchapter 8. Therefore, the proposed project would be compliant with this checklist item.

MS-16.2: Promote neighborhood-based distributed clean/renewable energy generation to improve local energy security and to reduce the amount of energy wasted in transmitting electricity over long distances.

Consistent. The proposed project would include rooftop solar panels which would provide renewable energy on-site. As a low-rise residential development, the proposed project would be required to comply with the standards contained in the 2022 CBC, Title 24, Part 6, Subchapter 8, which includes rooftop solar panels. Therefore, the proposed project would be compliant with this checklist item.

3) Pedestrian, Bicycle & Transit Site Design Measures

CD-2.1: Promote the Circulation Goals and Policies in the Envision San José 2040 General Plan. Create streets that promote pedestrian and bicycle transportation by following applicable goals and policies in the Circulation section of the Envision San José 2040 General Plan.

Consistent with measure b). The proposed project would include 11 bicycle parking spaces in addition to the garage spaces which could provide additional bike storage space for residents, which would encourage the use of alternative modes of transportation such as bicycles. Furthermore, the proposed project would provide 9,375 square feet of common open spaces, which would include a playground, seating areas, a lending library, and pet areas.

Moreover, as discussed in the Project Description the applicant is aware of the City of San José's desire to realign Moorpark Avenue to improve local circulation and safety; therefore, as a condition of approval of the project, the applicant would convey property to the City in support of this realignment. The southern portion of the project site, which corresponds to Lot E on the project's tentative subdivision map (Figure 6 in the IS/MND), would be dedicated to the City of San José for the future realignment of Moorpark Avenue by the City. Therefore, the proposed project would be compliant with this checklist item.

Measures a) and c) would not be applicable because the proposed project would not result in street network changes and would include parking for the project site residents only consistent with City requirements.

CD-2.5: Integrate Green Building Goals and Policies of the Envision San José 2040 General Plan into site design to create healthful environments. Consider factors such as shaded parking areas, pedestrian connections, minimization of impervious surfaces, incorporation of stormwater treatment measures, appropriate building orientations, etc.

Consistent. The proposed project would include an all-electric design and would not include natural gas hook-ups or infrastructure. In addition, the proposed project would include drought tolerant landscaping on-site as well as 144 trees planted on-site, which would be installed along setbacks and in common areas on the project site consistent with the City's plant palette and low water irrigation requirements. Furthermore, the proposed project would provide 9,375 square feet of common open spaces, which would include a playground, seating areas, a lending library, and pet areas. Therefore, the proposed project would be compliant with this checklist item.

CD-2.11: Within the Downtown and Urban Village Overlay areas, consistent with the minimum density requirements of the pertaining Land Use/Transportation Diagram designation, avoid the construction of surface parking lots except as an interim use, so that long-term development of the site will result in a cohesive urban form. In these areas, whenever possible, use structured parking, rather than surface parking, to fulfill parking requirements. Encourage the incorporation of alternative uses, such as parks, above parking structures.

Not Applicable. The project site is not located in the Downtown and Urban Village Overlay area.

CD-3.2: Prioritize pedestrian and bicycle connections to transit, community facilities (including schools), commercial areas, and other areas serving daily needs. Ensure that the design of new facilities can accommodate significant anticipated future increases in bicycle and pedestrian activity.

Consistent. As discussed in the Project Description the applicant is aware of the City of San José's desire to realign Moorpark Avenue to improve local circulation and safety; therefore, as a condition of approval of the project, the applicant would convey property to the City in support of this realignment. The southern portion of the project site, which corresponds to Lot E on the project's tentative subdivision map (Figure 6 of the IS/MND), would be dedicated to the City of San José for the future realignment of Moorpark Avenue by the City. The proposed project would include 11 bicycle parking spaces in addition to the garage spaces which could provide additional bike storage space for residents, which would encourage the use of alternative modes of transportation such as bicycles.

The proposed project would be located near existing transit stops and would provide new residents with access to transit. The closest transit stops near the project site include the Ginger and Middle bus station, located 0.18 mile south of the project site; the Moorpark and Empey stop, located 0.1 mile west of the project site; the Moorpark and Thornton stop, located 0.2 mile west of the project site; the Valley Medical Center stop, located 0.2 mile south of the project site; and the South Bascom and Renova stop, located 0.25 mile southeast of the project site. Therefore, the proposed project would be compliant with this checklist item.

CD-3.4: Encourage pedestrian cross-access connections between adjacent properties and require pedestrian and bicycle connections to streets and other public spaces, with particular attention and priority given to providing convenient access to transit facilities. Provide pedestrian and vehicular connections with cross-access easements within and between new and existing developments to encourage walking and minimize interruptions by parking areas and curb cuts.

Consistent. The proposed project will only have vehicle access points on Central Way, allowing for continuous sidewalks along Moorpark Avenue. As described in Section 4.17.2 of the IS/MND, the proposed project would dedicate a portion of the project site to provide pedestrian connectivity along the project frontage on Moorpark Avenue. This sidewalk would allow for cross-access connections to adjacent sidewalks, bicycle facilities, and transit stops, thus minimizing interruptions between pedestrian connections to bicycle and transit facilities. In addition, the proposed project would not disrupt existing bicycle facilities or create conflicts with future bicycle facilities while also would provide 11 bicycle parking spaces and garage space to safely store bicycles. Moreover, the applicant is aware of the City of San José's desire to realign Moorpark Avenue to improve local circulation and safety; therefore, as a condition of approval of the project, the applicant would convey property to the City in support of this realignment. Therefore, the proposed project would encourage pedestrian cross-access connections and would be compliant with this checklist item .

LU-3.5: Balance the need for parking to support a thriving Downtown with the need to minimize the impacts of parking upon a vibrant pedestrian and transit oriented urban environment. Provide for the needs of bicyclists and pedestrians, including adequate bicycle parking areas and design measures to promote bicyclist and pedestrian safety.

Consistent. The proposed project would include 11 bicycle parking spaces in addition to the garage spaces which could provide additional bike storage space for residents, which would encourage the use of alternative modes of transportation such as bicycles. As described previously in Response to CD-3.2, the proposed project would not obstruct future improvements to Moorpark Avenue by the City of San José intended to improve circulation and safety, including pedestrian and bicycle access. Therefore, the proposed project would be compliant with this checklist item.

TR-2.8: Require new development to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements.

Consistent. See Response to LU-3.5.

TR-7.1: Require large employers to develop TDM programs to reduce the vehicle trips and vehicle miles generated by their employees through the use of shuttles, provision for car-sharing, bicycle sharing, carpool, parking strategies, transit incentives and other measures.

Not applicable. The proposed project would be residential in nature and would not result in permanent employment.

TR-8.5: Promote participation in car share programs to minimize the need for parking spaces in new and existing development.

Not Applicable. As a residential development the proposed project would not promote car share programs.

4) Water Conservation and Urban Forestry Measures

MS-3.1: Require water-efficient landscaping, which conforms to the State's Model Water Efficient Landscape Ordinance, for all new commercial, institutional, industrial and developer-installed residential development unless for recreation needs or other area functions.

Consistent. the proposed project would include drought tolerant landscaping on-site as well as 144 trees planted on-site, which would be installed along setbacks and in common areas on the project site consistent with the City's plant palette and low water irrigation requirements. Furthermore, the proposed project would provide 9,375 square feet of common open spaces, which would include a playground, seating areas, a lending library, and pet areas. Therefore, the proposed project would be compliant with this checklist item.

MS-3.2: Promote the use of green building technology or techniques that can help reduce the depletion of the City's potable water supply, as building codes permit. For example, promote the use of captured rainwater, graywater, or recycled water as the preferred source for non-potable water needs such as irrigation and building cooling, consistent with Building Codes or other regulations.

Consistent. The proposed project would include new appliances consistent with the California Building Code and City of San Jose requirements which would reduce potable water demand. The proposed project would include the installation of bioretention areas for stormwater. The bioretention areas reduce the level of treatment required for stormwater runoff from the site and provide for improved on-site irrigation of the landscaping, thereby reducing water consumption. Therefore, the proposed project would be compliant with this checklist item.

MS-19.4: Require the use of recycled water wherever feasible and cost-effective to serve existing and new development.

Not applicable. The proposed project would not include recycled water systems; however, the proposed project would comply with all mandatory regulations enforced by the City.

MS-21.3: Ensure that San José's Community Forest is comprised of species that have low water requirements and are well adapted to its Mediterranean climate. Select and plant diverse species to prevent monocultures that are vulnerable to pest invasions. Furthermore, consider the appropriate placement of tree species and their lifespan to ensure the perpetuation of the Community Forest.

Consistent. The proposed project would include drought tolerant landscaping on-site as well as 144 trees planted on-site, which would be installed along setbacks and in common areas on the project site consistent with the City's plant palette and low water irrigation requirements. Therefore, the proposed project would be compliant with this checklist item.

MS-26.1: As a condition of new development, require the planting and maintenance of both street trees and trees on private property to achieve a level of tree coverage in compliance with and that implements City laws, policies or guidelines.

Consistent. See Response to MS-21.3.

ER-8.7: Encourage stormwater reuse for beneficial uses in existing infrastructure and future development through the installation of rain barrels, cisterns, or other water storage and reuse facilities.

Not Applicable. Not proposed as part of the project. The project would include drought-tolerant landscaping consistent with City laws, policies, and guidelines. The proposed project would include the installation of bioretention areas for stormwater. The bioretention areas reduce the level of treatment required for stormwater runoff from the site and provide for improved on-site irrigation of the landscaping, thereby reducing water consumption.

Table B: 2030 Greenhouse Gas Reduction Strategy Compliance

Part 1: Residential Projects Only

Zero Net Carbon Residential Construction.

Compliant. The proposed project would comply with the City's reach code and would be designed to be all-electric and would not include natural gas infrastructure or appliances. The proposed project would include rooftop solar panels which would provide renewable energy on-site. As a low-rise residential development, the proposed project would be required to comply with the standards contained in the 2022 CBC, Title 24, Part 6, Subchapter 8, which includes rooftop solar panels.

Part 2: Residential and Non-Residential Projects

Renewable Energy Development

Compliant. The proposed project would include rooftop solar panels. As a low-rise residential development, the proposed project would be required to comply with the standards contained in the 2022 CBC, Title 24, Part 6, Subchapter 8, which includes rooftop solar panels. Therefore, the proposed project would be compliant with this checklist item.

Building Retrofits – Natural Gas

Not applicable. The proposed project would involve the new development of residences and would not constitute a renovation. Nonetheless, the proposed project would include an all-electric design and would not include natural gas hook-ups or infrastructure.

Zero Waste Goal

Compliant. The proposed project would include a dedicated space for waste receptacles on-site to provide space for organic waste. Moreover, the proposed project would be required to divert at least 65 percent of waste generated during construction and demolition activities, in compliance with SB 1374 and CALGreen Sections 4.408, 5.408, 301.1.1, and 301.3.

Caltrain Modernization

Compliant. The proposed project would include 11 bicycle parking spaces in addition to the garage spaces which could provide additional bike storage space for residents, which would encourage the use of alternative modes of transportation such as bicycles. Moreover, several bus stops are located within a short walking distance of the site, including the Ginger and Middle stop, located 0.18 mile south of the project site; the Moorpark and Thornton stop, located 0.20 mile west of the project site; and the South Bascom and Renova stop, located 0.25 mile southeast of the project site. The proposed project's proximity to public transportation stations further supports the future use of public transportation systems and reducing VMT in privately owned vehicles. However, none of the public transportation stations near the proposed project are Caltrain stations. As such, the proposed project would be compliant with this checklist item.

Water Conservation

Compliant. The proposed project would include the installation of bioretention areas for stormwater. The bioretention areas reduce the level of treatment required for stormwater runoff from the site and provide for improved on-site irrigation of the landscaping, thereby reducing water consumption.