Addendum to the Downtown Specific Plan Amendments Final Environmental Impact Report for the Block 20 Area Project

Prepared for:

Sunnyvale

City of Sunnyvale

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LIST OF ABBREVIATIONS

AB	Assembly Bill
ABAG	Association of Bay Area Governments
BAAQMD	Bay Area Air Quality Management District
BMP	best management practices
BMR	below market rate
CAAQS	California ambient air quality standards
CAFE	Corporate Average Fuel Economy
CalEEMod	California Estimator Model
CAP	Climate Action Plan
CARB	California Air Resources Board
CBC	California Building Code
CEQA	California Environmental Quality Act
CHRIS	California Historic Resources Information System
City	City of Sunnyvale
CLUP	Comprehensive Land Use Plan
CO	carbon monoxide
dB	decibels
dBA	A-weighted decibels
DSP	Downtown Specific Plan
EO	Executive Order
EPA	US Environmental Protection Agency
ESA	Environmental Site Assessment
FTA	Federal Transit Administration
GHG	greenhouse gases
GPI	General Plan Initiation
lb/day	pounds per day
L_{dn}	day-night average noise level
L_{eq}	energy-equivalent noise level
LID	low impact development
LOS	level of service
LUTE Update	Land Use and Transportation Element of the General Plan Update
MRP	Municipal Regional Stormwater Permit
$MTCO_2e$	million tons of carbon dioxide equivalent

NAAQS	national ambient air quality standards
NO_X	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
OPR	Governor's Office of Planning and Research
PCB	polychlorinated biphenyl
PG&E	Pacific Gas and Electric
Playbook	Climate Action Playbook
PM_{10}	respirable particulate matter with an aerodynamic diameter of 10 micrometers or less
$PM_{2.5}$	particular matter with an aerodynamic resistance diameter of 2.5 micrometers or less
PPV	peak particle velocity
PRC	Public Resources Code
project	Block 20 Area Project
R&D	research and development
REC	recognized environmental condition
ROG	reactive organic gases
RPS	Renewables Portfolio Standard
SAFE	Safer Affordable Fuel-Efficient
SB	Senate Bill
sf	square feet
SIP	State Implementation Plan
SO_2	sulfur dioxide
SVCE	Silicon Valley Clean Energy
SWPPP	stormwater pollution prevention plan
TAC	toxic air contaminants
TCM	Transportation Control Management
TCR	tribal cultural resources
VdB	velocity decibels
VMT	vehicle miles traveled
WPCP	Water Pollution Control Plant
WSA	water supply assessment

1 INTRODUCTION AND PROJECT HISTORY

The City of Sunnyvale's Downtown Specific Plan (DSP) area comprises approximately 150 acres (approximately 120 acres of non-right-of-way property) that contain five downtown districts and is generally bounded by the railroad/Caltrain tracks to the north, Carroll Street and Bayview Avenue to the east, Olive Avenue and El Camino Real to the south, and Charles Street to the west. The DSP was originally adopted by the City of Sunnyvale (City) in 1993 (1993 DSP) and was comprehensively updated in 2003 (2003 DSP) and 2020 (2020 DSP), with other smaller amendments in 2007, 2008, and 2013.

On April 11, 2017, the City Council certified an Environmental Impact Report (EIR) (State Clearinghouse No. 2012032003) for the Land Use and Transportation Element of the General Plan Update (LUTE Update) that redesignated land areas within the DSP (including the Block 20 area) to provide for mixed-use development that would allow total development of the DSP area to accommodate up to 1,300 net new housing units and up to 2.15 million square feet of nonresidential uses (City of Sunnyvale 2016: 2.0-17).

On August 11, 2020, the City Council certified an EIR (State Clearinghouse No. 2018052020) for the Downtown Specific Plan Amendments and Specific Development Project (herein referred to as the 2020 DSP EIR) that evaluated the environmental impacts associated with (1) amendments to the DSP to allow up to 843 residential units, 260,063 square feet of commercial uses, and 860,624 square feet of office uses on six project sites; and (2) specific development proposals on six project sites to develop 793 residential units, 164,906 square feet of commercial uses, and 856,199 square feet of office uses. The 2020 DSP EIR provides a program-level review of the 2020 DSP amendments, pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15146(b), and project-level review of six development projects, pursuant to CEQA Guidelines Section 15146(a). This EIR used the LUTE Update EIR impact conclusions and factored the LUTE Update growth projections in the 2020 DSP impact analysis. In addition to approval and certification of the 2020 DSP EIR, the City Council also approved and adopted Municipal Code text changes and a Zoning Map change to align with the DSP amendments and two Development Agreements (STC/CityLine and Kasik developments).

The 2020 DSP focuses on revising the land use mix in the Commercial Core and North of Washington districts, two of the five districts in the downtown, by allowing additional residential and office uses and decreasing the allowable hotel uses. The DSP supports increased density while maintaining and enhancing the downtown as a pedestrian-friendly environment. To this end, the DSP emphasizes maintenance of the street grid through the core areas of downtown; improved connections and compatibility with the Murphy Station Heritage Landmark District and established neighborhood areas; support of high-quality, pedestrian-friendly new development; protection of the surrounding neighborhood areas from downtown area traffic and parking; and creation of new open space opportunities and public realm enhancements.

Designated primary land use and development intensities in each of these districts are specified for each block in the DSP. The zoning and numeric development standards for each block are addressed in Title 19 (Zoning) of the Sunnyvale Municipal Code. The development standards that were updated in 2020 include allowable uses, approximate residential densities and building area square footages, building heights, maximum lot coverage, and building setback requirements.

Block 20 is located on 2.56 acres in the southernmost portion of the South of Iowa District of the DSP and is generally bounded by El Camino Real, W. Olive Avenue, S. Mathilda Avenue, and S. Taaffe Street. On May 8, 2018, the City Council considered a General Plan Initiation (GPI) request by the property owners of 562–568 S. Mathilda Avenue (Shawn Karimi) and 510–528 S. Mathilda Avenue (formerly Silicon Sage) and the associated applications to allow additional residential units and commercial/office area on Block 20 beyond what was established in the LUTE Update and DSP. The Council approved the GPI for the entirety of Block 20 (which includes properties outside of the two applications) subject to the following:

- Amend the Downtown Specific Plan, Block 20 use designation from High Density Residential and Office to Downtown Mixed-Use.

- Increase the maximum number of residential units for the block from 51 to 103, not to exceed the General Plan maximum allowed density for the downtown of 65 units per acre.
- Increase the maximum allowed office/commercial area from 16,400 to 36,500 square feet.
- Maintain the existing allowed height limit.
- Update the DSP standards to address design on Block 20.
- Improve the overall streetscape on the Mathilda Avenue Block 20 frontage.

At the time, the City was working on an amendment to the Downtown Specific Plan (i.e., the DSP amendments approved in 2020), including environmental review and associated studies that were already underway. Therefore, the applicant's requested amendments to Block 20 could not move forward until the 2020 DSP amendment was completed and adopted by the City Council in August 2020.

The Block 20 Area Project (project) consists of redevelopment of four parcels in Block 20 for a multifamily project with ground-floor office/commercial and multifamily housing above. The project also includes an amendment to Block 20 of the Downtown Specific Plan that would allow for additional residential and commercial intensity proposed by the two applications as well as an update to development standards and design guidelines for the proposed changes and proposed improvements to Block 20.

The LUTE Update EIR, 2003 DSP EIR, and 2020 DSP EIR were prepared at the program "first-tier" level of environmental review consistent with the requirements of the CEQA Guidelines Sections 15152, 15168, and 15183. The program-level analysis considered the broad environmental impacts of the overall DSP and acknowledged that subsequent development of the DSP area would occur in multiple years and phases. As those phases are proposed, such as the project, they are being evaluated to determine whether the entitlements/actions proposed fall within the scope of the 2020 DSP EIR or previous certified EIRs (LUTE Update EIR and 2003 DSP EIR) and incorporate all applicable performance standards and mitigation measures identified therein. Should the subsequent development phases not be consistent with the approved DSP, additional environmental review through the subsequent review provisions of CEQA for changes to previously reviewed and approved projects may be warranted (CEQA Guidelines Sections 15162 and 15164).

State CEQA Guidelines Section 15164(a) provides that "The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred." Pursuant to Section 15162, a subsequent EIR is required if:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

CEQA Guidelines Section 15164(e) provides that "A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's required findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence."

Consistent with the process described, the City is evaluating the Block 20 Area Project to determine what type of additional environmental review would be required. This analysis was conducted using an environmental checklist to determine whether any additional environmental review would be required for the City to consider adoption of the changes to Block 20 within the DSP. This analysis considers whether there are changes proposed in the previously reviewed and approved DSP or changed environmental conditions that are of sufficient magnitude to result in new or substantially more severe environmental impacts, as compared to those considered in the 2020 DSP EIR, the LUTE Update EIR, and the 2003 DSP EIR, and whether there is new information of substantial importance showing that new or substantially more severe environmental impacts would occur compared to those evaluated in those EIRs.

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2 PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

The project is an amendment to the Downtown Specific Plan, which was approved in 1993 and last amended in 2020 by the City of Sunnyvale. The DSP is a long-term planning document to create a vibrant and traditional downtown that serves the local community with a desirable mix of retailers, restaurants, corporate tenants, and residents and is a regional destination. The DSP contains the land use plan, goals, policies, and design strategies and guidelines to guide development in the DSP area.

The Block 20 Area Project comprehensively plans for the land use and development update of Block 20 in the Downtown Specific Plan that encompasses two proposed redevelopment project applications for mixed-use development on four parcels, at 510–528 S. Mathilda Avenue and 562–568 S. Mathilda Avenue, that are being processed separately from this proposed amendment. The project applications propose to redevelop existing uses to provide multifamily housing above ground-floor commercial uses and parking. Implementation of these applications first requires a DSP amendment to Block 20 to modify the primary DSP land use designation from High Density Residential and Office to Downtown Mixed-Use and allow additional residential and commercial intensity than is currently allowed. In addition, the City also directed an update of the DSP design guidelines to ensure design compatibility with adjacent residential development.

2.2 PROJECT LOCATION

The project site (Block 20) is located in downtown Sunnyvale on 2.56 acres in the southernmost portion of the South of Iowa District of the DSP and is generally bounded by El Camino Real, W. Olive Avenue, S. Mathilda Avenue, and S. Taaffe Street. Block 20 is designated by the DSP as High Density Residential to the north and Office to the south. Block 20 is surrounded by a mix of uses, including City Hall across the street and residential and commercial uses, and is located less than a quarter mile from transit services on El Camino Real and less than a mile walking distance from the Sunnyvale Caltrain station. Aerial maps of the DSP and Block 20 area are shown in Figure 2-1 and Figure 2-2, respectively.

2.3 EXISTING SETTING

Block 20 contains a commercial building, residential homes and apartment units, office buildings, a mixed-use building, and associated infrastructure (i.e., internal roadways, driveways, parking spaces, sidewalks, underground utilities, and landscaping). Within Block 20, the 510–528 South Mathilda Avenue site consists of eight apartments and 8,883 square feet of office building and the 562–568 S. Mathilda Avenue site consists of one single-family residence and 3,190 square feet of office building.

2.4 PROJECT OBJECTIVES

The City's vision for the DSP area is a vibrant and traditional downtown that serves the local community with a desirable mix of retailers, restaurants, corporate tenants, and residents and is a regional destination providing a unique and highly active environment. To achieve this vision and consistent with the objectives of the 2020 DSP Update, the City's objectives for the DSP amendments for Block 20 are as follows:

- Enhance the prominence of downtown as the center of the community with the addition of iconic and high-quality architecture.

Source: Ascent Environmental.

Figure 2-1 Block 20 Project Sites

Source: Ascent Environmental.

Figure 2-2 Block 20 Context Relative to the Downtown Specific Plan

- Maximize opportunities for higher-density housing to increase the number of new housing units that are affordable at a range of income levels and that serve a variety of household types to help address regional housing needs.
- Create a distinct and strong sense of place by providing enhanced connections and dynamic gathering places while accommodating taller buildings with larger community gathering spaces.
- Allow sufficient density and intensity to attract financially feasible private development that will support community benefits, such as parks, open space, and affordable housing accessible to lower- and moderate-income households.
- Create a district that promotes the use of a variety of sustainable transportation modes such as bikes, pedestrians, ride-share, and transit and discourages the use of single-occupancy/private automobiles.
- Maximize employment and housing density in proximity to major transit stops, consistent with the statewide sustainability goals of reducing vehicle miles traveled and minimizing greenhouse gas emissions per service population.

2.5 PROPOSED PROJECT

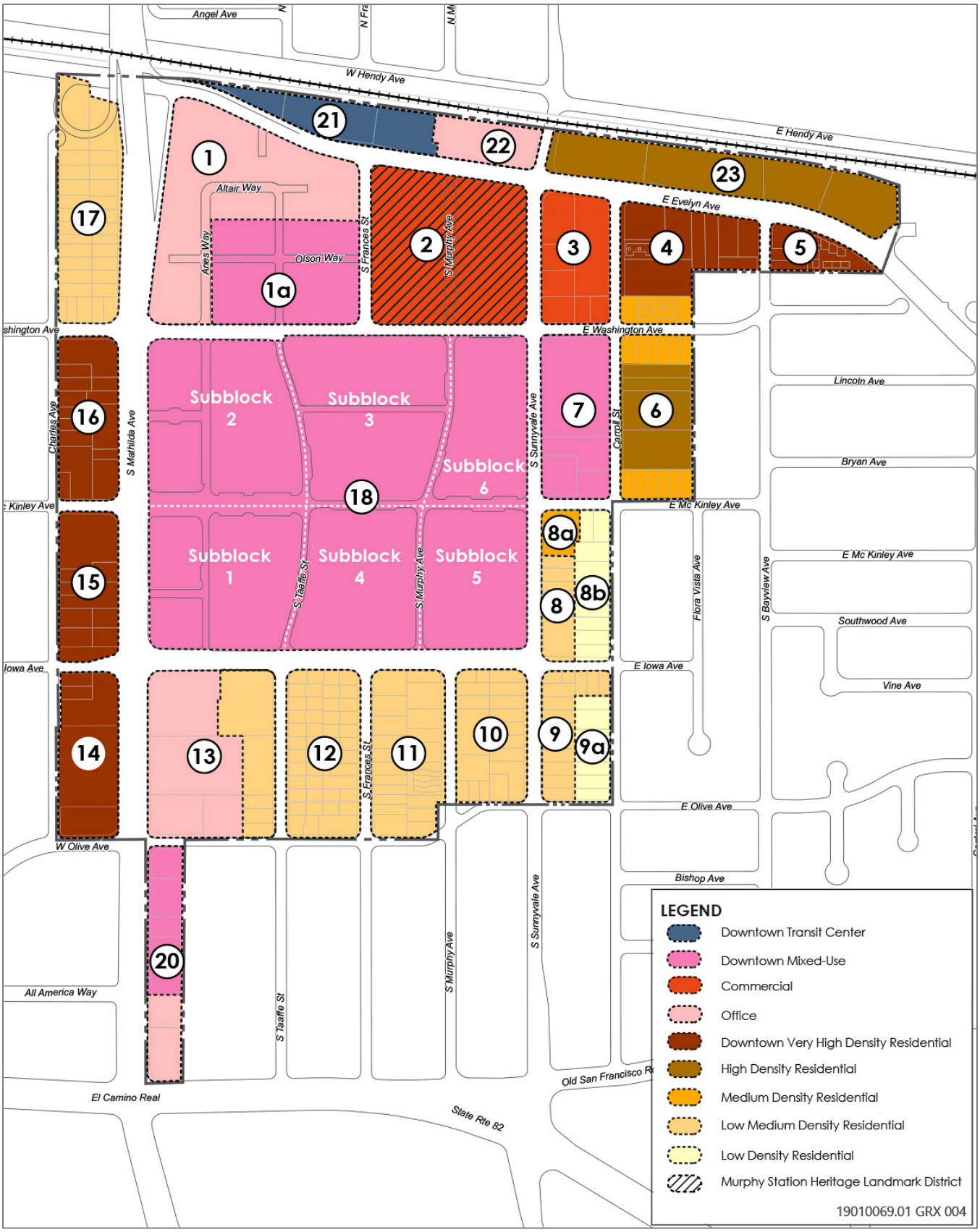
The Block 20 Area Project consists of amendments to the DSP which relate to Block 20. The proposed two development applications would be processed separately from this amendment but are described below for informational purposes.

2.5.1 Amendments to Block 20 of the Downtown Specific Plan

Currently, Block 20 of the DSP contains a total of 24 residential units and 28,320 square feet (sf) of commercial uses. Under the adopted DSP (as updated by the LUTE Update), a maximum of 51 residential units and a maximum of 16,400 sf of commercial uses are allowed. Proposed land use amendments to Block 20 of the DSP would increase the maximum development potential to 103 residential units (52-unit increase) and 36,500 sf (8,100-sf increase over existing conditions and 20,100-sf increase allowed under the current DSP) of commercial uses. To allow for additional residential and commercial intensity, as well as an update to the design guidelines for the proposed changes and improvements to Block 20, the City is proposing the following amendments to the DSP:

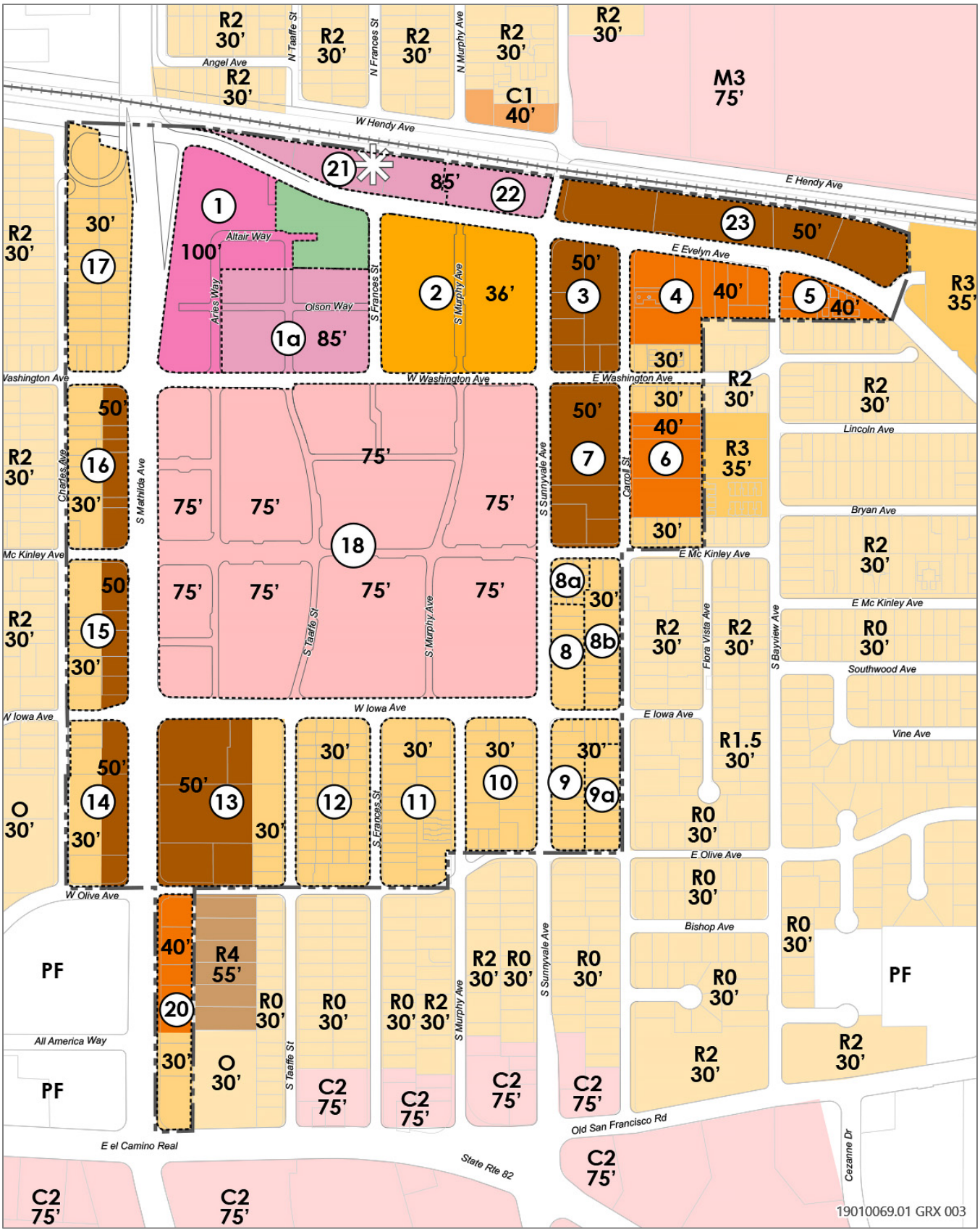
- Change the High Density Residential and Office land use designations in the northern 1.63 acres of Block 20 to Downtown Mixed-Use (Figure 2-3)
- In Chapter 5 of the DSP, update Block 20 in Table 5-1, Land Uses and Development Intensities, to reflect the following:
  - Change High Density Residential to Downtown Mixed-Use
  - Update Downtown Mixed-Use (formerly High Density Residential) acreage from 1.49 acres to 1.63 acres and allowable residential units per block from 51 units to 70 units[1]
  - Change maximum allowable Office square footage from 16,400 to 36,500
  - Maintain the maximum building height for Downtown Mixed-Use in Block 20 at 40 feet (refer to Figure 2-4 for allowable building heights in the adopted DSP)
- In Appendix A of the DSP, update Table A-1, Allocated Housing Units by Block and Parcel Number, to reflect the following:
  - Change County lot size of APN 20929076 from 6,993 to 12,790
  - Change all numbers in "% of Block" and "Allocated Units" column to reflect a unit allocation of 32.1 for 510–528 S. Matilda Avenue and a unit allocation of 18.9 for 562–568 S. Matilda Avenue

[1] Per City Council direction, the maximum residential development potential to be evaluated in the environmental analysis is 103 units.



Source: Ascent Environmental.

Figure 2-3 Proposed Block 20 Land Uses



Source: Ascent Environmental.

Figure 2-4 Maximum Allowable Building Heights within the Adopted DSP

- Add an appendix to the DSP, Appendix B, Design Guidelines for Block 20, that provide design guidelines as summarized below.
  - Building Mass and Articulation
    - Active building frontages on the street, such as ground-level commercial and residential amenity spaces;
    - Variation of building setback to support pedestrian amenities, such as landscaping and seating;
    - Articulation and variation of the building façade with pedestrian-oriented architectural elements and details; and
    - A required building stepback above the fourth story on Olive and Mathilda Avenues.
  - Design Transitions from Residential Districts
    - Require development to set back an additional 10 feet from the rear property line above the maximum allowed height; and
    - Design windows and outdoor spaces to respect adjacent neighborhood privacy through use of screen trees and design and placement of windows.
  - Public and Private Open Space
    - Usable open space standards to allow private balconies with minimum dimension of 5 feet in any direction within private property and minimum area of 50 square feet; decks and roof patios with minimum dimension of 10 feet in any direction and minimum area of 120 square feet; podium-level or central courtyards of multifamily unit with minimum average width of 25 feet in any direction and a minimum area of 1,000 sf; open space that is open to the sky; and applicable parking and signage guidelines.

Refer to Appendix A for proposed revisions to the adopted 2020 DSP. Additions or proposed revisions to the Downtown Specific Plan are shown in red, underline or strikeout text.

2.5.2 Proposed Redevelopment Projects

Two redevelopment projects within DSP Block 20 are proposed if the proposed amendments to Block 20 of the DSP are approved. The development potential of both projects would be consistent with the proposed Block 20 Area Project. Proposed cross sections and visual simulations associated with these two applications are provided in Appendix B for the 510–528 S. Mathilda Avenue redevelopment project and in Appendix C for the 562–568 S. Mathilda Avenue redevelopment project. The current applications are described below.

510–528 S. MATHILDA AVENUE

The 510–528 South Mathilda Avenue redevelopment project would be located on two parcels at the corner of Olive Avenue, with a total project area of 31,537 square feet (0.72 acre). The existing project site contains eight apartment units and 8,883 square feet of office building. The project proposes to demolish the existing structures on the site to construct a four- to five-story mixed-use building. At the ground level, a 10,230-square-foot area for office uses with the possibility of a small café at the corner of Mathilda Avenue and Olive Avenue is proposed. Multifamily housing units have been proposed on the stories above containing between 30 to 46 units along with a rooftop deck and garden along the access alley and a maximum proposed building height of 60 feet. A mix of 1-, 2-, and 3-bedroom units and a 4-bedroom unit are proposed with up to 15 units per floor. The 43-unit option would include a step down in height in the rear yard–facing apartments and the 46-unit option would include setbacks on Mathilda Avenue and next to the adjacent mixed-use site. The 30-unit option is a story less than the other two options and steps down in height at the rear-facing apartments Landscaped courtyards, with a minimum width of 25 feet in any direction and a minimum area of 1,000 sf, would be located in the center of the building.

The project would meet City Zoning Code requirements for vehicular parking spaces (approximately 100 parking spaces) and covered bike spaces, accommodated at the street and basement levels. Basement-level parking would be a maximum of 20 feet below existing ground elevation. Mechanical lifts are proposed to meet on-site project parking demands.

The project would be subject to the City's Inclusionary Below Market Rate rental housing ordinance, requiring at least 15 percent of the total number of rental units to be made affordable. The number of affordable rental units would be based on the number of rental units in the project and would be in addition to the units allowed by the DSP.

562–568 S. MATHILDA AVENUE

The 562–568 S. Mathilda Avenue redevelopment project would be located on two parcels with a total project area of 19,185 square feet (0.44 acre). The existing site contains a single-family residence and 3,190 square feet of office building. The project proposes to demolish the existing structures on the site to construct a building that contains a 4,240-square-foot commercial/office space at ground level and 25 multifamily units in two stories above, with a common rooftop terrace above the third floor, and a partial fourth-story projection for one double-floor unit with a private deck. A maximum building height of 46 feet is proposed. The project would meet Zoning Code requirements for vehicular parking spaces (approximately 55 parking spaces) and covered bike spaces for commercial and residential uses, accommodated on-site at street grade behind the commercial use, as well as in a basement level. Basement level parking would be a maximum of 20 feet below existing ground elevation. Mechanical lifts are proposed to meet on-site project parking demands.

The project would be subject to the City's Inclusionary Below Market Rate (BMR) rental housing ordinance, requiring at least 15 percent of the total number of rental units to be made affordable. The number of affordable rental units would be based on the number of rental units in the project and would be in addition to the units allowed by the DSP.

BUILDING HEIGHT

Block 20 is currently designated as High Density Residential, allowing for a 40-foot maximum building height, and Office, allowing for a 30-foot maximum building height. As described below, the City is proposing an amendment to the DSP that would change the High Density Residential designation and a small portion of the Office designation in the northern portion of Block 20 to Downtown Mixed-Use while maintaining the current allowable maximum building heights (40 feet for Downtown Mixed-Use and 30 feet for Office). With implementation of the City's BMR program and the addition of affordable housing units, the two projects could qualify for exceptions to City height standards with a concession or waiver through the State Housing Density Bonus program.

UTILITIES

Block 20 is currently served by utility providers for the existing uses. Natural gas and electricity are provided by Pacific Gas and Electric. Water and wastewater disposal and treatment are provided by the City of Sunnyvale. The two projects would construct and maintain on-site utilities that connect to existing infrastructure for water, sewer, storm drain, electricity, telecommunications, and other services. Each of the two proposed projects would be developed as an all-electric energy structure with no natural gas connection and on-site solar panels. The two projects would include connections to off-site utilities adjacent to the project site and required sidewalk and frontage improvements. Fire and domestic water services for the redevelopment projects would be served by an existing 8-inch main in S. Mathilda Avenue and sewer services for the redevelopment projects would connect into the adjacent 6-inch sewer line in S. Mathilda Avenue.

Stormwater

Buildout of the two projects would involve redevelopment of existing developed sites that are mostly developed and contain substantial impervious surfaces. The projects would be required to conform to City standards regarding

stormwater runoff, infrastructure, and flooding. Required stormwater drainage improvements would be incorporated into each project. The impervious surface would be treated with bioretention basins, self-retaining areas, and stormwater filtration devices.

ROADWAYS AND CIRCULATION

As described in Chapter 7 of the 2020 DSP Update, Mathilda Avenue is a downtown regional boulevard. The two projects would integrate with existing external street networks and paths, encouraging vehicular, bicycle, and pedestrian connectivity throughout the larger area. The project would include planned frontage landscape and sidewalk improvements to Mathilda Avenue. Frontage improvements proposed along S. Mathilda Avenue for the redevelopment sites would be consistent with applicable DSP boulevard minimum typical streetscape design guidelines. Potential elements may include:

- restricted on-street parking,
- bus stops and other transit-related improvements,
- wider sidewalks,
- tree wells separating sidewalks from the street curb,
- street trees (in planters or tree wells),
- downtown branding using signs and banners,
- pedestrian-scale lighting,
- street furniture (privately maintained),
- landscaped setback areas to adjacent properties (may be hardscape), and
- public art installations.

CONSTRUCTION ACTIVITIES

Anticipated construction activities associated with the two projects would include demolition activities, excavation, and relocation of soil on the site, backfilling and compaction of soils, and construction of infrastructure improvements and the two redevelopment projects.

Construction equipment would vary day-to-day depending on the activities occurring, but construction could involve the operation of demolition equipment, graders, dozers, scrapers, other tractors, cranes, forklifts, generator sets, curb equipment, pavers, paving equipment, rollers, welders, and air compressors. No pile driving is planned; however, jackhammering may occur during demolition. No substantial fill at the site would utilize the excavated soil. The excavated soil would be hauled off-site. Dewatering is not anticipated during excavation of the proposed basement parking areas because a maximum of 20 feet of excavation below ground elevation is proposed and the highest expected groundwater level is 40 feet below ground surface level at the 510–528 S. Mathilda site (Silicon Valley Soil Engineering 2019a) and more than 45 feet at the 562–568 S. Mathilda site (Silicon Valley Soil Engineering 2019b).

A construction management plan would be required by the City. The City would determine the construction truck routes. Construction staging for materials and equipment would occur on-site.

Construction activities would occur between 7:00 a.m. and 6:00 p.m. Monday through Friday, and 8:00 a.m. to 5:00 p.m. on Saturdays (Saturday construction work in the public right-of-way would require City Engineer approval). No construction work would occur on Sundays or holidays. No restrictions on construction seasons are expected.

2.6 REQUIRED ACTIONS

The Block 20 Area Project would require the following actions by the City:

- Adoption of amendments to the Downtown Specific Plan.

3 ENVIRONMENTAL CHECKLIST FOR SUPPLEMENTAL ENVIRONMENTAL REVIEW

3.1 EXPLANATION OF CHECKLIST EVALUATION CATEGORIES

The purpose of this checklist is to evaluate the categories in terms of any "changed condition" (i.e., changed circumstances, project changes, or new information of substantial importance) that may result in environmental impact significance conclusions different from those found in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR. The row titles of the checklist include the full range of environmental topics, as presented in Appendix G of the State CEQA Guidelines. The column titles of the checklist have been modified from the Appendix G presentation to help answer the questions to be addressed pursuant to CEQA Section 21166 and State CEQA Guidelines Section 15162. A "no" answer does not necessarily mean that there are no potential impacts relative to the environmental category, but that there is no change in the condition or status of the impact because it was analyzed and addressed with mitigation measures in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR. For instance, the environmental categories might be answered with a "no" in the checklist because the impacts associated with the project were adequately addressed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR, and the environmental impact significance conclusions of the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR remain applicable. The purpose of each column of the checklist is described below.

3.1.1 Where Impact Was Analyzed

This column provides a cross-reference to the pages of the Draft or Final EIR where information and analysis may be found relative to the environmental issue listed under each topic.

3.1.2 Do Proposed Changes Involve New Significant Impacts?

The significance of the environmental impacts of the project-specific features not considered in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR is indicated in the columns to the right of the environmental issues. The analysis uses the most relevant and recent of these EIRs for the evaluation of impacts associated with the Block 20 Area Project.

3.1.3 Any new Circumstances Involving New or Substantially More Severe Significant Impacts?

Pursuant to Section 15162(a)(2) of the CEQA Guidelines, this column indicates whether there have been changes to the project site or the vicinity (circumstances under which the project is undertaken) that have occurred subsequent to the prior environmental documents, which would result in the current project having new significant environmental impacts that were not considered in the prior environmental documents or having substantial increases in the severity of previously identified significant impacts

3.1.4 Any New Information Requiring New Analysis or Verification?

Pursuant to Section 15162(a)(3)(A–D) of the CEQA Guidelines, this column indicates whether new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the previous environmental documents were certified as complete is available, requiring an update to the analysis of the previous environmental documents to verify that the environmental conclusions and mitigation measures remain valid. If the new information shows that: (A) the project will have one or more significant effects not discussed in the prior environmental documents; or (B) that significant effects previously examined will be

substantially more severe than shown in the prior environmental documents; or (C) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects or the project, but the project proponents decline to adopt the mitigation measure or alternative; or (D) that mitigation measures or alternatives which are considerably different from those analyzed in the prior environmental documents would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative, the question would be answered "yes" requiring the preparation of a subsequent EIR or supplement to the EIR. However, if the additional analysis completed as part of this environmental checklist review finds that the conclusions of the prior environmental documents remain the same and no new significant impacts are identified, or identified significant environmental impacts are not found to be substantially more severe, the question would be answered "no" and no additional EIR documentation (supplement to the EIR or subsequent EIR) would be required.

Notably, where the only basis for preparing a subsequent EIR or a supplement to an EIR is a new significant impact or a substantial increase in the severity of a previously identified impact, the need for the new EIR can be avoided if the project applicant agrees to one or more mitigation measures that can reduce the significant effect(s) at issue to less-than-significant levels. (See *River Valley Preservation Project v. Metropolitan Transit Development Board* (1995) 37 Cal.App.4th 154, 168.)

3.1.5 Do Prior Environmental Documents Mitigations Address/Resolve Impacts?

This column indicates whether the prior environmental documents and adopted CEQA Findings provide mitigation measures to address effects in the related impact category. In some cases, the mitigation measures have already been implemented. A "yes" response will be provided in either instance. If "NA" is indicated, this environmental checklist review concludes that there was no impact, or the impact was less than significant, and therefore no mitigation measures are needed.

3.2 DISCUSSION AND MITIGATION SECTIONS

3.2.1 Discussion

A discussion of the elements of the checklist is provided under each environmental category to clarify the answers. The discussion provides information about the particular environmental issue, how the project relates to the issue, and the status of any mitigation that may be required or that has already been implemented.

3.2.2 Mitigation Measures

Applicable mitigation measures from the prior environmental review that would apply to the project are listed under each environmental category. New mitigation measures are included, if needed.

3.2.3 Conclusions

A discussion of the conclusion relating to the need for additional environmental documentation is contained in each section.

4 ENVIRONMENTAL CHECKLIST

4.1 AESTHETICS

Environmental Issue Area	Where Impact Was Analyzed in the 2020 DSP Draft and Final EIR, 2003 DSP Draft and Final EIR, or the LUTE Update Draft and Final EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
Aesthetics. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	2020 DSP Draft EIR p. 47, Impact AES-1 and AES-C; LUTE Update Draft EIR Setting pp. 3.12-1 to 3.12-5, Impacts 3.12.1 and 3.12.5	No	No	NA, impact remains less than significant
b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	2020 DSP Draft EIR p. 47, Impact AES-1 and AES-C; 2003 DSP Draft EIR Setting pp. 5-1 to 5-5, impact scoped out on p. 5-12; LUTE Update Draft EIR pp. 3.12-1 to 3.12-5, Impacts 3.12.2 and 3.12.5	No	No	NA, no impact would occur
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	2020 DSP Draft EIR p. 47, Impact AES-1 and AES-C; 2003 DSP Draft EIR Setting p. 5-14 to 5-15, Impact pp. 5-15 to 5-21; LUTE Update Draft EIR Setting pp. 3.12-1 to 3.12-2, Impact 3.12.3	No	No	NA, no impact would occur
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	2003 DSP Draft EIR p. 5-22, Impact 5-2; LUTE Update Draft EIR Setting p. 3.12-3, Impacts 3.12.4 and 3.12.5	No	No	NA, impact would remain less than significant

4.1.1 Discussion

No substantial change in the environmental and regulatory settings related to aesthetics, described in the LUTE Update Draft EIR Section 3.1, Aesthetics, has occurred since certification of the LUTE Update EIR in 2017 or the 2020 DSP EIR. The South of Iowa District, between Taaffe Street and Carroll Street, serves as a transition between the Commercial Core district north of Iowa Avenue and the single-family housing in the Taaffe-Frances Heritage Neighborhood, located south of Olive Avenue and approximately 225 feet east of Block 20. Much of the neighborhood east of Taaffe Street is envisioned to maintain its current uses and scale. The adopted DSP (2020) anticipates that future uses along Mathilda Avenue will be composed of commercial, office, and higher-density residences (Sunnyvale 2020: 3-8). Located along the western edge of Block 20, Mathilda Avenue is also considered a significant entrance corridor to the downtown and an important connection for the North of Washington and South of Iowa Districts (Sunnyvale 2020: 5-7). Currently, Block 20 contains a commercial building, residential homes and apartment units, office buildings, a mixed-use building, and associated infrastructure (i.e., internal roadways, driveways, parking spaces, sidewalks, underground utilities, and landscaping). Within Block 20, the proposed 510–528 S. Mathilda Avenue site consists of eight apartments and 8,883 square feet of office building and the 562–568 S. Mathilda Avenue site consists of one single-family residence and 3,190 square feet of office building.

a) Have a substantial adverse effect on a scenic vista?

Impacts AES-1 and AES-C of the 2020 DSP Draft EIR identifies no significant aesthetic impacts under project and cumulative conditions. As discussed under Impact 3.12.1 of the LUTE Update Draft EIR, Sunnyvale does not have any designated scenic vistas, but there are several trees and historic resources, including the cherry orchards on Mathilda Avenue near El Camino Real, that comprise important local scenic attributes. The LUTE Update Draft EIR identified no significant project or cumulative impacts (Impact 3.12.5) on scenic vistas that would occur with buildout under the General Plan.

The project is located in an existing developed residential and commercial area. Implementation of the Block 20 Area Project would allow an increase of allowable office and residential densities in Block 20. With adoption of the proposed Block 20 amendments to the DSP, the Block 20 development would be generally consistent with the LUTE and future DSP land uses expected along Mathilda Avenue within the South of Iowa District (i.e., commercial, office, and higher-density residences). The 510–528 S. Mathilda redevelopment project proposes to exceed allowable DSP building heights (40 feet) by 6 feet; however, the deviation in height limit, if approved by the City, would not be anticipated to adversely affect views in the Taaffe-Frances Heritage Neighborhood as the Block 20 Area Project would be partially and/or fully screened by existing development and trees located east of the Block 20 boundary. In addition, removal of cherry blossom trees on S. Mathilda Avenue is not proposed as part of this project. Landscaping and street trees along the project frontage are also proposed as part of the project. The project area does not contain scenic vistas. Therefore, (1) there are no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR or LUTE Update EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR or LUTE Update EIR. The findings of the certified 2020 DSP EIR and LUTE Update EIR remain valid and no further analysis is required.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Impact 3.12.2 of the LUTE Update Draft EIR and page 5-12 of the 2003 DSP Draft EIR identified that there are no designated state scenic highways in Sunnyvale. Impacts AES-1 and AES-C in the 2020 DSP Draft EIR identified no significant aesthetic impacts under project and cumulative conditions. Therefore, (1) there are no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR. The findings of the certified 2020 DSP EIR, LUTE Update EIR, and 2003 DSP EIR remain valid and no further analysis is required.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Impact 3.12.3 of the LUTE Update Draft EIR identifies that new development under the LUTE would mostly be concentrated around transit nodes and other areas that are visually appropriate for increased development intensities and densities and structure heights compared to existing developed conditions. The LUTE would result in new urban uses that would complement the city's existing urban character. Impacts AES-1 and AES-C of the 2020 DSP Draft EIR identified no significant aesthetic impacts under project and cumulative conditions. Pages 5-15 to 5-21 of the 2003 DSP Draft EIR identify that new development under the DSP would be consistent with the DSP design guidelines, creating a more visually consistent and distinctive visual character along Mathilda Avenue that would have beneficial effects on the visual character of the downtown area. The LUTE and DSP policies and associated actions require compliance with design guidelines for future development subsequent to the LUTE and DSP and would maintain compatibility with existing surrounding neighborhoods. These guidelines would further support the direction in the Citywide Design Guidelines.

With adoption of the proposed Block 20 DSP amendments, subsequent development would be consistent with applicable zoning and design guideline regulations governing scenic quality. The proposed architectural design of the proposed two redevelopment projects would be consistent with the developed conditions along Mathilda Avenue. Any deviation in building height would require City approval. Therefore, (1) there are no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR. The findings of the certified 2020 DSP EIR, LUTE Update EIR, and 2003 DSP EIR remain valid and no further analysis is required.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Impact 3.12.4 of the LUTE Update Draft EIR identifies that future development under the LUTE would not result in substantial increases in existing daytime glare or nighttime lighting conditions in the city. Citywide Design Guideline 3.B9 provides guidance on reducing light impacts and associated glare. Guideline 2.E3 includes design considerations to address glare, such as avoiding large expanses of highly reflective surfaces and mirror glass exterior walls. Furthermore, compliance with Sunnyvale Municipal Code Section 19.42.050 regarding restrictions on lighting would ensure that all lights, spotlights, floodlights, reflectors, and other means of illumination are shielded or equipped with special lenses so as to prevent any glare or direct illumination on any public street or other property. The LUTE Update Draft EIR identified that no significant project or cumulative impacts (Impact 3.12.5) from glare and nighttime lighting would occur. The 2003 DSP EIR identified that operational lighting impacts would be mitigated through compliance with Sunnyvale Municipal Code Section 19.42.050.[2]

The project is located in an existing developed residential and commercial area that contains existing sources of daytime glare from buildings as well as nighttime lighting from buildings, street lighting, and parking lot lighting. The Block 20 amendments to the DSP do not propose any changes to adopted DSP lighting guidelines. The redevelopment projects would not include any windows that could produce glare and would include architectural treatments designed to address glare. Subsequent development under Block 20 would also be subject to compliance to the lighting requirements in Municipal Code Section 19.42.050 regarding lighting shielding. Development would be required to meet the City's lighting requirements and policies designed to prevent glare and direct illumination beyond the project's property line. Therefore, (1) there are no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR. The findings of the certified 2020 DSP EIR, LUTE Update EIR, and 2003 DSP EIR remain valid and no further analysis is required.

[2] Mitigation measure 5-2 also identified prohibitions on illumination of building elements over 50 feet in height. Block 20 Area Project limits building heights to 40 feet.

Mitigation Measures

No significant aesthetic impacts were identified in the 2020 DSP EIR, LUTE Update EIR, and 2003 DSP EIR, and no mitigation measures were required.

Conclusion

No significant impacts are peculiar to the Block 20 Area Project. No new impacts have occurred nor has any new information been found requiring new analysis or verification. The project would not have any potentially significant off-site impacts or cumulative impacts that were not discussed in the 2020 DSP EIR, LUTE Update EIR, and 2003 DSP EIR. Therefore, the conclusions of the 2020 DSP EIR, LUTE Update EIR, and 2003 DSP remain valid and approval of the Block 20 Area Project would not require additional environmental review.

4.2 AGRICULTURE AND FOREST RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the 2020 DSP Draft and Final EIR, 2003 DSP Draft and Final EIR, or the LUTE Update Draft and Final EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
Agriculture and Forestry Resources. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	NA	No	No	NA, no impact would occur
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	NA	No	No	NA, no impact would occur
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	NA	No	No	NA, no impact would occur
d. Result in the loss of forest land or conversion of forest land to non-forest land?	NA	No	No	NA, no impact would occur
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	NA	No	No	NA, no impact would occur

4.2.1 Discussion and Conclusion

Agricultural and forestry impacts were scoped out of the LUTE Update EIR at the Notice of Preparation stage as these resources do not exist in the city. The project site does not contain any of these resources and would also have no impact. The 2020 DSP EIR and 2003 DSP EIR also identified no significant agricultural or forestry impacts.

4.3 AIR QUALITY

Environmental Issue Area	Where Impact Was Analyzed in the 2020 DSP Draft and Final EIR, 2003 DSP Draft and Final EIR, or the LUTE Update Draft and Final EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigations Address/Resolve Impacts?
Air Quality. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	2020 DSP Draft EIR pp. 57 to 60, Impact AQ-1; LUTE Update Draft EIR pp. 3.5-1 to 3.5-13, Impact 3.5.1	No	No	NA, impact remains less than significant
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	2020 DSP Draft EIR pp. 60 to 78, Impacts AQ-2, AQ-3, and AQ-C; 2003 DSP Draft EIR pp. 10-9 to 10-17, Impacts 10-1 and 10-2; LUTE Update Draft EIR pp. 3.5-1 to 3.5-13, Impacts 3.5.2, 3.5.3, and 3.5.8	No	No	Yes, impact remains significant and unavoidable
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	2020 DSP Draft EIR pp. 60 to 78, Impacts AQ-2, AQ-3, and AQ-C; 2003 DSP Draft EIR pp. 10-9 to 10-17, Impacts 10-1 and 10-2; LUTE Update Draft EIR Setting pp. 3.5-1 to 3.5-13, Impacts 3.5.2, 3.5.3, and 3.5.8	No	No	Yes, impact remains significant and unavoidable
d. Expose sensitive receptors to substantial pollutant concentrations?	2020 DSP Draft EIR pp. 68 to 73, Impact AQ-4; LUTE Update Draft EIR pp. 3.5-26 to 3.5-38, Impacts 3.5.5 and 3.5.6	No	No	Yes, impact remains less than significant
e. Create objectionable odors affecting a substantial number of people?	2020 DSP Draft EIR pp. 68 to 73, Impact AQ-4; LUTE Update Draft EIR pp. 3.5-26 to 3.5-38, Impact 3.5.7	No	No	Yes, impact remains less than significant

4.3.1 Discussion

There have been changes in the regulatory setting related to air quality, but these changes do not result in any new analysis requirements such that any new or more severe significant effects would occur than were analyzed in the LUTE Update EIR, 2003 DSP EIR, or 2020 DSP EIR.

On April 19, 2017, the Bay Area Air Quality Management District (BAAQMD) adopted an updated air quality plan, the *2017 Clean Air Plan: Spare the Air, Cool the Climate* (2017 Clean Air Plan). Like the previous 2010 Clean Air Plan, the 2017 Clean Air Plan contains a regional strategy to protect public health and the climate. The 2017 Clean Air Plan updates the most recent Bay Area ozone plan, the 2010 Clean Air Plan, pursuant to air quality planning requirements defined in the California Health and Safety Code. To fulfill state ozone planning requirements, the 2017 Control Strategy, integrated in the 2017 Clean Air Plan, includes all feasible measures to reduce emissions of ozone precursors—reactive organic gases (ROG) and nitrogen oxides (NO_X)—and reduce transport of ozone and its precursors to neighboring air basins. Santa Clara County is located in the San Francisco Bay Area Air Basin, along with neighboring Alameda, Contra Costa, Santa Clara, San Francisco, San Mateo, Marin, and Napa Counties and the southern portions of Solano and Sonoma Counties. Santa Clara County is in nonattainment for the national ambient air quality standards (NAAQS) 8-hour ozone and fine particular matter with an aerodynamic resistance diameter of 2.5 micrometers or less ($PM_{2.5}$) and nonattainment for the California ambient air quality standards (CAAQS) for ozone, $PM_{2.5}$, and respirable particulate matter with an aerodynamic diameter of 10 micrometers or less (PM_{10}).

Since certification of the 2003 DSP EIR and the LUTE Update EIR, the California Supreme Court also issued a ruling in *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502 regarding an air quality analysis prepared for the Friant Ranch Development Project EIR in December 2018. The court asserted that the air quality analysis performed for the project did not adequately explain the nature and magnitude of long-term air quality impacts from emissions of criteria pollutants and ozone precursors. The court held that the EIR lacked "sufficient detail to enable those who did not participate in its preparation to understand and consider meaningfully the issues the proposed project raises."

The court expressed the need to determine whether there was a connection between the significant project emissions and the human health impacts associated with such emissions. According to the court, one pathway would be to estimate the level of ozone that would be produced from the project, measure to what extent human health would be affected, and describe where daily exceedances of the NAAQS and CAAQS would occur in an air basin. This detailed approach to modeling is founded on the assumption that such an exercise would produce estimates of meaningful accuracy.

In response to this recent court case, a discussion of the development of air quality thresholds of significance for criteria pollutants and ozone precursors and their connection to attainment of the NAAQS and CAAQS, as well as a discussion of the applicability of regional air pollution modeling is provided below.

Typically, air districts develop thresholds of significance for CEQA evaluation (summarized below) in consideration of maintaining or achieving attainment under the NAAQS and CAAQS for the geographical area they oversee (long-term regional air quality planning). These thresholds are tied to the State Implementation Plan (SIP) for an air district in nonattainment for criteria air pollutants in a cumulative context. These SIPs are submitted to the California Air Resources Board (CARB) and contain an inventory of existing ambient air pollutant concentrations and, if applicable, a suite of measures to reduce air pollution and a projected date of achieving attainment under the NAAQS and CAAQS. Air quality plans identify a budget that accounts for new, future sources of pollution from land use development and stationary sources. These budgets inform the development of CEQA thresholds of significance and represent an allowable level of pollution that, when emitted in volumes below such thresholds, would not conflict with an air district's long-term regional air quality planning or attainment date.

The NAAQS and CAAQS represent concentrations of criteria air pollutants protective of human health and are substantiated by extensive scientific evidence. the US Environmental Protection Agency (EPA) and CARB recognize that ambient air quality below these concentrations would not cause adverse health impacts to exposed receptors. In connecting an air district's (e.g., BAAQMD) thresholds of significance to its anticipated date of attainment, projects that demonstrate levels of construction and/or operational emissions below the applicable thresholds would be consistent

with long-term regional planning efforts. These projects would not result in emissions that would conflict with an area achieving future attainment status under the NAAQS and CAAQS as outlined in an applicable air quality plan.

Similarly, projects that demonstrate emissions levels in exceedance of an applicable threshold could contribute to the continued nonattainment designation of a region or potentially degrade a region from attainment to nonattainment, resulting in acute or chronic respiratory and cardiovascular illness associated with exposure to concentrations of criteria air pollutants above what EPA and CARB consider safe. Symptoms can include coughing, difficulty breathing, chest pain, eye and throat irritation, and, in extreme cases, death caused by exacerbation of existing respiratory and cardiovascular disease, cancer, and impaired immune and lung function.

However, the exact location and magnitude of specific health impacts that could occur as a result of individual project-level construction- or operation-related emissions is infeasible to model with a high degree of accuracy. While dispersion modeling of project-generated particulate matter (PM) may be conducted to evaluate resulting ground-level concentrations, the secondary formation of PM is similar to the complexity of ozone formation, and localized impacts of directly emitted PM do not always equate to local PM concentrations due to the transport of emissions. Ozone is a secondary pollutant formed from the oxidation of ROG and NO_X in the presence of sunlight. Rates of ozone formation are a function of a variety of complex physical factors, including topography, building influences on air flow (e.g., downwash), ROG and NO_X concentration ratios, multiple meteorological conditions, and sunlight exposure (Seinfeld and Pandis 1996: 298). For example, rates of ozone formation are highest in elevated temperatures and when the ratio of ROG to NOx is 5.5:1. When temperatures are lower and this ratio shifts, rates of ozone formation are stunted (Seinfeld and Pandis 1996: 299–300). In addition, ROG emissions are composed of many compounds that have different levels of reactivity leading to ozone formation. Methane, for instance, is the most common ROG compound, yet it has one of the lowest reactivity potentials (Seinfeld and Pandis 1996: 309, 312). Moreover, some groups may develop more severe health impacts than others. For instance, infants, children, the elderly, and individuals with preexisting medical conditions are more susceptible to developing illnesses from exposure to air pollutants.

Notably, during the litigation process in the Friant Ranch case, the San Joaquin Valley Air Pollution Control District (SJVAPCD) submitted an amicus curiae brief that provided scientific context and expert opinion regarding the feasibility of performing regional dispersion modeling for ozone. In the brief, SJVAPCD states that "CEQA does not require an EIR to correlate a project's air quality emissions to specific health impacts, because such an analysis is not reasonably feasible." SJVAPCD reiterates:

> the Air District has based its thresholds of significance for CEQA purposes on the levels that scientific and factual data demonstrate that the [SJVAB] can accommodate without affecting the attainment date for the NAAQS. The Air District has tied its CEQA significance thresholds to the level at which stationary pollution sources must 'offset' their emissions…Thus the CEQA air quality analysis for criteria air pollutants is not really localized, project-level impact analysis but one of regional 'cumulative impacts.'

The brief asserts that these CEQA thresholds of significance are not intended to be applied such that any localized human health impact associated with a project's emissions could be identified. Rather, CEQA thresholds of significance are used to determine whether a project's emissions would obstruct a region's capability of attaining the NAAQS and CAAQS according to the emissions inventory prepared in a SIP, which is then submitted and reviewed by CARB and EPA.

As summarized above, BAAQMD has established daily mass emissions thresholds of significance for project-level emissions. These mass emissions thresholds are developed in consideration of long-term air quality planning in the San Francisco Bay Area Air Basin. However, simply exceeding these emissions thresholds is not intended to be used to predict specific adverse human health outcomes. For instance, the degree or severity of an adverse health outcome is not determined solely based on exposure to a certain concentration of a criteria air pollutant, as other factors such as age, genetics, preexisting conditions, proximity to existing sources of pollution, and exposure period would also contribute to an individual's susceptibility to be adversely affected by air pollution. This information is private and not available to a lead agency and thus cannot be included in a model to qualitatively predict future health impacts in the context of exposure to concentrations of air pollution in exceedance of an ambient air quality standard (AAQS).

However, the NAAQS and CAAQS were developed in consideration of ample scientific research indicating that human health impacts may occur from exposure to certain concentrations of criteria air pollutants; therefore, a correlation between a violation of an AAQS and adverse health impacts can be made if a specific exceedance can be identified. Thus, for the reasons stated above, human health impacts are evaluated qualitatively rather than quantitatively due to inherent uncertainty pertaining to a particular individual's vulnerability to air pollution.

Since certification of the LUTE Update EIR in April 2017, BAAQMD updated its CEQA Guidelines in May 2017 but did not make any substantive changes to its recommended thresholds. In December 2018, the Governor's Office of Planning and Research (OPR) finalized updates to the CEQA Guidelines. The final adopted text included revisions to the significance criteria in Appendix G of the CEQA Guidelines. The following impact analysis uses the most recent iteration of the Appendix G Guidelines and, where appropriate, has been aligned with the significance criteria used in the LUTE Update EIR. On April 20, 2022, BAAQMD updated its CEQA Guidelines establishing new methodologies, protocols, and thresholds of significance for climate impacts; however, this update did not include any updates to air quality thresholds.

The analysis below compares approved development for Block 20 to the Block 20 Area Project to determine whether the changes to the Block 20 development potential have resulted in a new significance impact or an impact of greater severity. Specifically, the proposed changes include changing the land use designation of Block 20 from High Density Residential to Downtown Mixed-Use, updating Downtown Mixed-Use (formerly High Density Residential) acreage from 1.49 acres to 1.63 acres and allowable residential units per block from 51 units to 103 units, and changing the maximum allowable office square footage from 16,400 to 36,500.

a) Conflict with or obstruct implementation of the applicable air quality plan?

The federal Clean Air Act and the California Clean Air Act require air districts to create air quality plans that detail how an air district will attain the NAAQS and the CAAQS. These plans must be updated periodically and submitted to CARB for review and inclusion in the State Implementation Plan to be submitted to EPA. The most recently adopted air quality plan for the San Francisco Bay Area Air Basin is the 2017 Clean Air Plan. To fulfill state ozone planning requirements, the 2017 control strategy includes all feasible measures to reduce emissions of ozone precursors (ROG and NO_X) and reduce the transport of ozone and its precursors to neighboring air basins. In addition, the 2017 Clean Air Plan builds upon and enhances BAAQMD's efforts to reduce emissions of $PM_{2.5}$, PM_{10}, and toxic air contaminants (TACs). The 2017 Clean Air Plan does not include control measures that apply directly to individual development projects. Instead, the 2017 control strategy includes measures related to stationary sources, transportation, energy, buildings, agriculture, natural and working lands, waste management, water, and greenhouse gases (GHGs) (BAAQMD 2017).

The 2017 plan focuses on two paramount goals (BAAQMD 2017):

- Protect air quality and health at the regional and local scale by attaining all state and national air quality standards and eliminating disparities among Bay Area communities in cancer health risk from TACs.
- Protect the climate by reducing Bay Area GHG emissions to 40 percent below 1990 levels by 2030, and 80 percent below 1990 levels by 2050.

Using BAAQMD's recommendations, a determination of consistency with the 2017 plan should demonstrate that a project:

- supports the primary goals of the 2017 Clean Air Plan,
- includes applicable control measures from the 2017 Clean Air Plan, and
- would not disrupt or hinder implementation of any control measures in the 2017 Clean Air Plan.

A project that would not support the 2017 Clean Air Plan's goals would not be considered consistent with the plan. On an individual project basis, consistency with BAAQMD's quantitative thresholds is interpreted as demonstrating support for the 2017 Clean Air Plan's goals. The 2020 DSP EIR identifies that the Block 20 Area Project would include applicable control measures from the 2017 Clean Air Plan and would not disrupt or hinder implementation of such

control measures. Analysis of the air quality impacts of the proposed project indicates that the Block 20 Area Project would not result in conditions that would alter the conclusion of the 2020 EIR, which stated that the Block 20 Area Project would not conflict with or obstruct implementation of the applicable air plan [2017 Clean Air Plan]. This remains consistent with the finding of the 2020 DSP EIR and LUTE Update EIR, which concluded a less-than-significant impact (see Table 4-1). There are no new circumstances resulting in new impacts or new information requiring additional analysis related to the criteria air emissions. The conclusions regarding impacts on criteria air emissions contained in the 2020 DSP EIR and LUTE Update EIR remain valid, and no further impacts would occur. The 2003 DSP EIR was certified prior to the adoption of the 2003 Clean Air Plan.

Table 4-1 Consistency with Applicable Control Strategies of 2017 Clean Air Plan

Control Measure	Project Consistency with Measure Intent
Transportation Measures	
TR2 - Trip Reduction Programs: Implement the regional Commuter Benefits Program (Rule 14-1) that requires employers with 50 or more Bay Area employees to provide commuter benefits. Encourage trip reduction policies and programs in local plans, e.g., general and specific plans while providing grants to support trip reduction efforts. Encourage local governments to require mitigation of vehicle travel as part of new development approval, to adopt transit benefits ordinances in order to reduce transit costs to employees, and to develop innovative ways to encourage rideshare, transit, cycling, and walking for work trips. Fund various employer-based trip reduction programs.	Consistent: The project is required to implement a Transportation Control Management (TCM) program (see TCM C of the LUTE Update Draft EIR and TR2 from the 2020 DSP Draft EIR). The program measures could include, but are not limited to, carpool incentives, carshare memberships, additional last-mile services, and vanpools. Block 20 is also in close proximity to transit services.
TR8 - Ridesharing, Last-Mile Connection: Promote carpooling and vanpooling by providing funding to continue regional and local ridesharing programs, and support the expansion of carsharing programs. Provide incentive funding for pilot projects to evaluate the feasibility and cost effectiveness of innovative ridesharing and other last-mile solution trip reduction strategies. Encourage employers to promote ridesharing and carsharing to their employees.	
TR9 - Bicycle and Pedestrian Access and Facilities: Encourage planning for bicycle and pedestrian facilities in local plans, e.g., general and specific plans, fund bike lanes, routes, paths and bicycle parking facilities.	Consistent: As discussed in Section 3.17, Transportation/Traffic, the existing bicycle and pedestrian facilities provide adequate access to the Block 20 area.
TR13 - Parking Policies: Encourage parking policies and programs in local plans, e.g., reduce minimum parking requirements; limit the supply of off-street parking in transit-oriented areas; unbundle the price of parking spaces; support implementation of demand-based pricing in high-traffic areas.	Consistent: Subsequent development in Block 20 is required to implement a Transportation Control Management (TCM) program (see TCM C of the LUTE Update Draft EIR and TR13 of the 2020 DSP Draft EIR).
Building Measures	
BL1 - Green Buildings: Collaborate with partners such as KyotoUSA to identify energy-related improvements and opportunities for onsite renewable energy systems in school districts; investigate funding strategies to implement upgrades. Identify barriers to effective local implementation of the California Green Building Standards Code (CALGreen; Title 24) statewide building energy code; develop solutions to improve implementation/enforcement. Work with ABAG's BayREN program to make additional funding available for energy-related projects in the buildings sector. Engage with additional	Consistent: Subsequent development in Block 20 would be constructed consistent with CALGreen and Title 24 requirements.

Control Measure	Project Consistency with Measure Intent
partners to target reducing emissions from specific types of buildings.	
BL2 - Decarbonize Buildings: Explore potential Air District rulemaking options regarding the sale of fossil fuel-based space and water heating systems for both residential and commercial use. Explore incentives for property owners to replace their furnace, water heater or natural-gas powered appliances with zero-carbon alternatives. Update Air District guidance documents to recommend that commercial and multi-family developments install ground source heat pumps and solar hot water heaters.	Consistent: Electricity is provided to the site by Silicon Valley Clean Energy (SVCE). SVCE customers are automatically enrolled in the GreenStart plan, which generates its electricity from 100 percent carbon-free sources; with 50 percent from solar and wind sources, and 50 percent from hydroelectric. Customers have the option to enroll in the GreenPrime plan, which generates its electricity from 100 percent renewable sources such as wind and solar.
BL4 - Urban Heat Island Mitigation: Develop and urge adoption of a model ordinance for "cool parking" that promotes the use of cool surface treatments for new parking facilities, as well existing surface lots undergoing resurfacing. Develop and promote adoption of model building code requirements for new construction or reroofing/roofing upgrades for commercial and residential multifamily housing.	Consistent: Subsequent development in Block 20 would use materials with high reflectivity for all new parking lots and sidewalks to reduce the heat island effect. Future development would also be subject to provisions for reduced parking standards, and constructed in compliance with CALGreen, which requires installation of cool roofs for commercial buildings
Waste Management Measures	
WA4 - Recycling and Waste Reduction: Develop or identify and promote model ordinances on community-wide zero waste goals and recycling of construction and demolition materials in commercial and public construction projects	Consistent: Subsequent development in Block 20 would provide on-site recycling services and recycle and/or salvage for reuse a minimum of 65 percent of nonhazardous construction and demolition waste.
Water Measures	
WR2 - Support Water Conservation: Develop a list of best practices that reduce water consumption and increase on-site water recycling in new and existing buildings; incorporate into local planning guidance.	Consistent: Subsequent development in Block 20 would be constructed consistent with CALGreen and Title 24 requirements, which require incorporation of water conservation measures.

Notes: DSP = Downtown Specific Plan, TCM = transportation control management, LUTE = Land Use and Transportation Element, EIR = environmental impact report, CALGreen = California Green Building Standards Code, ABAG = Association of Bay Area Governments, BayREN = Bay Area Regional Energy Network, SVCE = Silicon Valley Clean Energy

Sources: City of Sunnyvale 2020: 58–60; 2016.

b) Violate any air quality standard of contribute substantially to an existing or projected air quality violation?

and

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Despite the approved development for Block 20 being consistent with item a) above, Impact 3.5.2 of the LUTE Update Draft EIR states that the city's growth (including Block 20) would present a significant and unavoidable impact because of a 43.8 percent increase in vehicle miles traveled (VMT). The approved development for Block 20 would likely have a cumulative effect on this impact due to the proposed increase in office space and residential units. Table 4-3 summarizes and compares operational emissions of the approved development for Block 20 and the Block 20 Area Project. This impact determination was made in the 2003 DSP EIR (Impact 10-2), while the proposed DSP amendments under the 2020 DSP EIR were mitigated through implementation of Mitigation Measures AQ-2-1 through AQ-2-4.

Short-term construction impacts are addressed in 2020 DSP Draft EIR Impact AQ-2 and in LUTE Update Draft EIR Impact 3.5.3. Due to the speculative nature of future project construction and uncertainty as to whether air quality emissions would remain below BAAQMD significance thresholds, this impact is considered significant and unavoidable. Mitigation is required to reduce construction-related emissions. Both the approved development for Block 20 and the Block 20 Area Project would result in emissions of criteria air pollutants and precursors during construction and operation. Construction would generate emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$ from site preparation, grading, building construction, paving, and application of architectural coatings. The California Estimator Model (CalEEMod) Version 2020.4.0 was used to estimate these emissions. Air quality modeling input and output parameters, detailed assumptions, and construction and operational emissions estimates are provided in Appendix D, Air Quality and GHG Emission Modeling Outputs.

Table 4-2 summarizes the construction emissions from implementation of the approved development for Block 20 and the Block 20 Area Project. Construction-generated emissions of NO_X would not exceed BAAQMD's significance threshold of 54 pounds per day (lb/day). The analysis noted that, while the contribution of the DSP and LUTE Update to adverse impacts to air quality would be cumulatively considerable, the BAAQMD-recommended significance thresholds, as applied to each individual project, would be used to determine whether a project's contribution to a significant impact to air quality would be cumulatively considerable.

The City adopted LUTE Update Mitigation Measure 3.5.3 that requires construction projects to implement BAAQMD's basic construction mitigation measures as well as use construction equipment that is CARB Tier 3 Certified or better to address construction emissions that would apply to the Block 20 Area Project.

Construction is assumed to include demolition of approximately 21,000 sf of existing structures on the project site, excavation of approximately 98,000 cubic yards of soil for an underground parking structure, and construction of mixed-use office and apartment buildings consisting of 103 residential units and 36,500 sf of mixed-use commercial and office space. Demolition and new construction and excavation for underground parking could result in fugitive dust emissions. The use of heavy-duty equipment for demolition and construction activities would generate emissions such as ROG, NO_X, sulfur dioxide (SO_2), carbon monoxide (CO), PM_{10}, and $PM_{2.5}$.

Table 4-2 Summary of Maximum Average Daily Emissions[1] of Criteria Air Pollutants and Precursors Associated with Construction for the Approved Development of Block 20 and the Proposed Block 20 Area Project

	ROG (lb/day)	NOx (lb/day)	PM_{10} Exhaust (lb/day)	$PM_{2.5}$ Exhaust (lb/day)
Approved Development of Block 20 (maximum)				
	10	46	1	1
Proposed Block 20 Area Project (maximum)				
	22	54	1	1
BAAQMD Emissions Threshold	54	54	82	54

Notes: lb/day = pounds per day; ROG = reactive organic gases; NO_X = oxides of nitrogen; PM_{10} = respirable particulate matter; $PM_{2.5}$ = fine particulate matter;

[1] Average Daily Exhaust Emissions represent average daily level for each pollutant over the entire construction period.

Source: Appendix D (modeling performed by Ascent Environmental in 2022).

Maximum daily construction emissions of criteria pollutants and precursors are summarized in Table 4-2. Exhaust emissions generated by construction activities would not exceed BAAQMD's applicable thresholds of significance. However, it should be noted that daily NOx emissions associated with construction of the Block 20 Area Project may exceed BAAQMD thresholds. As noted above, LUTE Update EIR Mitigation Measure 3.5.3 requires construction projects to implement BAAQMD's basic construction mitigation measures, which include the use of CARB Tier 3 certified or better construction equipment to address construction emissions. Additionally, Mitigation Measure 3.5.3

includes the following dust control measures: (1) all exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day; (2) all haul trucks transporting soil, sand, or other loose material off-site shall be covered; (3) all visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited; (4) all vehicle speeds on unpaved roads shall be limited to 15 mph; (5) all roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used; and (6) post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours.

Through compliance with these mitigation measures, particularly use of Tier 3 engines, NO_X exhaust emissions would not exceed BAAQMD's thresholds of significance.

The operational emissions of the approved development for Block 20 and the Block 20 Area Project are summarized in Table 4-3. Approved development for Block 20 consists of 16,400 square feet of commercial uses and 51 residential units capable of accommodating approximately 150 people. The proposed Block 20 Area Project would increase development potential to up to 36,500 sf of commercial uses and 103 residential units capable of accommodating approximately 295 people. Operational emissions are assumed to be generated from electricity and natural gas use in the residential and office spaces, as well as vehicle trips accessing the project site.

Operation of the Block 20 Area Project would generate slightly greater operational emissions than the approved development for Block 20. This is attributable to higher mobile-source emissions associated with vehicles accessing the project site from the increase in the numbers of residents and office workers. Control measures would likely be implemented to reduce traffic generation. For example, a measure may be taken that incentivizes ridesharing through the funding of local ridesharing programs, hence reducing the total number of vehicles on the road. Nevertheless, the emissions from operation of the Block 20 Area Project would not exceed BAAQMD's emissions thresholds for ROG, NO_X, PM_{10}, or $PM_{2.5}$.

Table 4-3 Summary of Operational Emissions of Criteria Pollutants and Precursor Emissions for the Approved Development of Block 20 and the Proposed Block 20 Area Project

Emissions Source	ROG (lb/day)	NOx (lb/day)	PM_{10} (lb/day)	PM_{10} (tpy)	$PM_{2.5}$ (lb/day)	$PM_{2.5}$ (tpy)
Approved Project						
Area	22	<1	4	<1	4	<1
Energy	<1	<1	<1	<1	<1	<1
Mobile	1	2	2	<1	<1	<1
Total	24	2	6	<1	5	<1
Proposed Project						
Area	46	1	8	<1	8	<1
Energy	<1	<1	<1	<1	<1	<1
Mobile	2	2	4	<1	1	<1
Total	48	3	13	<1	9	<1
BAAQMD Emissions Threshold	54	54	82	15	54	10

Notes: lb/day = pounds per day; ROG = reactive organic gases; NO_X = oxides of nitrogen; PM_{10} = respirable particulate matter; $PM_{2.5}$ = fine particulate matter; tpy = tons per year; BAAQMD = Bay Area Air Quality Management District

Source: Appendix D (modeling performed by Ascent Environmental in 2022).

The modeling results indicate that the Block 20 Area Project would not exceed BAAQMD thresholds. The project would be required to implement Mitigation Measure 3.5.3, identified in the LUTE Update EIR, to reduce the air quality impacts of short-term construction. Therefore, with application of Mitigation Measure 3.5.3, (1) there are no new

significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR. The findings of the certified 2020 DSP EIR, LUTE Update EIR, and 2003 DSP EIR remain valid and no further analysis is required.

d) Expose sensitive receptors to substantial pollutant concentrations?

Impact AQ-4 of the 2020 DSP Draft EIR and Impacts 3.5.4, 3.5.5, 3.5.6, and 3.5.8 of the LUTE Update Draft EIR evaluated whether construction and operational activities would expose sensitive receptors to substantial pollutant concentrations that would include TACs. Sensitive receptors include residences, schools, medical facilities, family day cares, and places of worship. Construction-related TACs potentially affecting sensitive receptors include off-road diesel-powered equipment, and operational TACs include mobile and stationary sources of diesel particulate matter. Both of these impacts are identified in the LUTE Update EIR as potentially significant. Implementation of Mitigation Measure 3.5.5 and Mitigation Measure 3.5.6, in addition to BAAQMD permitting requirements, were determined in the LUTE Update EIR to provide adequate mitigation to reduce these impacts to less than significant under project conditions but found that the LUTE's contribution to significant cumulative impacts would be cumulatively considerable (Impact 3.5.8). These mitigation measures are similar to 2020 DSP EIR Mitigation Measure AQ-4.1 that required evaluation of the health risk and mitigation of the emission source.

The project would not result in the regular use during operation of any TAC sources, such as regular and frequent visits by diesel-powered haul trucks or use of a generator. Project construction could involve the use of diesel particulate matter–emitting off-road construction equipment over a 28-month construction period. Because the Block 20 Area Project would not introduce new operational sources of TACs, a health risk assessment was not prepared. A qualitative discussion of diesel PM, the primary TAC of concern during construction activity, comprises the focus of this analysis.

Considering the highly dispersive properties of diesel particulate matter, the relatively low mass of PM_{10} exhaust (considered a surrogate for diesel PM) that would generated during project construction (i.e., 1 lb/day) (see Table 4-2), the requirement to use Tier 3 engines during project construction pursuant to LUTE Update EIR Mitigation Measure 3.5.3, the permitting requirements of Mitigation Measure 3.5.5, and the relatively short period during which particulate matter–emitting construction activity would take place (i.e., 28 months), the impact of construction-related activities exposing sensitive receptors to a substantial pollutant concentration would be less than significant. It should be further noted that exhaust emissions from construction equipment have continued to decrease as emissions controls tighten and cleaner operating equipment replaces older equipment.

Implementation of Mitigation Measure 3.5.6 was determined to be unnecessary given that the project does not propose adding new sensitive receptors to the project area that could be adversely affected by construction emissions and the Block 20 Area Project would not be a significant operational source of TACs or generate 100 heavy-duty truck trips daily.

Therefore, with implementation of LUTE Update EIR Mitigation Measure 3.5.5 and application of uniformly applied development standards and policies, (1) there are no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR. The findings of the certified 2020 DSP EIR, LUTE Update EIR, and 2003 DSP EIR remain valid and no further analysis is required.

e) Create objectionable odors affecting a substantial number of people?

Impact 3.5.7 of the LUTE Update Draft EIR identified that development associated with the LUTE could create objectionable odors affecting a substantial number of people. No significant odor impacts were identified in the 2020 DSP EIR or 2003 DSP EIR. The LUTE Update Draft EIR concluded that implementation of Mitigation Measure 3.5.7 would reduce this impact to less than significant.

The Block 20 Area Project does not include any long-term uses that are considered to be sources of objectionable odors (e.g., landfill, wastewater treatment plant). Operation of the project may include a limited number of diesel-fueled trucks delivering materials to the project area; however, truck deliveries would be infrequent and not involve constant emissions of odorous diesel exhaust. Parking-related land uses are not typically considered to be sources of objectionable odors and would not be subject to implementation of Mitigation Measure 3.5.7. Thus, the Block 20 Area Project would not be a source of objectionable odors and the surrounding development, which consists of primarily commercial and office/research and development (R&D) uses, is not a source of objectionable odors. Therefore, (1) there are no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR. The findings of the certified 2020 DSP EIR, LUTE Update EIR, and 2003 DSP EIR remain valid and no further analysis is required.

Mitigation Measures

The following mitigation measures were referenced in the LUTE Update EIR analysis and are new General Plan policies that are applicable to the project.

Mitigation Measure MM 3.5.3 Short-Term Construction Emissions

The following will be added as policies to the Environmental Management Chapter of the General Plan:

- Prior to the issuance of grading or building permits, the City of Sunnyvale shall ensure that BAAQMD basic construction mitigation measures from Table 8-1 of the BAAQMD 2011 CEQA Air Quality Guidelines (or subsequent updates) are noted on the construction documents.

In the cases where construction projects are projected to exceed the BAAQMD's air pollutant significance thresholds for NO_X, PM_{10}, and/or $PM_{2.5}$, all off-road diesel-fueled equipment (e.g., rubber-tired dozers, graders, scrapers, excavators, asphalt paving equipment, cranes, tractors) shall be at least CARB Tier 3 Certified or better.

Mitigation Measure MM 3.5.5 Short-Term Construction Emissions

The following will be added as policies to the Environmental Management Chapter of the General Plan:

- In the case when a subsequent project's construction span is greater than 5 acres and/or is scheduled to last more than two years, the subsequent project applicant shall be required to prepare a site-specific construction pollutant mitigation plan in consultation with Bay Area Air Quality Management District (BAAQMD) staff prior to the issuance and grading permits. A project-specific construction-related dispersion modeling acceptable to the BAAQMD shall be used to identify potential toxic air contaminant impacts, including diesel particulate matter. If BAAQMD risk threshold (i.e., probability of contracting cancer is greater than 10 in one million) would be exceeded, mitigation measures shall be identified in the construction pollutant mitigation plan to address potential impacts and shall be based on site-specific information such as the distance to the nearest sensitive receptors, project site plan details, and construction schedule. The City shall ensure construction contracts include all identified measures and that the measures reduce the health risk below BAAQMD risk thresholds. Construction pollutant mitigation plan measures shall include but not be limited to:
    1. Limiting the amount of acreage to be graded in a single day.
    2. Restricting intensive equipment usage and intensive ground disturbance to hours outside of normal school hours.
    3. Notifying affected sensitive receptors one week prior to commencing on-site construction so that any necessary precautions (such as rescheduling or relocation of outdoor activities) can be implemented. The written notification shall include the name and telephone number of the individual empowered to manage construction of the project. In the event that complaints are received, the individual empowered to manage construction shall respond to the complaint within 24 hours. The response shall include identification of measures being taken by the project construction contractor to reduce construction-related air pollutants. Such a measure may include the relocation of equipment.

Conclusion

While the analysis of the proposed project includes additional detail for the Block 20 Area Project, (1) there are no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR. The findings of the certified 2020 DSP EIR, LUTE Update EIR, and 2003 DSP EIR remain valid and no further analysis is required.

4.4 BIOLOGICAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the 2020 DSP Draft and Final EIR, 2003 DSP Draft and Final EIR, or the LUTE Update Draft and Final EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
Biological Resources. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	2020 DSP Draft EIR pp. 82 to 83, Impact BIO-1; 2003 DSP Draft EIR pp. 14-5 to 14-6; LUTE Update Draft EIR Setting pp. 3.9-1 to 3.9-13, Impacts 3.9.1 and 3.9.5	No	No	NA, impact remains less than significant
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	2020 DSP Draft EIR pp. 83 to 84, Impact BIO-2; 2003 DSP Draft EIR p. 14-5; LUTE Update Draft EIR Setting pp. 3.9-1 to 3.9-13, Impacts 3.9.2 and 3.9.5	No	No	NA, impact remains less than significant
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	2020 DSP Draft EIR pp. 83 to 84, Impact BIO-2; LUTE Update Draft EIR Setting pp. 3.9-1 to 3.9-13, Impacts 3.9.2 and 3.9.5	No	No	NA, impact remains less than significant
d. Interfere substantially with the movement of any native resident or migratory fish and wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	2020 DSP Draft EIR p. 84, Impact BIO-3; LUTE Update Draft EIR Setting pp. 3.9-1 to 3.9-13, Impacts 3.9.3 and 3.9.5	No	No	NA, impact remains less than significant
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	2020 DSP Draft EIR pp. 84 to 86, Impact BIO-4; 2003 DSP Draft EIR p. 14-6; LUTE Update Draft EIR Setting pp. 3.9-1 to 3.9-13, Impacts 3.9.4 and 3.9.5	No	No	NA, impact remains less than significant
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	2020 DSP Draft EIR p. 87, Impact BIO-5; LUTE Update Draft EIR Setting pp. 3.9-1 to 3.9-13, Impacts 3.9.4 and 3.9.5	No	No	NA, impact remains less than significant

4.4.1 Discussion

Biological resources are discussed in the LUTE Update Draft EIR, 2020 DSP Draft EIR, and 2003 DSP Draft EIR. To determine if there was substantial new information about the setting at the two proposed redevelopment sites, the project applicant had a qualified biologist evaluate the project site. The biologist confirmed that the two project sites do not support any endangered or sensitive species (Albion 2019a, 2019b). Block 20 is currently developed, surrounded by dense urban development, and does not contain natural plant communities, other natural habitat or sensitive habitat, no suitable habitat for any special-status species, and no wetlands or other waters of the United States. The two project sites are developed and located in a densely urban environment and do not support any suitable habitat for wildlife nursery sites, including bird rookeries or roosting bat colonies (Albion 2019a, 2019b). As a condition of approval, the Block 20 Area Project would be required to provide a tree removal plan to the City to comply with the Sunnyvale Tree Preservation Ordinance and prepare an Avian Collision Risk Assessment for the project to comply with the Sunnyvale Bird Safe Design Guidelines and state law to prevent impacts to nesting and flying birds.

The 510–528 S. Mathilda Avenue site contains tall hedges and trees along fence lines and a few tall trees along Mathilda Avenue that could provide suitable bird nesting habitat (Albion 2019a). The 562–568 S. Mathilda Avenue site contains trees and ornamental bushes that could provide suitable bird nesting habitat (Albion 2019b).

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the US Fish and Wildlife Service?

As identified in LUTE Update Draft EIR, 2020 DSP Draft EIR, and 2003 DSP Draft EIR, the project area is largely built out and does not have large areas of natural habitat, but it could support nesting bird species. Active nests of all migratory birds, including raptors, are protected by state and federal law. Direct impacts on special-status species could occur as a result of construction of private development and/or public projects supporting future uses (e.g., trails). The LUTE policies and actions include protections that address natural habitat conditions in the city. The City of Sunnyvale is also required to comply with all applicable federal and state laws and regulations pertaining to species and habitat protection. This would include ensuring that nesting birds and raptors are not impacted during construction activities.

As described above, the project site consists of existing development (e.g., buildings, parking lots, roads) and landscaping (e.g., shrubs, trees). No natural habitat conditions exist to support special-status species. Subsequent development of Block 20 also is required to comply with the federal and state provisions that prohibit harm to nesting birds and raptors. To ensure compliance, the two project plans would be required (if approved) to include the following statement: "In accordance with the Migratory Bird Treaty Act, the California Fish and Game Code, and other relevant statutory authorities, tree removals will be avoided that are identified to contain an active bird or raptor nest and provide an appropriate non-disturbance buffer around the nest site until the birds leave the nest."

With the application of uniformly applied development standards and policies, (1) there are no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR. The findings of the certified 2020 DSP EIR, LUTE Update EIR, and 2003 DSP EIR remain valid and no further analysis is required.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the US Fish and Wildlife Service?

LUTE Update Draft EIR Impacts 3.9.2 and 3.9.5 address potential impacts to wetlands and other sensitive habitats from implementation of the LUTE. The analysis identifies that subsequent projects under the LUTE are required to comply with all applicable federal and state laws and regulations pertaining to species and habitat protection in addition to

LUTE policies and actions and the City's Municipal Code. This impact was identified as less than significant under project and cumulative conditions (Impact 3.9.5). The 2020 DSP EIR and 2003 DSP EIR identified no impacts to these habitats.

As identified above, Block 20 does not contain riparian areas or other sensitive natural habitat communities. Therefore, (1) there are no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR. The findings of the certified 2020 DSP EIR, LUTE Update EIR, and 2003 DSP EIR remain valid and no further analysis is required.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

LUTE Update Draft EIR Impacts 3.9.2 and 3.9.5 address potential impacts to wetlands from implementation of the LUTE. The analysis identifies that subsequent projects under the LUTE are required to comply with all applicable federal and state laws and regulations pertaining to species and habitat protection in addition to LUTE policies and actions and the City's Municipal Code. This impact was identified as less than significant under project and cumulative conditions (Impact 3.9.5). The 2020 DSP EIR and 2003 DSP EIR identified no wetland impacts.

As identified above, Block 20 contains no wetland resources. Therefore, (1) there are no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR. The findings of the certified 2020 DSP EIR, LUTE Update EIR, and 2003 DSP EIR remain valid and no further analysis is required.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Impact BIO-3 of the 2020 DSP Draft EIR and Impacts 3.9.3 and 3.9.5 of the LUTE Update Draft EIR identified no significant impacts to wildlife movement because planned development would occur in existing developed areas of the city and would not extend into wetlands and open space areas along San Francisco Bay that provide habitat and movement corridors for wildlife species in the region. In addition, creek and waterway corridors in the city (i.e., Stevens Creek, Calabazas Creek, and Moffett Channel) would be retained in their current condition under the LUTE.

Block 20 is located in an existing developed area and provides no wildlife movement corridors. Therefore, (1) there are no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR. The findings of the certified 2020 DSP EIR, LUTE Update EIR, and 2003 DSP EIR remain valid and no further analysis is required.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

As identified in Impact 3.9.4 of the LUTE Update EIR, the LUTE includes policies that support the objectives of the San Francisco Bay Plan and would not conflict with the City's tree protection provisions in Municipal Code Chapter 19.94. Thus, no significant impacts were identified. This impact conclusion was also identified in the 2020 DSP EIR and 2003 DSP EIR.

Subsequent development of Block 20 would result in the removal of trees, some of which could be protected trees under Municipal Code Section 19.94.030. As a condition of approval, the development would be required to provide a tree removal plan to the City and comply with Sunnyvale's Tree Preservation Ordinance. New tree plantings are also required to comply with City parking lot shading (Municipal Code Chapter 19.46) and landscaping (Municipal Code Chapter 19.37) requirements. Thus, with the application of uniformly applied development standards and policies, (1)

there are no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR. The findings of the certified 2020 DSP EIR, LUTE Update EIR, and 2003 DSP EIR remain valid and no further analysis is required.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Sunnyvale is not located in a habitat conservation plan area. As a result, the LUTE Update EIR and 2020 DSP EIR determined that no conflict with an adopted habitat conservation plan would occur and no impact would result. Therefore, no significant impact was identified under project or cumulative conditions. No new conservation plans have been adopted since approval of the LUTE Update and 2020 DSP amendments. Therefore, (1) there are no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR. The findings of the certified 2020 DSP EIR, LUTE Update EIR, and 2003 DSP EIR remain valid and no further analysis is required.

Mitigation Measures

No significant biological resource impacts were identified in the LUTE Update EIR, and mitigation identified in the 2020 DSP EIR was specific to the amendments/projects evaluated. No additional mitigation measures would be required for the Block 20 Area Project.

Conclusion

With the application of uniformly applied development standards and policies, (1) there are no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR. The findings of the certified 2020 DSP EIR, LUTE Update EIR, and 2003 DSP EIR remain valid and no further analysis is required.

4.5 CULTURAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the 2020 DSP Draft and Final EIR, 2003 DSP Draft and Final EIR, or the LUTE Update Draft and Final EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
Cultural Resources. Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	2020 DSP Draft EIR pp. 94 to 95, Impact CR-1; 2003 DSP Draft EIR pp. 15-11 to 15-12, Impact 15-2; LUTE Update Draft EIR Setting pp. 3.10-1 to 3.10-11, Impacts 3.10.1 and 3.10.3	No	No	NA, impact remains significant and unavoidable
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	2020 DSP Draft EIR pp. 96 to 97, Impact CR-2; 2003 DSP Draft EIR pp. 15-8 to 15-10, Impact 15-1; LUTE Update Draft EIR Setting pp. 3.10-1 to 3.10-11, Impact 3.10.2	No	No	NA, impacts would remain less than significant
c. Disturb any human remains, including those interred outside the formal cemeteries?	2020 DSP Draft EIR pp. 96 to 97, Impact CR-2; 2003 DSP Draft EIR pp. 15-8 to 15-10, Impact 15-1; LUTE Update EIR Setting pp. 3.10-1 to 3.10-11	No	No	NA, impacts would remain less than significant

4.5.1 Discussion

In January 2019, one of the project applicants requested a report from the Northwest Information Center of the California Historic Resources Information System (CHRIS). The CHRIS report noted that a review of records indicates there is record of one cultural resources study that includes the 510–528 S. Mathilda Ave project area and no recorded archaeological resources or historic structures were recorded. The CHRIS report also noted that review of historical literature and maps indicates a low potential for unrecorded historic-period archaeological resources in the area.

The Taaffe-Frances Heritage Neighborhood is a City-designated historical district located south of Olive Avenue and approximately 225 feet east of Block 20. The City of Sunnyvale established design guidelines for the Taaffe-Frances Heritage Neighborhood in 2009 that require alterations and new construction in the district to be consistent with its historic character. This western boundary of this historical district is located approximately 225 feet from Block 20.

Refer to Section 6.18 for a discussion of tribal cultural resources.

a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

The 2020 DSP EIR, 2003 DSP EIR, and LUTE Update EIR identified buildings and features that have historical value associated with previous industrial and military-related industries and that subsequent actions have the potential to directly (i.e., demolition) or indirectly (i.e., adverse effects to historical setting from adjacent construction) impact historic buildings and structures that qualify as historic resources under CEQA. The Community Character chapter of the Sunnyvale General Plan includes various policies addressing this issue. Policy CC-5.1 states that the City will preserve existing landmarks and cultural resources and their environmental settings, Policy CC-5.3 seeks to identify and work to resolve conflicts between the preservation of historic resources and alternative land uses, and Policy CC-5.4 states that the City will seek out, catalog, and evaluate heritage resources that may be significant. The 2020 DSP EIR and LUTE Update EIR concluded that implementation of the projects would result in significant and unavoidable impacts under project conditions.

The Taaffe-Frances Heritage Neighborhood, located south of Olive Avenue and approximately 225 feet east of Block 20, is an identified local resource. The 510–528 S. Mathilda redevelopment project proposes to exceed allowable DSP building heights by 6 feet; however, the deviation in height limit, if approved by the City separately from the Block 20 Area Project, would not be anticipated to adversely affect views in the Taaffe-Frances Heritage Neighborhood because development would be partially and/or fully screened by existing development and trees located east of the Block 20 boundary.

As identified in the City of Sunnyvale Heritage Resources Inventory, Block 20 contains a home at 235 S. Mathilda Avenue that is considered a heritage resource (City of Sunnyvale 2022). The Block 20 Area Project does not propose any specific changes to the 235 S. Mathilda Avenue property. In addition, no other known historic resources were identified in the LUTE in Block 20 (City of Sunnyvale 2016: Section 3.10) and no known historic resources were recorded on the 510–528 S. Mathilda Ave project site. Therefore, (1) there are no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR. The findings of the certified 2020 DSP EIR, LUTE Update EIR, and 2003 DSP EIR remain valid and no further analysis is required.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Impact 3.10.2 of the LUTE Update Draft EIR noted that implementation of the LUTE could impact buried archaeological resources during construction activities. The LUTE Update Draft EIR concluded that implementation of Policy 10 Action 6 (now Policy LT-1.10f), quoted below would ensure that impacts to archaeological resources and human remains (in combination with Health and Safety Code Section 7050.5[b]) are reduced to a less-than-significant level under project and cumulative conditions (Impact 3.10.3).

> LT-1.10f: Continue to condition projects to halt all ground-disturbing activities when unusual amounts of shell or bone, isolated artifacts, or other similar features are discovered. Retain an archaeologist to determine the significance of the discovery. Mitigation of discovered significant cultural resources shall be consistent with Public Resources Code Section 21083.2 to ensure protection of the resource.

Impact 15-1 of the 2003 DSP Draft EIR concluded that potential disturbance of archaeological resources would be reduced to a less-than-significant impact with implementation of Mitigation Measure 15-1. However, a new mitigation measure consistent with existing City practice is proposed to replace the adopted mitigation for archaeological resources. This mitigation measure is included below as Mitigation Measure 6.5-1. While not specifically applicable to the Block 20 area, the 2020 DSP EIR included Mitigation Measures CR-2.1 and CR-2.2 that address potential impacts to tribal cultural resources.

Block 20 does not include any known archaeological resources or human remains. Review of historical literature and maps indicates a low potential for unrecorded historic-period archaeological resources on the 510–528 S. Mathilda Avenue project site. The project applicant would be required to comply with General Plan Policy LT-1.10f (quoted

above) and Mitigation Measure 6.5-1 (below). Therefore, with the application of uniformly applied development standards and policies, (1) there are no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR. The findings of the certified 2020 DSP EIR, LUTE Update EIR, and 2003 DSP EIR remain valid and no further analysis is required.

c) Disturb any human remains, including those interred outside the formal cemeteries?

Refer to the analysis provided in item b) above. In addition, projects must comply with state laws that protect human remains, including Health and Safety Code Section 7050.5 and Public Resources Code (PRC) Section 5097.98, which protect human remains from adverse impacts.

Mitigation Measures

The following mitigation measure replaces Mitigation Measure 4.15-1 of the 2003 DSP EIR and represents current City practice.

> **Mitigation Measure 6.5-1**
> All subsequent projects in Block 20 shall be required to include information on the improvement plans that if, during the course of grading or construction, cultural resources (i.e., prehistoric or historic sites) are discovered, work will stop in that area and within 100 feet of the find until a qualified archaeologist can assess the significance of the find and, if necessary, develop appropriate treatment measures as part of a treatment plan in consultation with the City and all other appropriate agencies. The treatment plan shall include measures to document and protect the discovered resource. Consistent with CEQA Guidelines Section 15126.4(b)(3), preservation in place will be the preferred method of mitigating impacts to the discovered resource. Pursuant to Government Code Section 6254.10, information on the discovered resource shall be confidential.

Conclusion

With the application of Mitigation Measure 6.5-1 that updates adopted 2003 DSP EIR Mitigation Measure 4.15-1 and uniformly applied development standards and policies, (1) there are no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR. The findings of the certified 2020 DSP EIR, LUTE Update EIR, and 2003 DSP EIR remain valid and no further analysis is required.

4.6 ENERGY

Environmental Issue Area	Where Impact Was Analyzed in the 2020 DSP Draft and Final EIR, 2003 DSP Draft and Final EIR, or the LUTE Update Draft and Final EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigations Address/Resolve Impacts?
Energy. Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	2020 DSP Draft EIR pp. 104 to 107, Impact EN-1; LUTE Update Draft EIR Setting pp. 3.11-30 to 3.11-31, Impact 3.11.4.1	No	No	NA, impact remains less than significant
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	2020 DSP Draft EIR p. 107, Impact EN-2; LUTE Update Draft EIR Setting pp. 3.5-18 and 3.11-32, Impact 3.13.1, Final EIR pp. 3.0-5 to 3.0-6	No	No	NA, impact remains less than significant

4.6.1 Discussion

The City of Sunnyvale, the Cities of Campbell, Cupertino, Gilroy, Los Altos, Los Altos Hills, Los Gatos, Milpitas, Monte Sereno, Morgan Hill, Mountain View, and Saratoga, and unincorporated Santa Clara County became members of Silicon Valley Clean Energy (SVCE), which serves as the Community Choice Aggregation for its member communities. SVCE works in partnership with Pacific Gas and Electric (PG&E) to deliver direct, renewable electricity to customers within its member jurisdictions. Consistent with state law, all electricity accounts in Sunnyvale were automatically enrolled in SVCE; however, customers can choose to opt out or remain with PG&E. According to the Sunnyvale Climate Action Plan Biennial Progress Report released in 2018, 98 percent of residential and commercial accounts received carbon-free electricity from SVCE (City of Sunnyvale 2018). Electricity is supplied to the city using infrastructure built and maintained by PG&E.

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

As described in LUTE Update Draft EIR Impact 3.11.4.1, implementation of the LUTE would increase the consumption of energy. However, subsequent development would comply with Building Energy Efficiency Standards included in Title 24 of the California Code of Regulations and implement the energy efficiency requirements of the City's Climate Action Playbook. This would include obtaining carbon-free electricity from SVCE. Implementation of the LUTE would also result in an improvement in VMT per capita as compared to citywide level of service (LOS) under the previous General Plan. This impact was identified as less than significant under project and cumulative conditions. The 2020 DSP EIR identified that this impact would be mitigated through implementation of air quality Mitigation Measure AQ-2.4 associated with the implementation of a transportation demand management program for the proposed amendments and projects under the 2020 DSP. The 2003 DSP EIR did not address energy consumption.

Table 4-4 summarizes the estimated construction fuel usage between the approved development for Block 20 and the Block 20 Area Project.

Table 4-4 Summary of Construction Fuel Usage

	Diesel Off-Road Equipment	Diesel On-Road	Gasoline On-Road	Total Gasoline	Total Diesel
Approved Development for Block 20	36,604	29,534	6,881	6,881	66,138
Proposed Block 20 Area Project	40,291	52,351	10,816	10,816	92,642
Net Difference in Fuel Consumption	+3,687	+22,817	+3,935	+3,935	+26,504

Source: Appendix D (modeling performed by Ascent Environmental in 2022).

As shown in Table 4-4, there would be an increase in both gasoline and diesel fuel consumption associated with construction activities. This is due to the increased development intensity of the proposed Block 20 Area Project. Construction would involve fuel consumption and use of other nonrenewable resources. Construction equipment typically runs on diesel fuel or gasoline. The same fuels typically are used for vehicles that transport equipment and workers to and from a construction site. However, construction-related fuel consumption would be short-term and consistent with construction activities of a similar character. This energy use would not be considered wasteful, inefficient, or unnecessary.

Table 4-5 summarizes the difference between the approved development for Block 20 and the Block 20 Area Project operational energy demand in terms of gallons of gasoline and diesel fuel.

Table 4-5 Summary of Operational Fuel Usage

Vehicle Class	Diesel Gallons	Gasoline Gallons
Approved Development for Block 20		
Passenger	94	17,196
Truck	4,979	17,727
Bus	230	29
Other	35	485
Total	5,338	35,437
Proposed Block 20 Project Area		
Passenger	211	29,509
Truck	6,829	28,033
Bus	141	51
Other	49	172
Total	7,230	57,765
Difference	+1,892	+22,328

Fleet mix calculated from CalEEMod default values. Gallons per mile calculated from EMFAC 2017. Annual VMT obtained from CalEEMod output file.

As shown in the table, the proposed Block 20 Area Project would result in the usage of an additional 1,892 and 22,328 gallons of diesel and gasoline. The increase is attributable to the land use changes and increased density.

Table 4-6 summarizes the difference in natural gas and electricity consumption between the approved development for Block 20 and the Block 20 Area Project. This modeling conservatively assumes continued use of natural gas in subsequent development.

Table 4-6 Summary of Natural Gas and Electricity Usage

	Natural Gas Use (kBTU/yr)	Electricity Use (kWh/yr)
Approved Development for Block 20	693,146	827,589
Proposed Block 20 Project Area	1,454,613	1,744,115
Difference	+761,467	+916,526

Notes: kBTU/yr: one thousand British Thermal Units per year; kWh/year = kilowatt hours per year
Source: Source: Appendix D (modeling performed by Ascent Environmental in 2022).

As shown, the proposed Block 20 Area Project would generate more energy demand. Nevertheless, the subsequent development would be serviced by SVCE, which is 100 percent sourced by renewable energy and subject to the City's energy measures (implementation of the Climate Action Playbook).

No new circumstances or project changes have occurred nor has any new information been identified requiring new analysis or verification. Therefore, with the application of uniformly applied development standards and policies, (1) there are no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR or LUTE Update EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR or LUTE Update EIR. The findings of the certified 2020 DSP EIR and LUTE Update EIR remain valid and no further analysis is required.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Subsequent development under the proposed Block 20 Area Project would be subject to the City's energy efficiency and renewable requirements, including the Climate Action Playbook and associated Municipal Code standards.

Mitigation Measures

No mitigation measures were identified in the LUTE Update EIR regarding energy, nor are any additional mitigation measures required the project.

Conclusion

No new circumstances or project changes have occurred, nor has any new information been identified requiring new analysis or verification. Therefore, with the application of uniformly applied development standards and policies, (1) there are no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR or LUTE Update EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR or LUTE Update EIR. The findings of the certified 2020 DSP EIR and LUTE Update EIR remain valid and no further analysis is required.

4.7 GEOLOGY, SOILS, AND PALEONTOLOGICAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the 2020 DSP Draft and Final EIR, 2003 DSP Draft and Final EIR, or the LUTE Update Draft and Final EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
Geology, Soils, and Paleontological Resources. Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. ii. Strong seismic ground shaking? iii. Seismic-related ground failure, including liquefaction? iv. Landslides?	2020 DSP Draft EIR pp. 113 to 114, Impact GEO-1; 2003 DSP Draft EIR pp. 12-8 to 12-9; LUTE Update Draft EIR Setting pp. 3.7-1 to 3.7-13, Impact 3.7.1	No	No	NA, impact remains less than significant
b. Result in substantial soil erosion or the loss of topsoil?	2020 DSP Draft EIR p. 114, Impact GEO-2; 2003 DSP Draft EIR p. 12-7; LUTE Update Draft EIR Setting pp. 3.7-1 to 3.7-13, Impact 3.7.2	No	No	NA, impact remains less than significant
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	2020 DSP Draft EIR pp. 115 to 116, Impact GEO-3; 2003 DSP Draft EIR p. 12-7; LUTE Update Draft EIR Setting pp. 3.7-1 to 3.7-13, Impact 3.7.3	No	No	NA, impact remains less than significant
d. Be located on expansive soil, as defined in Table 18- 1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	2020 DSP Draft EIR pp. 115 to 116, Impact GEO-3; 2003 DSP Draft EIR p. 12-8, Impact 12-1; LUTE Update Draft EIR Setting pp. 3.7-1 to 3.7-13, Impact 3.7.3	No	No	NA, impact remains less than significant

Environmental Issue Area	Where Impact Was Analyzed in the 2020 DSP Draft and Final EIR, 2003 DSP Draft and Final EIR, or the LUTE Update Draft and Final EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
Geology, Soils, and Paleontological Resources. Would the project:				
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	2020 DSP Draft EIR p. 115, Impact GEO-4; scoped out in LUTE Update Draft EIR p. 3.7-14	No	No	NA
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	2020 DSP Draft EIR p. 97, Impact CR-3; LUTE Update Draft EIR Setting pp. 3.7-1 to 3.7-13, Impacts 3.7.4 and 3.10.3	No	No	NA, impact remains less than significant

4.7.1 Discussion

A geotechnical investigation was prepared in December 2016 with an update in April 2019 for the 510–528 S. Mathilda Avenue site (Silicon Valley Soil Engineering 2016, 2019a) and in July 2019 for the 562–568 S. Mathilda Avenue site (Silicon Valley Soil Engineering 2019b).

No substantial change in the environmental and regulatory settings related to geology and soils, described in the LUTE Update Draft EIR, has occurred since certification of the LUTE Update EIR or 2020 DSP EIR. Chapter 12 of the 2003 DSP EIR also addresses geology and soils impacts. However, that analysis is based upon information in a previous version of the Sunnyvale General Plan Community Development Element adopted in 1993. Therefore, this analysis relies on the LUTE Update Draft EIR and geotechnical investigations prepared for the two redevelopment project proposals.

The California Supreme Court decision in *California Building Industry Association v. Bay Area Air Quality Management District* resulted in changes to CEQA with regard to the effects of existing environmental conditions on a project's future users or residents. The effects of the environment on a project are generally outside the scope of CEQA unless the Block 20 Area Project would exacerbate these conditions, as concluded by the California Supreme Court (see [2015] 62 Cal.4th 369, 377 ["we conclude 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. But when a project risks exacerbating those environmental hazards or conditions that already exist, an agency must analyze the potential impact of such hazards on future residents or users."]). Changes to the State CEQA Guidelines to reflect this decision were adopted on December 28, 2018. Local agencies are not precluded from considering the impact of locating new development in areas subject to existing environmental hazards; CEQA cannot be used by a lead agency to require a developer or other agency to obtain an EIR or implement mitigation measures solely because the occupants or users of a new project would be subjected to the level of hazards specified. However, previous discussions of effects of the environment related to geology and soils on future residents are included herein for disclosure purposes.

a) Directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on

other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)

ii) Strong seismic ground shaking?

iii) Seismic-related ground failure, including liquefaction?

iv) Landslides?

The City's Municipal Code adopts the California Building Code (CBC) by reference in Section 16.16.020, with changes and modifications providing a higher standard of protection. All new development and redevelopment in Sunnyvale would be required to comply with the current adopted CBC, which includes design criteria for seismic loading and other geologic hazards. Compliance with the CBC requires that new developments incorporate design criteria for geologically induced loading that governs the sizing of structural members and provides calculation methods to assist in the design process. While ground shaking could result in damage to structures, incorporation of CBC criteria that recognize this potential would lessen those impacts. The CBC includes provisions for buildings to structurally survive an earthquake without collapsing and includes specific measures such as anchoring structures to the foundation and structural frame design. The 2020 DSP EIR, 2003 DSP EIR, and LUTE Update EIR concluded that impacts related to geologic stability would be less than significant under project and cumulative conditions.

The geotechnical reports prepared for the two redevelopment projects include recommendations for earthwork, excavation/basement excavation, and foundation design (Silicon Valley Soil Engineering 2016: 11–24, 2019b: 8–23).

The project would be subject to CBC and Municipal Code provisions for geologic stability. The project applicant's geotechnical reports (Silicon Valley Soil Engineering 2016, 2019b) address project-specific geologic and seismic stability issues. The final design would incorporate seismic design recommendations as necessary, which would safeguard against significant damage to structures that could result from seismic activity. With the application of uniformly applied development standards and policies, (1) there are no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR. The findings of the certified 2020 DSP EIR, LUTE Update EIR, and 2003 DSP EIR remain valid and no further analysis is required.

b) Result in substantial soil erosion or the loss of topsoil?

As identified in the 2020 DSP EIR, 2003 DSP EIR, and LUTE Update EIR, these projects would allow for new development, redevelopment, and infrastructure improvements. Grading and site preparation activities associated with such development could temporarily remove buildings and pavement, which could expose the underlying soils to wind and water erosion. Ground-disturbing activities would be required to comply with CBC Chapter 70 standards, which would ensure implementation of appropriate site-specific measures during grading activities to reduce and control soil erosion. Additionally, any development involving clearing, grading, or excavation that causes soil disturbance of 1 or more acres would be required to prepare and comply with a stormwater pollution prevention plan (SWPPP), which provides a schedule for the implementation and maintenance of erosion control measures and a description of the erosion control practices, including appropriate design details and a time schedule. The SWPPP would consider the full range of erosion control best management practices (BMPs), including any additional site-specific and seasonal conditions. The State Water Resources Control Board adopted a Construction General Permit (Order No. 20090009-DWQ, as amended by Order No. 2010-0014-DWQ and Order 2012-0006-DWQ), that provides additional standards and requirements to avoid soil erosion. In addition, the City's grading standards (Municipal Code Section 18.12.110) specify that when grading will create a nuisance or hazard to other properties, public way, or public facilities due to erosion from storm runoff or rainfall, grading cannot commence or continue without specific consent in writing from the Director of Public Works or the Director of Community Development. The grading standards also regulate gradients for cut-and-fill slopes. The 2020 DSP EIR, 2003 DSP EIR, and LUTE Update EIR concluded that impacts from soil erosion and loss of topsoil would be less than significant under both project and cumulative conditions.

Subsequent development under the Block 20 Area Project is subject to the above standards. With the application of uniformly applied development standards and policies, (1) there are no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR. The findings of the certified 2020 DSP EIR, LUTE Update EIR, and 2003 DSP EIR remain valid and no further analysis is required.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

The City requires preparation of geotechnical reports for all development projects, which include soil sampling and laboratory testing to determine the soil's susceptibility to expansion and differential settlement and would recommend design and construction methods to reduce potential impacts, as necessary. The 2020 DSP EIR, 2003 DSP EIR, and LUTE Update EIR concluded that impacts from geologic instability would be less than significant under both project and cumulative conditions.

The preliminary geotechnical investigations prepared for the redevelopment projects identified low expansion potential in surface and subgrade soils on the project sites, and similar conditions would be likely for the rest of the Block 20 area (Silicon Valley Soil Engineering 2016a, 2019b).

In addition to the above, the CBC includes common engineering practices requiring special design and construction methods to reduce potential expansive soil and settlement-related impacts. Preparation of final geotechnical reports and required compliance with CBC regulations would ensure the adequate design and construction of the parking structure foundation, as well as ground preparation to resist soil movement. Adherence to the City's Municipal Code and the CBC would reduce potential impacts associated with development on unstable soils to a less-than-significant level for under project and cumulative conditions.

The project is subject to the above standards and includes soil stability and erosion controls in project plans. The project applicant has submitted geotechnical reports for the two redevelopment projects (Silicon Valley Soil Engineering 2016, 2019b) that address project-specific geologic and soil stability issues. The Block 20 Area Project would not cause a geologic unit or soil to become unstable. With the application of uniformly applied development standards and policies, (1) there are no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR. The findings of the certified 2020 DSP EIR, LUTE Update EIR, and 2003 DSP EIR remain valid and no further analysis is required.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial risks to life or property?

See analysis under item c) above.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

Development in Sunnyvale uses the city's existing wastewater conveyance and treatment. Wastewater conveyance and septic systems are not proposed or required as part of the project; therefore, no impact under project or cumulative conditions would occur. Therefore, (1) there are no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR. The findings of the certified 2020 DSP EIR, LUTE Update EIR, and 2003 DSP EIR remain valid and no further analysis is required.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Impact 3.7.4 of the LUTE Update Draft EIR noted that implementation of the LUTE could impact undiscovered paleontological resources during construction activities. The LUTE Update Draft EIR concluded that implementation of Policy 10 Action 6 (now Policy LT-1.10f), as quoted below, would ensure that impacts to paleontological resources are reduced to a less-than-significant level under project and cumulative conditions (Impacts 3.7.4 and 3.10.3).

> LT-1.10f: Continue to condition projects to halt all ground-disturbing activities when unusual amounts of shell or bone, isolated artifacts, or other similar features are discovered. Retain an archaeologist to determine the significance of the discovery. Mitigation of discovered significant cultural resources shall be consistent with Public Resources Code Section 21083.2 to ensure protection of the resource.

According to the LUTE Update EIR, the above policy is intended to result in work stopping when a paleontological resource may be encountered. The project area does not include any known paleontological resources, and the Block 20 Area Project would be required to comply with General Plan Policy LT-1.10f. The 2020 DSP EIR identified no significant impacts associated with paleontological resources or unique geologic features.

With the application of uniformly applied development standards and policies, (1) there are no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR. The findings of the certified 2020 DSP EIR, LUTE Update EIR, and 2003 DSP EIR remain valid and no further analysis is required.

Mitigation Measures

No significant geologic impacts were identified in the 2020 DSP EIR and LUTE Update EIR, and no mitigation measures were required.

Conclusion

With the application of uniformly applied development standards and policies, (1) there are no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR. The findings of the certified 2020 DSP EIR, LUTE Update EIR, and 2003 DSP EIR remain valid and no further analysis is required.

4.8 GREENHOUSE GAS EMISSIONS

Environmental Issue Area	Where Impact Was Analyzed in the 2020 DSP Draft and Final EIR, 2003 DSP Draft and Final EIR, or the LUTE Update Draft and Final EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigations Address/Resolve Impacts?
Greenhouse Gas Emissions. Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	2020 DSP Draft EIR pp. 121 to 123, Impact GHG-1; LUTE Update Draft EIR Setting pp. 3.13-1 to 3.13-9, Impact 3.13.1, Final EIR pp. 3.0-5 to 3.0-6	No	No	NA, impact remains less than significant
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	2020 DSP Draft EIR pp. 123 to 126, Impact GHG-2; LUTE Update Draft EIR Setting pp. 3.13-1 to 3.13-9, Impact 3.13.1, Final EIR pp. 3.0-5 to 3.0-6	No	No	NA, impact remains less than significant

4.8.1 Discussion

The 2003 DSP EIR did not evaluate greenhouse gas emission impacts. On August 13, 2019, the City adopted the Climate Action Playbook, which builds upon the City's previous Climate Action Plan (CAP 1.0) adopted in 2014. Through implementation of measures in CAP 1.0, the city experienced a 12 percent decrease below 1990 emissions levels in 2016. In 2016, Sunnyvale emitted 880,000 million tons of carbon dioxide equivalent ($MTCO_2e$). To demonstrate compliance with the state's long-term climate change reduction goals, the City must achieve an interim target of a 56 percent reduction below 1990 levels by 2030 (Senate Bill [SB] 32) with the goal of meeting the state's target of 80 percent below 1990 emissions by 2050 (Governor of California Executive Order [EO] S-3-05). The Playbook includes Game Plan 2020, which contains the "next moves" for the City and contains 46 actions that are planned for implementation over 3 years (2019–2022). Several Playbook next moves are directly applicable to land use development projects. The City requires land use development projects to adhere to the Playbook as a condition of approval.

Several new or updated greenhouse gas (GHG) executive orders, plans, policies, or regulations have been issued, but none of these new items, which are part of the regulatory setting, constitute substantial information indicating that the Block 20 Area Project would have a significant impact not analyzed in the LUTE Update EIR but were included in the 2020 DSP EIR. For reference, updates to the regulatory setting are briefly summarized below.

- EO B-55-18: EO B-55-18, signed September 10, 2018, sets a goal "to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter."
- Scoping Plan Update: EO B-30-15 and SB 32 require CARB to prepare another update to the Scoping Plan to address the 2030 target for the state. On December 24, 2017, CARB approved the 2017 Climate Change Scoping Plan Update, which outlines potential regulations and programs, including strategies consistent with Assembly Bill (AB) 197 requirements, to achieve the 2030 target. In May 2022, CARB released the Draft 2022 Scoping Plan Update, which provides the framework for the state to achieve carbon neutrality by 2045. At the time of this writing, CARB has not adopted the Final 2022 Scoping Plan Update.

- 2017 Update to the SB 375 Targets: Under SB 375, CARB is required to update the emission reduction targets for the metropolitan planning organizations every 8 years. CARB adopted the updated targets and methodology in March 2018. Subsequent sustainable community strategies adopted after this date are subject to the new targets.
- SB 100: SB 100 raises California's Renewables Portfolio Standard (RPS) requirements to 60 percent by 2030, with interim targets, and 100 percent by 2045. The bill also establishes a state policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045. Under the bill, the state cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.
- Building Energy Efficiency Standards: Energy conservation standards for new residential and nonresidential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the California Energy Commission) in June 1977 and most recently revised in 2022 (Title 24, Part 6, of the California Code of Regulations). Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. The 2019 Building Energy Efficiency Standards, which were adopted on May 9, 2018, went into effect starting January 1, 2020. The 2022 Building Energy Efficiency Standards will go into effect on January 1, 2023, and will result in more energy-efficient buildings than the 2019 standards.
- CALGreen Updates: CALGreen established planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The recently adopted 2019 standards went into effect on January 1, 2020. Each iteration of the CALGreen standards improves the energy efficiency and sustainability of new development from the prior iteration. The next iteration will go into effect on January 1, 2023.
- Senate Bill 743: Requires transportation CEQA impacts to no longer consider congestion but instead focus on impacts of VMT. The OPR technical advisory explains that this criterion is consistent with Public Resources Code Section 21099, which states that the criteria for determining significance must "promote the reduction in greenhouse gas emission." This metric is intended to replace the use of delay and level of service to measure transportation-related impacts.
- SAFE Rule: Part One of the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule revokes a waiver granted by EPA to the State of California under Section 209 of the federal Clean Air Act to enforce more stringent emission standards for motor vehicles than those required by EPA for the explicit purpose of GHG emission reduction, and indirectly, criteria air pollutant and ozone precursor emission reduction. On March 31, 2020, Part Two of the SAFE Rule was published and would amend existing Corporate Average Fuel Economy (CAFE) and tailpipe carbon dioxide emissions standards for passenger cars and light trucks and establish new standards covering model years 2021 through 2026. On December 21, 2021, the National Highway Traffic Safety Administration published its CAFE preemption rule, which finalizes its repeal of 2019's SAFE Rule and reopens pathways for state and local fuel economy laws.

In April 2022, BAAQMD released its *Justification Report: CEQA Thresholds for Evaluating the Significance of Climate Impacts from Land Use Projects and Plans* (2022 CEQA Guide). BAAQMD recommends that land use development projects determine the significance of climate change impacts by (A) including various project design elements (i.e., no on-site natural gas, achieve a 15 percent or no net increase in VMT, and comply with off-street electric vehicle requirements in the most recent version of the CALGreen Tier 2 Code) or (B) demonstrate consistency with a local GHG reduction strategy that meets the criteria under CEQA Guidelines Section 15183(b).

The changes to the regulatory environment would serve to reduce the project's long-term GHG emissions by reducing emissions from energy and automobiles and therefore do not constitute substantial new information that would cause a more severe adverse impact on climate change than discussed in the LUTE Update EIR.

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Based on project-specific data and default assumptions in CalEEMod, construction of the Block 20 Area Project is estimated to generate approximately 936 $MTCO_2e$ and operation of the project is estimated to generate approximately 777 $MTCO_2e$ per year. (See Appendix D for detailed modeling inputs and results.) These emission levels would be the same per capita estimates (219 residents and 91 jobs - 2.5 $MTCO_2e$ per capita) as city buildout identified in Table 3.13-4 in the LUTE Update Draft EIR.[3]

The City's Climate Action Playbook identifies GHG reduction strategies that set the foundation for bold climate action and plays that identify opportunities for action to achieve the City's overall GHG reduction targets. The Playbook lays out six strategies that outline the overarching approach to achieve 80 percent GHG emissions reductions below 1990 levels by 2050. Within each strategy are several Plays that identify areas for action and measurable targets to define progress. Consistency with the Playbook and the City's long-term goal of carbon neutrality are being demonstrated through multiple project features, namely the use of 100 percent renewable power from Silicon Valley Clean Energy and by developing the project as all-electric, without a natural gas connection. Table 4-7 summarizes in detail the project's consistency with the Playbook (strategies and Plays that are not applicable to the project were not included in the consistency analysis). As a result, the Block 20 Area Project would be consistent with applicable regional and local plans and policies to reduce GHG emissions.

Table 4-7 Project Consistency with the 2019 Sunnyvale Climate Action Playbook

Strategies and Play	Project Consistency
Strategy 1: Promoting Clean Electricity	**Consistent.** Subsequent development in Block 20 would support the goals of Strategy 1 by using SVCE's carbon-free electricity and potentially installing a rooftop solar PV system.
Play 1.1: Promote 100 percent clean electricity. The City is committed to working with SVCE to expand 100 percent clean energy services to 100 percent of our community. Supporting and protecting this clean electricity supply is critical to other Strategies from this Playbook that rely on decarbonization (namely, Strategies 2 and 3).	**Consistent.** SVCE, the area's electricity provider, delivers 100 percent carbon-free electricity. As a result, the subsequent development in Block 20 would operate on clean energy at initiation.
Play 1.2: Increase local solar photovoltaics (PV). Targeted incentives, regulations and educational resources will be essential to increasing adoption of distributed solar resources in Sunnyvale. These will help ensure local supply but also help to offset demands on the electricity grid during peak demand periods.	**Consistent.** See analysis under Strategy 1.
Strategy 2: Decarbonizing Buildings	**Consistent.** Subsequent development in Block 20 would provide opportunities for new building construction to be carbon-free.
Play 2.3: Achieve all-electric new construction. While the state requires moving toward Zero Net Energy (ZNE) for new construction, the City will work towards also incentivizing and promoting all-electric new construction options for deep decarbonization.	**Consistent**. See analysis under Strategy 2.
Strategy 3: Decarbonizing Transportation and Sustainable Land Use	**Consistent.** Subsequent development in Block 20 would be located near transit and would consist of mixed land uses that would further promote pedestrian and bicycle use. Block 20 is also located in a designated low VMT area for residential uses.

[3] Population and job estimates are based on the factors identified 2020 DSP Draft EIR footnote 117 (2.13 residents per household and 400 square feet per employee).

Strategies and Play	Project Consistency
Play 3.1: Increase opportunities for and encourage development of mixed-use sites to reduce vehicle miles per person. The City is committed to creating places to live that are less dependent on automobiles, through ensuring access to nearby services and activity centers. Furthermore, Sunnyvale seeks to provide housing options for all incomes and lifestyles, particularly near transit corridors and Caltrain stations, to support alternative modes of transportation.	Consistent. See analysis under Strategy 3.
Play 3.2: Increase transportation options and support shared mobility. Multimodal transportation choices need to be enhanced to offer a variety of travel options in and around the city that are connected to regional transportation systems and destinations. Advocating for and increasing transportation options and shared mobility will create safer, healthier, and more convenient movement throughout Sunnyvale.	Consistent. See analysis under Strategy 3.
Play 3.3: Increase zero-emission vehicles. Shifting to electric or alternatively fueled (e.g., hydrogen) vehicles has significant potential to reduce GHG emissions related to transportation. Since SVCE provides 100 percent carbon-free electricity, promoting a shift to electric vehicles away from fossil fuels would significantly reduce emissions. Other priorities include electrification of public transportation, car sharing, and electric bikes and scooters, and also improving availability of alternative fueling stations (e.g., EV charging facilities, hydrogen fueling stations). Currently (as of October 1, 2018) 2.4 percent of vehicles registered in Sunnyvale are battery-electric vehicles and 1.3 percent are plug-in hybrid electric vehicles. a. 2030 Target: 20 percent of all vehicles on road are zero-emission vehicles by 2030 and 75 percent of all vehicles on road are zero-emission by 2050	Consistent. Subsequent development in Block 20 would be required to provide electric vehicle charging stations.
Strategy 4: Managing Resources Sustainably	Consistent. Subsequent development in Block 20 would be consistent with City requirements regarding landscaping, tree preservation, solid waste and stormwater management.
Play 4.1: Achieve Zero Waste goals for solid waste. Diverting waste away from landfills, either to recycling, energy recovery or composting facilities, is critical for the City to realize its Zero Waste goals as outlined in its Zero Waste Strategic Plan. This can be accomplished by waste prevention—consuming and throwing away less—and being smarter about the items that must be thrown away. Expanding Sunnyvale's food scraps collection program (FoodCycle) will help to increase the amount of organic material diverted away from the landfill. However, state laws and policies limit access to diversion technologies so that 75 percent diversion is the current limit. Increasing diversion to 90 percent will require changes at the state level to allow use of technologies that recover energy from unrecyclable resident waste, primarily plastic and paper.	Consistent. See analysis under Strategy 4. Subsequent projects would interact with the City's FoodCycle program and would be serviced by the City's recycling and composting services.
Play 4.2: Ensure resilience of water supply. As the region faces water supply challenges driven by recurring droughts and population growth, it will be critical to find ways to reduce the amount of water consumed and increase the sustainability of water supplies. Water conservation and water reuse, in the form of recycled and purified water, will help Sunnyvale reduce the stress placed on Northern California's water resources.	Not applicable. Subsequent development would not require the use of on-site water systems.

Strategies and Play	Project Consistency
Play 4.3: Enhance natural carbon sequestration capacity. The natural environment, including plants and soil, have an immense capacity to store carbon dioxide that would otherwise be released into the atmosphere. Through implementation of the City's Urban Forest Management Plan and Green Stormwater Infrastructure Plan, Sunnyvale can continue to capture carbon by expanding its urban tree canopy and designing landscape features to address stormwater pollution and flood risk.	**Consistent.** See analysis under Strategy 4.

No changes in the GHG conditions for Block 20 have occurred since approval of the LUTE and the LUTE Update EIR. Therefore, with the application of uniformly applied development standards and policies, (1) there are no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR and LUTE Update EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR and LUTE Update EIR. The findings of the certified 2020 DSP EIR and LUTE Update EIR remain valid and no further analysis is required.

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

See discussion in item a) above

Mitigation Measures

No mitigation is required.

Conclusion

With the application of uniformly applied development standards and policies, (1) there are no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR and LUTE Update EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR and LUTE Update EIR. The findings of the certified 2020 DSP EIR and LUTE Update EIR remain valid and no further analysis is required.

4.9 HAZARDS AND HAZARDOUS MATERIALS

Environmental Issue Area	Where Impact Was Analyzed in the 2020 DSP Draft and Final EIR, 2003 DSP Draft and Final EIR, or the LUTE Update Draft and Final EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
Hazards and Hazardous Materials. Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	2020 DSP Draft EIR pp. 138 to 144, Impact HAZ-1; 2003 DSP Draft EIR pp. 13-10 to 13-13; LUTE Update Draft EIR Setting pp. 3.3-1 to 3.3-9, Impact 3.3.1	No	No	NA, impacts would remain less than significant
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	2020 DSP Draft EIR pp. 138 to 144, Impact HAZ-1; 2003 DSP Draft EIR pp. 13-10 to 13-13; LUTE Update Draft EIR Setting pp. 3.3-1 to 3.3-9, Impacts 3.3.2 and 3.3.6	No	No	NA, impacts would remain less than significant
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	2020 DSP Draft EIR p. 144, Impact HAZ-2; 2003 DSP Draft EIR pp. 13-10 to 13-13; LUTE Update Draft EIR Setting pp. 3.3-1 to 3.3-9, Impact 3.3.3	No	No	NA, impacts would remain less than significant
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	2020 DSP Draft EIR p. 144, Impact HAZ-3; 2003 DSP Draft EIR pp. 13-10 to 13-13; LUTE Update Draft EIR Setting pp. 3.3-1 to 3.3-9, Impact 3.3.2	No	No	NA, impacts would remain less than significant
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	2020 DSP Draft EIR pp. 145 to 148, Impact HAZ-4; LUTE Update Draft EIR Setting pp. 3.3-1 to 3.3-9, Impacts 3.3.4 and 3.3.6; Final EIR pp 3.0-2 to 3.0-3	No	No	NA, impact would remain less than significant
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working on the project area?	2020 DSP Draft EIR pp. 145 to 148, Impact HAZ-4; LUTE Update Draft EIR Setting pp. 3.3-1 to 3.3-9 and p. 3.6-28, Impact 3.3.4	No	No	NA, no impact would occur

Environmental Issue Area	Where Impact Was Analyzed in the 2020 DSP Draft and Final EIR, 2003 DSP Draft and Final EIR, or the LUTE Update Draft and Final EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
Hazards and Hazardous Materials. Would the project:				
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	2020 DSP Draft EIR p. 148, Impact HAZ-5; 2003 DSP Draft EIR p. 13-13; LUTE Update Draft EIR Setting pp. 3.3-1 to 3.3-9, Impact 3.3.5	No	No	NA, impacts would remain less than significant
h. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	2020 DSP Draft EIR p. 148, Impact HAZ-6; LUTE Update Draft EIR p. 3.3-15	No	No	NA, no impact would occur

4.9.1 Discussion

No substantial change in the environmental and regulatory settings related to hazards and hazardous materials, described in LUTE Update Draft EIR has occurred since certification of the LUTE Draft EIR in 2017 or the 2020 DSP EIR.

A Phase I and a Phase II Environmental Site Assessment (ESA) were prepared for the 510–528 S. Mathilda Avenue property in December 2016 (Silicon Valley Engineering 2016a, 2016b) with an update in April 2019 (Silicon Valley Engineering 2019a). A Phase I ESA was prepared for the 562–568 S. Mathilda Avenue property in May 2019 (Silicon Valley Engineering 2019b). The Phase I ESA for the 510–528 S. Mathilda Avenue property did not identify evidence of recognized environmental conditions (RECs). However, historical records indicated one REC exists due to prior historical agricultural use (orchard) of the site in the 1930s. As a result, a Phase II ESA for the 510–528 S. Mathilda Avenue property was completed in 2019 for the purpose of analyzing shallow sample soils on-site for organochlorine pesticides, pesticide-related metals (i.e., arsenic, lead, and mercury), CAM-17 metals, polychlorinated biphenyls (PCBs), semi-volatile organic compounds, and hydrocarbons**.** The Phase II ESA investigation for the 510–528 S. Mathilda Avenue property identified the following RECs (Silicon Valley Engineering 2016b):

- Elevated concentrations of arsenic have been detected west of the 512 S. Mathilda Avenue commercial building and between two residential buildings fronting S. Mathilda Avenue at 528 S. Mathilda Avenue.
- Elevated concentrations of PCBs have been detected in the southeast portion of the 528 S. Mathilda Avenue property.
- In the southeast portion of the 528 S. Mathilda Avenue property, chromium was detected at a metal concentration slightly above the landfill criteria of 50 milligrams per kilogram.

To address elevated concentrations of arsenic and PCBs detected at the 510–528 S. Mathilda property, the Phase II ESA recommends preparation of a soil excavation plan that details planned excavation procedures, extent, and proposed verification sampling procedure. As recommended in the Phase II ESA, the top 1.5 feet of surface soil in areas of concern for elevated concentrations of arsenic are to be properly removed from the site for off-site disposal. Additional lab testing at 1.5 to 2 feet is to be performed before earthmoving activities to determine the extent of area of concern for PCBs and, at a minimum, the top 1.5 feet of surface soil are to be properly removed for off-site disposal. Before earthmoving activities, the Phase II ESA for 510–528 S. Mathilda Avenue will be reviewed by landfill facility personnel to determine where the soil should be sent based on site-specific acceptance requirements of facilities for chromium concentration. BMPs will be followed during grading and excavation of the property.

The Phase I ESA for the 562–568 S. Mathilda Avenue property did not discover any significant RECs at, on, or surrounding the property during the ESA evaluation (Silicon Valley Engineering 2019b).

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Impact 3.3.1 of the LUTE Update Draft EIR evaluated whether implementation of the LUTE would increase the routine transport, use, or disposal of hazardous materials. The analysis stated that although LUTE policies provide for additional nonresidential growth, hazardous materials use would not be expected to expand appreciably because the types of new businesses that would be expected would not involve extensive use of hazardous materials, as has occurred historically, but rather primarily green technology and office/R&D uses. The analysis also stated that the transport, storage, use, and disposal of hazardous materials in land use activities associated with the LUTE would be required to comply with all applicable federal, state, and local regulations during construction and operation. Facilities that use hazardous materials are required to obtain permits and comply with appropriate regulatory agency standards designed to avoid hazardous materials releases. Compliance with federal, state, and local regulations and implementation of LUTE policies (Policy LT-1.11 and associated actions LT-1.11a though j) would ensure that the LUTE would have less-than-significant impacts related to creating a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials and that the LUTE would have a less than cumulatively considerable contribution to significant cumulative impacts (Impact 3.3.6). Impact HAZ-1 of the 2020 DSP EIR was associated with hazardous issues for specific sites outside of Block 20. No impacts were identified in the 2003 DSP EIR.

The Block 20 Area Project would result in an increase of the maximum development potential of Block 20 by increasing allowable residential units by 52 additional units and increasing allowable commercial use by 20,100 square feet. Subsequent development in Block 20 would be subject to the federal, state, and local regulations that regulate hazardous material use and to safety measures during construction as discussed in the LUTE Draft EIR. No substantial hazardous material use would occur during operation because the Block 20 Area Project would result in expansion of allowable office/commercial and residential uses in Block 20. With the application of uniformly applied development standards and policies, (1) there are no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR. The findings of the certified 2020 DSP EIR, LUTE Update EIR, and 2003 DSP EIR remain valid and no further analysis is required.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?

In the LUTE Update Draft EIR, Impact 3.3.2 evaluated whether implementation of LUTE policies and actions would provide for land uses that would involve the transportation, storage, use, and disposal of hazardous materials. These activities could result in the release of hazardous materials into the environment and exposure of the public to hazardous materials as a result of inadvertent releases or accidents. The analysis states that the transport, storage, and use of hazardous materials by developers, contractors, business owners, and others must occur in compliance with local, state, and federal regulations. Facilities that store or use hazardous materials are required to obtain permits and comply with appropriate regulatory agency standards designed to avoid hazardous material releases. Special regulations apply to operations that may result in hazardous emissions or use large quantities of regulated materials to ensure accidental release scenarios are considered and measures included in project design and operation to reduce the risk of accidents. In addition, the transportation of hazardous materials into and within Sunnyvale is regulated to reduce the potential for transportation accidents involving hazardous materials. The LUTE Update EIR concluded that such impacts would be less than significant under project conditions and less than cumulatively considerable under cumulative conditions (Impact 3.3.6). Impact HAZ-1 of the 2020 DSP EIR is associated with hazardous issues for specific sites outside of Block 20. No impacts were identified in the 2003 DSP EIR.

Operation of the Block 20 Area Project would result in the expansion of allowable residential units and square footage of commercial/office uses, uses that do not involve the routine use of large amounts of hazardous materials. The project would be subject to federal, state, and local regulations that regulate hazardous material use and safety measures as discussed in the LUTE Draft EIR. Therefore, with the application of uniformly applied development standards and policies, the Block 20 Area Project would have no (1) peculiar impacts, (2) impacts not analyzed in the LUTE Update EIR, or (3) significant off-site impacts and cumulative impacts not discussed in the LUTE Update EIR, and (4) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the LUTE Update EIR. The findings of the certified LUTE Update EIR related to hazardous materials handling remain valid and no further analysis is required.

Impact 3.3.2 also identified that implementation of the LUTE could expose the public to hazardous materials if new development or redevelopment were to be located on a site where historical uses have resulted in hazardous materials contamination of soil or groundwater due to discharges that may not have been regulated before the enactment of stringent regulations in place today, or through illegal waste disposal activities. In addition, buildings and/or sites could contain electrical transformers containing PCBs and persistent residual chemicals, including pesticides, herbicides, and fertilizers. In addition, redevelopment activities associated with the LUTE could result in exposure to hazardous materials by disturbing and releasing asbestos and/or lead during demolition. Prior to approving any project at a site that is known to have contamination from historical uses or at a site where the potential exists based on historical or current uses but has not yet been evaluated, the City must ensure the project is consistent with General Plan Safety and Noise Chapter Policy SN-1.1. This policy directs that land use decisions be based on an awareness of the hazards and potential hazards for the specific parcel of land. In addition, under Policy SN-1.5, the City intends to promote a living and working environment safe from exposure to hazardous materials. The LUTE Update EIR concluded that the potential for impacts from hazards released through redevelopment of contaminated sites would be less than significant under project conditions and less than cumulatively considerable under cumulative conditions (Impact 3.3.6).

In compliance with City requirements, Phase I ESAs were completed for the two proposed redevelopment properties and a Phase II ESA was completed for the proposed redevelopment property at 510–528 S. Mathilda Avenue to assess potential hazards. The Phase I ESA for the 562–568 S. Mathilda Avenue property did not discover any significant RECs at, on, or surrounding the property during the ESA evaluation (Silicon Valley Engineering 2019c). As described above, the Phase I ESA and Phase II ESA for the 510–528 S. Mathilda Avenue property documents elevated concentrations of arsenic and PCBs in some of the soil samples collected throughout the property. In addition, chromium was detected at a metal concentration slightly above the landfill criteria of 50 milligrams per kilogram. As summarized above, the Phase II ESA includes recommendations to minimize potential hazards during grading and excavation of the property.

As described in Impact 3.2.2 of the LUTE Update EIR, federal and state laws and regulations require that measures be implemented to reduce human exposure to hazardous materials. For known or potential contaminated sites or older buildings that may contain hazardous building materials, before issuing a grading or building permit, the City would require an assessment of potential hazards. If the project could pose a human health or environmental risk, the City would require that such hazards be managed appropriately. This could include but would not be limited to such actions as removal of the contaminants (remediation), site controls to reduce exposure (e.g., capping soils, installation of soil vapor barriers), or administrative mechanisms (deed restrictions). In the case of environmental contamination, depending on the type and level of contamination, regulatory oversight would be performed by Santa Clara County, the California Department of Toxic Substances Control, or the San Francisco Bay Regional Water Quality Control Board. Remediation activities, such as excavation of contaminated media or treatment systems, could involve activities that could result in the release of hazardous materials through dust or other emissions or extraction of contaminated groundwater, to name a few. Remediation projects are required to be implemented in accordance with established hazardous materials and waste laws and regulations. Moreover, the benefits of remediation generally outweigh the risks associated with the cleanup activities.

In addition, projects are required to comply with Sunnyvale Municipal Code requirements for the management of hazardous materials. Therefore, with the application of uniformly applied development standards and policies,

(1) there are no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR. The findings of the certified 2020 DSP EIR, LUTE Update EIR, and 2003 DSP EIR remain valid and no further analysis is required.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

The 2020 DSP EIR and LUTE Update EIR concluded that such impacts would be less than significant under project conditions and less than cumulatively considerable under cumulative conditions.

No schools are located within one-quarter mile of the project site. The closest school to the project site is Cumberland Elementary School, located approximately 0.35 mile southwest of Block 20. The Block 20 Area Project would result in an increase in the maximum development potential of Block 20 by increasing allowable residential units by 52 additional units and increasing allowable commercial use by 20,100 square feet. It would not result in land uses that require handling of large quantities of hazardous materials. Therefore, (1) there are no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR. The findings of the certified 2020 DSP EIR, LUTE Update EIR, and 2003 DSP EIR remain valid and no further analysis is required.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

See discussion under item b) above.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

Impact 3.3.4 of the LUTE Update Draft EIR evaluated the potential for hazards associated with exposing additional workers and visitors to aircraft-related safety hazards by locating additional development in the approach path of Moffett Federal Airfield. The analysis noted that the Moffett Federal Airfield Comprehensive Land Use Plan (CLUP) includes land use policies and height restrictions for construction and new structures near the airfield. The LUTE also contains several policies and actions that would assist in reducing airport hazards (Policy 8 and associated Actions 1, 4, and 5). In the LUTE Update Draft EIR, this impact was determined to be less than significant because compliance with Federal Aviation Administration regulations and airport land use commission requirements, including CLUP restrictions, as well as implementation of LUTE policies and actions, would reduce airport safety hazards. The LUTE Update EIR concluded that the LUTE's contribution to aircraft-related safety hazards would be less than cumulatively considerable under cumulative conditions (Impact 3.3.6). Impact HAZ-4 of the 2020 DSP EIR addresses potential aircraft conflicts with projects outside of Block 20. The 2003 DSP EIR identified no impacts.

Block 20 is located approximately 2.25 miles northwest of Moffett Federal Airfield and is outside the CLUP boundaries. Therefore, (1) there are no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR. The findings of the certified 2020 DSP EIR, LUTE Update EIR, and 2003 DSP EIR remain valid and no further analysis is required.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

As identified on page 3.6-28 of the LUTE Update Draft EIR, Sunnyvale does not include and is not proximate to any private airfields. Therefore, no impacts related to private airfield safety under project or cumulative conditions were identified in the LUTE Update EIR. Impact HAZ-4 of the 2020 DSP EIR addresses potential aircraft conflicts with projects outside of Block 20. The 2003 DSP EIR identified no impacts.

No new private airports have been developed near Block 20. Therefore, (1) there are no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR. The findings of the certified 2020 DSP EIR, LUTE Update EIR, and 2003 DSP EIR remain valid and no further analysis is required.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The 2020 DSP EIR, 2003 DSP EIR, and LUTE Update EIR identified less-than-significant impacts under project conditions, with a less than cumulatively considerable contribution under cumulative conditions related to interference with an adopted emergency response plan or emergency evacuation plan.

The Block 20 Area Project would result in infill development and would not modify the roadway network in the city in a manner that would obstruct emergency access. Street improvements resulting from the Block 20 Area Project would be limited to the Block 20 area and would promote traffic flow and emergency access on-site. Therefore, (1) there would be no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR. The findings of the certified 2020 DSP EIR, LUTE Update EIR, and 2003 DSP EIR remain valid and no further analysis is required.

h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires?

The 2020 DSP EIR and LUTE Update EIR determined that there would be no wildfire impacts under project or cumulative conditions.

No changes to the location of the Block 20 Area Project have occurred and no changes to the risks from wildfires have occurred since approval of the LUTE. The Block 20 Area Project is not in a high wildfire severity zone or near an wildland-urban interface. Therefore, (1) there would be no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR and LUTE Update EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR and LUTE Update EIR. The findings of the certified 2020 DSP EIR and LUTE Update EIR remain valid and no further analysis is required.

Mitigation Measures

No mitigation measures were required.

Conclusion

With the application of uniformly applied development standards and policies, (1) the Block 20 Area Project would have no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR. The findings of the certified 2020 DSP EIR, LUTE Update EIR, and 2003 DSP EIR remain valid and no further analysis is required.

4.10 HYDROLOGY AND WATER QUALITY

Environmental Issue Area	Where Impact Was Analyzed in the 2020 DSP Draft and Final EIR, 2003 DSP Draft and Final EIR, or the LUTE Update Draft and Final EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/ Resolve Impacts?
Hydrology and Water Quality. Would the project:				
a. Violate any water quality standards or waste discharge requirements?	2020 DSP Draft EIR pp. 156 to 158, Impact HYD-1; 2003 DSP Draft EIR p. 11-13; LUTE Update Draft EIR Setting pp. 3.8-1 to 3.8-15, Impacts 3.8.1 and 3.8.4	No	No	NA, impacts would remain less than significant
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	2020 DSP Draft EIR p. 159, Impact HYD-2; LUTE Update Draft EIR Setting pp. 3.11-1 to 3.11-11, Impacts 3.11.1.1, 3.11.1.2, and 3.11.1.3	No	No	NA, impacts would remain less than significant
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	2020 DSP Draft EIR pp. 158 to 161, Impact HYD-3; 2003 DSP Draft EIR p. 11-13; LUTE Update Draft EIR Setting pp. 3.8-1 to 3.8-15, Impacts 3.8.1 and 3.8.4	No	No	NA, impacts would remain less than significant
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	2020 DSP Draft EIR pp. 158 to 161, Impact HYD-3.1; 2003 DSP Draft EIR p. 11-13; LUTE Update Draft EIR Setting pp. 3.8-1 to 3.8-15, Impacts 3.8.2 and 3.8.5	No	No	NA, impacts would remain less than significant
e. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	2020 DSP Draft EIR pp. 158 to 161, Impact HYD-3; 2003 DSP Draft EIR p. 11-13; LUTE Update Draft EIR Setting pp. 3.8-1 to 3.8-15, Impacts 3.8.1 and 3.8.4	No	No	NA, impacts would remain less than significant

Environmental Issue Area	Where Impact Was Analyzed in the 2020 DSP Draft and Final EIR, 2003 DSP Draft and Final EIR, or the LUTE Update Draft and Final EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/ Resolve Impacts?
Hydrology and Water Quality. Would the project:				
f. Otherwise substantially degrade water quality?	2020 DSP Draft EIR pp. 158 to 161, Impact HYD-3; 2003 DSP Draft EIR p. 11-13; LUTE Update Draft EIR Setting pp. 3.8-1 to 3.8-15, Impacts 3.8.1 and 3.8.4	No	No	NA, impacts would remain less than significant
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	2020 DSP Draft EIR p. 162, Impact HYD-4; 2003 DSP Draft EIR p. 11-13; LUTE Update Draft EIR Setting pp. 3.8-1 to 3.8-15, Impacts 3.8.2 and 3.8.5	No	No	NA, impacts would remain less than significant
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	2020 DSP Draft EIR pp. 158 to 162, Impacts HYD-3 and HYD-4; 2003 DSP Draft EIR p. 11-13; LUTE Update Draft EIR Setting pp. 3.8-1 to 3.8-15, Impacts 3.8.2 and 3.8.5	No	No	NA, impacts would remain less than significant
i. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	2020 DSP Draft EIR pp. 158 to 162, Impacts HYD-3 and HYD-4; 2003 DSP Draft EIR p. 11-13; LUTE Update Draft EIR Setting pp. 3.8-1 to 3.8-15, Impacts 3.8.2 and 3.8.5	No	No	NA, impacts would remain less than significant
j. Inundation by seiche, tsunami, or mudflow?	2020 DSP Draft EIR p. 162, Impact HYD-4; LUTE Update Draft EIR Setting pp. 3.8-1 to 3.8-15, Impact 3.8.3	No	No	NA, impacts would remain less than significant

4.10.1 Discussion

No substantial change in the environmental and regulatory settings related to hydrology and water quality, described in the LUTE Update EIR, has occurred since certification of the LUTE Update EIR or the 2020 DSP EIR.

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

As identified in the 2020 DSP EIR, 2003 DSP EIR, and LUTE Update EIR, construction activities associated with development would include grading, demolition, and vegetation removal that would disturb and expose soils to water erosion, potentially increasing the amount of silt and debris entering downstream waterways. In addition, refueling and parking of construction equipment and other vehicles on-site during construction could result in oil, grease, or related pollutant leaks and spills that may discharge into storm drains. Individual development projects are required to comply with Chapter 12.60, Stormwater Management, of the Sunnyvale Municipal Code, and to implement BMPs for the prevention of erosion and the control of loose soil and sediment, to ensure that construction does not result in the movement of unwanted material into waters within or outside the plan area. The Stormwater Management chapter of the Municipal Code regulates and gives legal effect to certain requirements of the National Pollutant Discharge Elimination System (NPDES) permit issued to the City regarding municipal stormwater and urban runoff requirements. During construction of projects in Sunnyvale, the dischargers, through individual coverage under the state's General Construction NPDES permit, must develop and implement a SWPPP and perform monitoring of discharges to stormwater systems to ensure compliance with state regulations and Sunnyvale General Plan Policy EM-8.5. Impact HYD-1 in the 2020 DSP EIR included mitigation for a single project site outside of Block 20.

Urban runoff pollutants such as heavy metals, oil and grease, sediment, and other chemicals would continue to be generated, but because the changes in land use are primarily related to increased intensity of development and not new land uses, the types and amounts of pollutants in stormwater runoff would not vary considerably from existing conditions. All private development projects would be required to include appropriate features to meet applicable regional Municipal Regional Stormwater Permit (MRP) Provision C.3 requirements and to implement low impact design (LID). Common LID strategies that would be appropriate for the plan area would include treatment methods such as bioretention basins and flow-through planters, green roofs, media filtration devices, and pervious surfaces. These features would be included on individual sites on a project-by-project basis. Compliance with existing requirements of the City's Municipal Code Chapter 12.60, the City's Urban Runoff Management Plan, and MRP Provision C.3 requirements, along with implementation of General Plan Policies EM-8.6, EM-10.1, and EM-10.3, would reduce surface water quality impacts.

The Block 20 Area Project is subject to the water quality control requirements identified above. Project design plans will be required to include water quality control features for redevelopment projects in Block 20. With the application of uniformly applied development standards and policies, (1) the Block 20 Area Project would have no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR. The findings of the certified 2020 DSP EIR, LUTE Update EIR, and 2003 DSP EIR remain valid and no further analysis is required.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

The 2020 DSP EIR and LUTE Update EIR identified that development would have little or no effect on groundwater recharge because the city is largely built out and would not reduce the amount of permeable surfaces. Sunnyvale has historically relied on groundwater to meet between 4 and 11 percent of its total demand (approximately 1,000–2,700 acre-feet per year). Groundwater production is actively managed by the Santa Clara Valley Water District to avoid groundwater overdraft through its conjunctive use efforts. The LUTE Update EIR concluded that impacts related to groundwater would be less than significant under project conditions and less than cumulatively considerable under cumulative conditions (Impact 3.11.1.3). No mitigation was required. The 2020 DSP Draft EIR also concluded that impacts to groundwater would be less than significant (2020 DSP Draft EIR page 159).

The Block 20 Area Project would not substantially change development patterns and the areas of impermeable surfaces from those approved in the LUTE Update and its water supply would be managed to protect groundwater resources. Dewatering is not anticipated during excavation because a maximum of 20 feet of excavation below

ground elevation is proposed by the two redevelopment projects and the highest expected groundwater level is 40 feet below ground surface level at the 510–528 S. Mathilda Avenue site (Silicon Valley Soil Engineering 2019a) and more than 45 feet at the 562–568 S. Mathilda Avenue site (Silicon Valley Soil Engineering 2019b). Therefore, (1) the Block 20 Area Project would have no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR or LUTE Update EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR or LUTE Update EIR. The findings of the certified 2020 DSP EIR and LUTE Update EIR remain valid and no further analysis is required.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial on- or off-site erosion or siltation?

See discussion under item a) above.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in on- or off-site flooding?

Chapter 16.62, Prevention of Flood Damage, of Sunnyvale's Municipal Code cites standards for construction in 100-year flood hazard areas. The standards for construction generally require that the lowest floor of any structure be elevated to or above the base flood elevation, anchoring, and the use of flood damage–resistant materials and methods. Individual development projects are required under Municipal Code Section 12.60.160 to demonstrate that each individual development project would not increase runoff over pre-project rates and durations. In addition, General Plan Policy EM-9.1 requires that the City maintain and operate the storm drain system so that stormwater is drained from 95 percent of the streets within one hour after a storm stops. For flood-prone locations, Policy EM-10.2 requires incorporation of appropriate controls to detain excess stormwater. Compliance with the existing regulations contained in the City's Municipal Code would reduce potential impacts associated with flooding and stormwater drainage to a level that is less than significant. The 2020 DSP EIR identified Mitigation Measure HYD-3.1 to ensure projects proposed under the 2020 amendments mitigated impacts from changed flooding conditions due to development not associated with Block 20.

The Block 20 Area Project is not located in the 100-year flood hazard Zone AO. Block 20 is in Flood Zone X (an area with reduced flood risk due to levee). Subsequent development in Block 20 is required to comply with Section 12.60.160 of the City's Municipal Code. Site design plans are required to include water quality control and drainage features for the Block 20 Area Project. With the application of uniformly applied development standards and policies, (1) there are no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR. The findings of the certified 2020 DSP EIR, LUTE Update EIR, and 2003 DSP EIR remain valid and no further analysis is required.

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

See discussion under items a) and d) above.

f) Otherwise substantially degrade water quality?

See discussion under item a) above.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

See discussion under item d) above.

h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?

See discussion under item d) above.

i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

See discussion under item d) above.

The Block 20 Area Project is not located in an inundation area. Therefore, (1) there are no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR. The findings of the certified 2020 DSP EIR, LUTE Update EIR, and 2003 DSP EIR remain valid and no further analysis is required.

j) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

As described in the 2020 DSP EIR and LUTE Update EIR, seiches and tsunamis would not be expected to affect areas developed as part of the LUTE. It is probable that an earthquake similar to the 1906 earthquake would be the largest to occur in the Bay Area; consequently, seiches with an increase in water elevation of more than 4 inches would be considered unlikely. Tsunamis would only be expected to affect low-lying marsh areas and bayward portions of sloughs. Mudflow (a type of landslide) would not be a hazard in Sunnyvale because of the city's generally flat terrain and distance from hilly or mountainous areas.

The project is located on flat terrain in the inland portion of the city and outside of the marsh areas of the bay. The Block 20 Area Project is required to comply with Section 12.60.160 of the City's Municipal Code and to develop project design plans that include water quality control and drainage features for the site. The Block 20 Area Project would not exacerbate the likelihood for inundation by seiche, tsunami, flood hazard, or mudflow. Therefore, (1) there are no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR and LUTE Update EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR and LUTE Update EIR. The findings of the certified 2020 DSP EIR and LUTE Update EIR remain valid and no further analysis is required.

Mitigation Measures

No mitigation measures were required.

Conclusion

No new circumstances or project changes have occurred nor has any new information been found requiring new analysis or verification. Therefore, with the application of uniformly applied development standards and policies, (1) the Block 20 Area Project would have no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR. The findings of the certified 2020 DSP EIR, LUTE Update EIR, and 2003 DSP EIR remain valid and no further analysis is required.

4.11 LAND USE AND PLANNING

Environmental Issue Area	Where Impact Was Analyzed in the 2020 DSP Draft and Final EIR, 2003 DSP Draft and Final EIR, or the LUTE Update Draft and Final EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
Land Use and Planning. Would the project:				
a. Physically divide an established community?	2020 DSP Draft EIR pp. 166 to 167, Impact LU-1; 2003 DSP Draft EIR p. 4-20; LUTE Update Draft EIR Setting pp. 3.1-1 to 3.1-10, Impacts 3.1.1 and 3.1.5	No	No	NA, this impact would remain less than significant
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	2020 DSP Draft EIR pp. 167 to 168, Impact LU-2; LUTE Update Draft EIR Setting pp. 3.1-1 to 3.1-10, Impacts 3.1.2, 3.1.3, and 3.1.5	No	No	NA, this impact would remain less than significant
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	2020 DSP Draft EIR pp. 168, Impact LU-3; LUTE Update Draft EIR Setting pp. 3.9-1 to 3.9-13, Impacts 3.9.4 and 3.9.5	No	No	NA, impact remains less than significant

4.11.1 Discussion

No substantial change in the environmental and regulatory settings related to land use and planning has occurred since certification of the LUTE Update EIR or the 2020 DSP EIR.

a) Physically divide an established community?

The 2020 DSP EIR, 2003 DSP EIR, and LUTE Update EIR identified that land use and development activities would not result in the physical division of an established community. Implementation of the policy provisions of the LUTE and DSP would ensure the integration and compatibility of new development with existing land use conditions. This impact was determined to be less than significant under project and cumulative conditions.

The Block 20 Area Project would result in an increase to the maximum development potential of Block 20 by increasing the number of allowable residential units by 52 additional units and increasing allowable commercial use by 20,100 square feet. This increase in Block 20's development potential would not alter local land use patterns or obstruct movement through the area. Therefore, (1) the Block 20 Area Project would have no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR. The findings of the certified 2020 DSP EIR, LUTE Update EIR, and 2003 DSP EIR remain valid and no further analysis is required.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

The 2020 DSP EIR and LUTE Update EIR identified less than significant impacts related to conflicts with the City's General Plan under project and cumulative conditions. The General Plan has been updated since certification of the 2003 DSP EIR.

While the Block 20 Area Project would increase development potential that would require amendments to the DSP, it would assist in meeting the goals and policy provisions of the DSP, LUTE, and Sunnyvale General Plan Housing Element associated with the provision of diverse housing and mixed land uses that promote the use of a multimodal transportation system. Therefore, (1) the Block 20 Area Project would have no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR. The findings of the certified 2020 DSP EIR, LUTE Update EIR, and 2003 DSP EIR remain valid and no further analysis is required.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

Sunnyvale is not located in a habitat conservation plan area. As a result, the LUTE Update EIR and 2020 DSP EIR determined that no conflict with an adopted habitat conservation plan would occur and no impact would result. No significant impact was identified under project or cumulative conditions. No new conservation plans have been adopted since approval of the LUTE and DSP amendments. Therefore, (1) there are no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR. The findings of the certified 2020 DSP EIR, LUTE Update EIR, and 2003 DSP EIR remain valid and no further analysis is required.

Mitigation Measures

No mitigation measures were required.

Conclusion

No new circumstances or project changes have occurred nor has any new information been identified requiring new analysis or verification. Therefore, (1) the Block 20 Area Project would have no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR, LUTE Update EIR, or 2003 DSP EIR. The findings of the certified 2020 DSP EIR, LUTE Update EIR, and 2003 DSP EIR remain valid and no further analysis is required.

4.12 MINERAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the 2020 DSP Draft and Final EIR, 2003 DSP Draft and Final EIR, or the LUTE Update Draft and Final EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
Mineral Resources. Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	2020 DSP Draft EIR p. 169; LUTE Update Draft EIR p. 3.7-14, scoped out of impact analysis	No	No	NA, no impact would occur
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	2020 DSP Draft EIR p. 169; LUTE Update Draft EIR p. 3.7-14, scoped out of impact analysis	No	No	NA, no impact would occur

4.12.1 Discussion and Conclusion

As discussed on page 3.7-14 of the LUTE Update Draft EIR and page 169 of the 2020 DSP Draft EIR, no active mines and no known areas with mineral resource deposits or resources of statewide importance are located in Sunnyvale. Therefore, no impact to availability of a known mineral resource would result. Therefore, (1) the Block 20 Area Project would have no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR or LUTE Update EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR or LUTE Update EIR. The findings of the certified 2020 DSP EIR and LUTE Update EIR remain valid and no further analysis is required.

4.13 NOISE

Environmental Issue Area	Where Impact Was Analyzed in the 2020 DSP Draft and Final EIR, 2003 DSP Draft and Final EIR, or the LUTE Update Draft and Final EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigations Address/ Resolve Impacts?
Noise. Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	2020 DSP Draft EIR pp. 180 to 182, Impact NOI-1; 2003 DSP Draft EIR pp. 9-11 to 9-18, Impacts 9-1 and 9-2	No	No	Yes, impact would remain less than significant
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	2020 DSP Draft EIR pp. 182 to 183, Impact NOI-2	No	No	NA
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	2020 DSP Draft EIR p. 183, Impact NOI-3; 2003 DSP Draft EIR pp. 9-11 to 9-13, Impact 9-1	No	No	Yes, impact would remain less than significant
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	2020 DSP Draft EIR pp. 184 to 188, Impact NOI-4; 2003 DSP Draft EIR pp. 9-14 to 9-18, Impact 9-2	No	No	Yes, impact would remain significant and unavoidable
e. For a project located within an airport land use plan or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	2020 DSP Draft EIR pp. 188, Impact NOI-5; 2003 DSP Draft EIR p. 9-11	No	No	NA
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	2020 DSP Draft EIR pp. 188, Impact NOI-6; 2003 DSP Draft EIR p. 9-11	No	No	N/A

4.13.1 Discussion

Noise impacts are a localized issue and were analyzed in Section 9.3 of the 2003 DSP Draft EIR and Section 3.13 of the 2020 DSP Draft EIR. The analyses included noise impacts from project-generated construction, traffic-source noise from area roadways, and airport activities. Environmental conditions in the project area have not changed appreciably since the 2020 DSP Draft EIR analysis was completed. The analysis below focuses on the noise analyses of the 2020 DSP EIR and 2003 DSP EIR.

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state, or federal standards?

Short-term construction noise was evaluated in the 2003 DSP Draft EIR with Impact 9-2. The discussion noted that depending upon the operations conducted and equipment used, individual equipment noise levels can range from 90 to 105 dBA [A-weighted decibels] at 50 feet. The simultaneous operation of the on-site heavy-duty equipment associated with the DSP could result in combined intermittent noise levels of 81 to 89 dBA at 50 feet from the center of the project site. Short-term construction-generated noise levels could exceed the City's exterior noise standards or result in a noticeable increase in ambient noise levels at existing nearby off-site sensitive land uses. This impact was considered potentially significant. Mitigation measure 9-2 in the 2003 DSP Draft EIR states that construction operations are to be limited to the hours between 7 a.m. to 6 p.m. Monday through Friday, and 8 a.m. to 5 p.m. on Saturdays. No construction is allowed on Sundays or national holidays. Regarding construction equipment, Mitigation Measure 9-2 states that the usage of well-maintained mufflers for intakes and exhausts for construction equipment, where applicable, as well as locating stationary noise-generating equipment as far as possible from noise-sensitive receptors, would reduce construction-related noise exposure at nearby receptors. Rerouting construction traffic to use dedicated truck routes and using quiet construction equipment such as air compressors is also necessary. If a project requires the use of pile drivers for foundation work, Mitigation Measure 9-2 also includes a requirement to use multiple pile drivers concurrently to expedite this phase of project construction, reducing the duration of noise exposure for the louder construction phases. With implementation of these measures, construction would not result in a noticeable increase in ambient noise levels at noise-sensitive receptors during the more noise-sensitive hours of the day, and thus potential impacts would be less than significant.

The Block 20 Area Project impacts associated with short-term construction noise would be similar to those described in the 2003 DSP Draft EIR. That is because, although the proposed project would allow the development of additional residential uses and commercial space, construction activities would require similar equipment and therefore generate similar noise levels as those evaluated in the aforementioned documents. Further, construction noise mitigation would be implemented for the proposed project, which would reduce noise exposure at sensitive receptors, to the extent feasible.

Additionally, operational traffic noise would cause an exceedance of the noise standards set forth by the City for exterior noise levels at Block 20. As shown in the 2003 DSP Draft EIR and 2020 DSP Draft EIR, noise levels at Block 20 would exceed 60 and 70 L_{dn} [day-night average noise level] dBA for residential and office/commercial use, respectively. As shown in Figure 9-1 in the 2003 DSP Draft EIR, noise levels at Block 20 due to traffic would be above 70 dBA L_{dn}. This would exceed both the residential and office/commercial exterior noise levels set by the City. This exceedance also appears in the DSP Update in Figure 3.13-1, for a nearby measurement done (LT-5), which occurred 60 feet away from the centerline of Mathilda Road and near Block 20. As presented in the figure, the L_{dn} dBA from LT-5 approaches 71–73 dBA, above the standards set by the City (i.e., 60 dBA L_{dn} for residential and 70 dBA L_{dn} for commercial). Block 20 is also closer to State Route 88 (El Camino Real) compared to where the measurement was taken; therefore, noise levels may be higher than where the measurement occurred. Therefore, because existing noise levels exceed applicable City standards and future development on the project site would result in increased traffic, increases in long-term traffic noise were considered significant and mitigation measures were incorporated to reduce the impact to sensitive receptors from permanent traffic noise increases. Mitigation measure 9-1 in the 2003 DSP Draft EIR states that to reduce noise impacts of traffic noise, noise attenuation features must be built into office and retail development occurring next to El Camino Real as well as Mathilda Avenue. Such features, including standard construction with adequate mechanical ventilation or air-conditioning, would provide a suitable interior noise environment. Certain noise-sensitive office spaces, such as conference rooms, will require sound-rated windows. For new residential facilities, noise attenuation features will be incorporated into the new construction to reduce the interior noise to 45 L_{dn} or less and exterior noise to 60 L_{dn} or less. When multifamily residential development is proposed where the exterior noise level exceeds 60 L_{dn}, regulation is required by the California Administrative Code (Title 23, Part 2). The design for such projects must incorporate the necessary noise control treatments to reduce interior noise to 45 L_{dn} or less in interior inhabitable spaces. Where the L_{dn} is 65 dB or less, standard construction

would suffice. Where the noise level is 65 to 75 L_{dn}, additional controls, such as sound-rated windows, doors, and wall construction, may be necessary. Further, Mitigation Measure 9-1 from the 2003 DSP Draft EIR requires that a development application be submitted for all proposed residential developments that are adjacent to El Camino Real or Mathilda Avenue, which would require project-specific and location-specific noise control measures to be incorporated into the building design to ensure the 45 L_{dn} interior noise limit is met. As described in the 2003 DSP Draft EIR, compliance with this mitigation measure would result in less-than-significant impacts from long-term traffic noise. Because the proposed changes to Block 20 would continue to allow the same land uses as were previously evaluated (e.g., residential, commercial, office) and the same mitigation would be required for all development in Block 20, impacts would also be reduced to a less-than-significant level. Therefore, it is anticipated that impacts related to noise to the Block 20 Area Project would be similar to those described in the 2003 DSP EIR.

Therefore, with the application of uniformly applied development standards and adopted mitigation measures, (1) the Block 20 Area Project would have no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR or 2003 DSP EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR or 2003 DSP EIR. The findings of the certified 2020 DSP EIR and 2003 DSP EIR remain valid and no further analysis is required.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Exposure of sensitive receptors or generation of excessive vibration levels is addressed in the 2020 DSP Draft EIR in Impact NOI-2. The 2020 DSP Draft EIR concluded that short-term construction-generated vibration levels would not exceed the standard of 0.2 inches per second peak particle velocity (PPV) recommended by the California Department of Transportation (Caltrans) with respect to the prevention of structural damage for normal buildings. Neither the 2020 DSP EIR nor the 2003 DSP EIR included information on whether construction vibration noise could exceed the Federal Transit Administration's (FTA's) maximum acceptable vibration standard of 80 velocity decibels (VdB) with respect to human response for residential uses (i.e., annoyance) at on-site residential dwellings that are developed and inhabited before nearby construction is completed. The 2020 DSP Draft EIR did state that groundborne vibrational impacts would be less than significant to the nearby receptors to the six proposed sites in the DSP Update. Vibration impacts were not addressed in the 2003 DSP EIR.

With respect to the Block 20 Area Project, the development of Block 20 would occur within 56 feet of inhabited residences, similar to the sites in the 2020 DSP Draft EIR. The Block 20 Area Project would entail similar types of construction equipment and construction activities that were used in the 2020 DSP Draft EIR impact analysis. The proposed project would not expose inhabited residences to excessive vibration, similar to the findings in the 2020 DSP EIR. Therefore, this impact would be less than significant and no mitigation would be necessary.

In terms of vibrational noise at 56 feet from the nearest sensitive receptor east of Block 20, which is the Civic Center Property Apartments, vibrational noise would not be a significant factor either. Construction equipment that may be necessary for the buildout of Block 20 includes tools such as bulldozers, hoe rams, caisson drills, loaded trucks, and jackhammers. At 56 feet, the vibrational noise produced by such equipment would be 76.5 VdB or less, which is below the FTA's 80 VdB criteria for residential land uses. Therefore, this impact would be less than significant and no mitigation would be necessary.

Therefore, (1) the Block 20 Area Project would have no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR or 2003 DSP EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR or 2003 DSP EIR. The findings of the certified 2020 DSP EIR and 2003 DSP EIR remain valid and no further analysis is required.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Impact 9-1 in the 2003 DSP Draft EIR addresses the compatibility of proposed residential and commercial uses in the DSP with future on-site daily average traffic noise levels. The 2003 Draft EIR concluded that the land uses (sensitive

receptors) proposed on the project site would potentially be exposed to future noise levels generated by area automobile traffic that exceed applicable local exterior noise standards (60 dBA energy equivalent noise level for residential and 70 dBA for office land uses were used in the analysis). This impact was found to be potentially significant in the 2003 DSP Draft EIR, and mitigation measures were provided to reduce the impact to less than significant. See the detailed discussion above under item a) for mitigation measures that would apply to the project. Impact NOI-3 of the 2020 DSP EIR did not identify any significant operational noise impacts.

The Block 20 Area Project would intensify allowed land uses in Block 20. The conclusions of the 2003 DSP Draft EIR remain valid, and no additional significant impacts would occur due to the changes proposed in the Block 20 Area Project.

Impact 9-1 in the 2003 DSP Draft EIR describes how sensitive receptors in Sunnyvale would be exposed to traffic-generated noise levels exceeding 70 dBA for the office day-night average noise level/community noise equivalent level standard along road segments near Block 20 where the Block 20 Area Project is proposed, which include El Camino Real and Mathilda Avenue. It is important to note that the number of vehicle trips generated from the Block 20 Area Project would not be substantially higher than what would have been generated by the DSP and evaluated in the 2003 DSP EIR. Also of note, this increase in noise is a result of the traffic generated from the DSP in its entirety. The Block 20 Area Project evaluated herein represents a fraction of the total trips generated from implementation of the DSP. It is not expected that operation of the Block 20 Area Project alone would generate a significant number of vehicle trips that would trigger noise impacts beyond what was evaluated in the 2003 DSP EIR.

For instance, the entire DSP would introduce a significant amount of new daily trips, associated with the broad scale of development encompassed within the DSP. However, for this analysis, it is conservatively assumed, based on air and GHG emissions model default (i.e., CalEEMod) trip and trip length parameters, that the Block 20 Area Project would introduce a total of 277 daily trips to the project area when compared to the existing allowed land uses in Block 20, which currently produce a total of 134 trips, representing a total trip increase of 143 trips per day. Evaluating this increase in daily trips in the context of the entire DSP and considering that traffic associated with the DSP would result in noise levels at or above 70 dBA L_{dn}, using typical traffic noise model input parameters, average daily trips in the magnitude of 35,000 or more would be required to generate noise levels in the 70 dBA L_{dn} range. Further, with regard to increases in noise, a doubling of a noise source is required to result in a 3-dB increase that is considered perceptible to the human ear. Understanding that the entire DSP resulted in a substantial increase in traffic noise, an increase of project-generated trips of 143 would represent a less than 1 percent increase in noise compared to the overall noise generated by the DSP, which would not be perceptible. Increases in traffic-generated noise associated with the proposed amendments to the DSP would not result in new or substantially worse impacts than were already determined. Further, applicable mitigation measures already in place would ensure that new sensitive development meets interior noise standards.

Therefore, with the application of uniformly applied development standards and mitigation measures, (1) the Block 20 Area Project would have no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR or 2003 DSP EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR or 2003 DSP EIR. The findings of the certified 2020 DSP EIR and 2003 DSP EIR remain valid and no further analysis is required.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

As Identified in both the 2003 DSP EIR and the 2020 DSP EIR, temporary noise increases from construction would occur. Construction noise would generally be localized to the area surrounding each project site. Noise impacts resulting from construction depend upon the noise generated by various pieces of construction equipment, the timing and duration of noise-generating activities, and the distance between construction noise sources and noise-sensitive areas. Most demolition and construction noise falls within the range of 80 to 90 dBA at a distance of 50 feet from the source. Construction-generated noise levels drop off at a rate of about 6 dBA per doubling of the distance between the source and receptor. The 2003 DSP EIR included Mitigation Measure 9-2 to address construction noise that would be applicable to the Block 20 Area Project. Impact NOI-4 in the 2020 DSP EIR identified that construction

activities associated with the proposed project sites/amendments would result in a significant and unavoidable noise impact (even with the application of mitigation). None of the proposed projects under the 2020 DSP are located in Block 20.

Based on the location of nearby receptors and typical construction noise levels at a distance of 50 feet, construction of future development under the Block 20 Area Project would exceed the threshold of 60 dBA L_{eq} [energy-equivalent noise level] at nearby residences and go above the ambient noise levels by 5 dBA L_{eq} based on existing noise levels, as shown in Figure 3.13-1 in the 2020 DSP EIR. Therefore, mitigation measures adopted for the DSP would be required, as there would be no greater impact than that described in the 2003 and 2020 DSP EIRs. See the detailed discussion above under item a) for mitigation measures that would apply to the project.

Therefore, with the application of uniformly applied development standards and adopted mitigation measures, (1) the Block 20 Area Project would have no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR or 2003 DSP EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR or 2003 DSP EIR. The findings of the certified 2020 DSP EIR and 2003 DSP EIR remain valid and no further analysis is required.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

As identified in the 2003 DSP EIR, the Moffett Federal Airfield CLUP shows that the DSP is outside the noise contours for the airfield. Since Block 20 is located in the lower half of the DSP, which is further away from the airport, no impact would occur due to airport operations.

No changes to the Moffett Federal Airfield CLUP have occurred and no new private airstrips had been developed in the DSP area at the time the project application was completed and this environmental checklist was prepared. There is no new circumstance or new information requiring new analysis or verification.

Therefore, (1) the Block 20 Area Project would have no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR or 2003 DSP EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR or 2003 DSP EIR. The findings of the certified 2020 DSP EIR and 2003 DSP EIR remain valid and no further analysis is required.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

Block 20 is not located near a private airstrip. Therefore, no further analysis is required.

Mitigation Measures

The following adopted mitigation measures from the 2003 DSP EIR are applicable to the project:

> Mitigation Measure 9-1: To mitigate potential traffic noise impacts on project-facilitated office and retail development adjacent to El Camino Real and Mathilda Avenue, noise attenuation features shall be incorporated into the design of new office and retail space along these streets. Normally, standards construction with adequate mechanical ventilation or air condition would provide a suitable interior environment. Certain noise-sensitive office spaces, such as conference rooms, may require sound-rated windows.
>
> To adequately mitigate potential traffic noise impacts on future new residential, public facility, and open space development, noise attenuation features shall be incorporated into the new construction to reduce interior noise to 45 L_{dn} or less and exterior noise to 60 L_{dn} or less. Multi-family residential development proposed where the L_{dn} exceeds 60 dB would be regulated by the California Administrative Code (Title 24, Part 2). The design for such projects must incorporate the necessary noise control treatments to reduce

interion noise to 45 L_{dn} or less in interior habitable spaces. Where the L_{dn} is 65 dB or less, standard construction is normally sufficient. Where the noise level is 65 to 75 L_{dn}, additional controls, such as sound rated windows, doors, and wall construction, may be necessary. A report shall be submitted with the building plans for all residential projects proposed for the project area frontage locations along El Camino Real or Mathilda Avenue describing to City satisfaction the noise control measure that have been incorporated into the design to meet the 45 L_{dn} interior noise limit.

For Evelyn Plaza and open space areas within new multi-family residential complexes, the placement/location of structures, natural berms, and "quiet areas,' as indicated on plans to City satisfaction, would minimize exterior noise.

Mitigation Measure 9-2: To reduce the noise impacts from project-related construction activities, the following measures shall be implemented at all construction sites within the project area:

1) *Construction Scheduling*. Limit noise-generating construction activity to between the hours of 7:00 AM to 6:00 PM, Monday through Friday, and 8:00 AM to 5:00 PM on Saturdays. No construction activities shall occur on Sundays or national holidays (Sunnyvale Municipal Code Section 16.08.150).
2) *Construction Equipment Mufflers and Maintenance*. Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
3) *Equipment Locations*. Locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction project area.
4) *Construction Traffic*. Route all construction traffic to and from the site via designated truck routes where possible. Prohibit construction-related heavy traffic in residential areas where feasible.
5) *Quiet Equipment Selection*. Use quiet construction equipment, particularly air compressors, wherever possible.
6) *Pile Drivers*. Where pile drivers are to be used, use multiple-pile drivers to expedite this phase of project construction.
7) *Noise Disturbance Coordinator*. For larger construction projects, the City may choose to require project designation of a "Noise Disturbance Coordinator" who would be responsible for responding to any local complaints about construction noise. The Disturbance Coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and institute reasonable measures to correct the problem. Conspicuously post a telephone number for the Disturbance Coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule. (The City should be responsible for designating a Noise Disturbance Coordinator and the individual project sponsor should be responsible for posting the phone number and providing construction schedule notices.)

Conclusion

No new circumstances or project changes have occurred nor has any new information been identified requiring new analysis or verification. Therefore, (1) the Block 20 Area Project would have no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR or 2003 DSP EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR or 2003 DSP EIR. The findings of the certified 2020 DSP EIR and 2003 DSP EIR remain valid and no further analysis is required.

4.14 POPULATION AND HOUSING

Environmental Issue Area	Where Impact Was Analyzed in the 2020 DSP Draft and Final EIR, 2003 DSP Draft and Final EIR, or the LUTE Update Draft and Final EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
Population and Housing. Would the project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	2020 DSP Draft EIR pp. 198 to 200, Impact POP-1; LUTE Update Draft EIR Setting pp. 3.2-1 to 3.2-3, Impacts 3.2.1 and 3.2.3	No	No	NA, impacts would remain less than significant
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	2020 DSP Draft EIR p. 200, Impact POP-2; LUTE Update Draft EIR Setting pp. 3.2-1 to 3.2-3, Impacts 3.2.2 and 3.2.4	No	No	NA, impacts would remain less than significant

4.14.1 Discussion

Since certification of the 2020 DSP EIR and LUTE Update EIR, the City has approved additional development beyond these projects, including the Lawrence Station Area Plan Update and the El Camino Real Specific Plan. The 2003 DSP EIR was certified after updates to the Sunnyvale General Plan and associated growth projections. The analysis below uses the updated city growth analyses in the 2020 DSP EIR and LUTE Update EIR.

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

The 2020 DSP EIR and LUTE Update EIR determined that additional growth accommodated by these plans would not induce growth inconsistent with the General Plan policy provisions that promote additional residential development potential and increased density of development as identified in Plan Bay Area [now Plan Bay Area 2050].

While the Block 20 Area Project would increase development potential that would support 110 additional residents and 50 jobs beyond current DSP provisions that would require amendments to the DSP, it would assist in meeting the goals and policy provisions of the DSP, LUTE, and Housing Element associated with the provision of diverse housing that is needed to accommodate anticipated growth in the city. Therefore, (1) the Block 20 Area Project would have no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR or LUTE Update EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR or LUTE Update EIR. The findings of the certified 2020 DSP EIR and LUTE Update EIR remain valid and no further analysis is required.

b) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

The 2020 DSP EIR and LUTE Update EIR determined that while some housing may be removed through implementation of the plans, they would accommodate anticipated growth through a compact urban form and additional residential units.

The Block 20 Area Project could result in the removal of existing housing in the area. However, it would provide the opportunity to expand housing opportunities in Block 20 by up to 52 residential units in comparison to the existing land use designations and zoning for Block 20. The Block 20 Area Project would have no significant impact related to the displacement of housing or people. Therefore, (1) there are no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR or LUTE Update EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR or LUTE Update EIR. The findings of the certified 2020 DSP EIR and LUTE Update EIR remain valid and no further analysis is required.

Mitigation Measures

No additional mitigation measures are required for the project.

Conclusion

No new circumstances or project changes have occurred nor has any new information been found requiring new analysis or verification. Therefore, (1) the Block 20 Area Project would have no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR or LUTE Update EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR or LUTE Update EIR. The findings of the certified 2020 DSP EIR and LUTE Update EIR remain valid and no further analysis is required.

4.15 PUBLIC SERVICES

Environmental Issue Area	Where Impact Was Analyzed in the 2020 DSP Draft and Final EIR, 2003 DSP Draft and Final EIR, or the LUTE Update Draft and Final EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
Public Services				
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times or other performance objectives for any public services:				
i. Fire protection?	2020 DSP Draft EIR p. 206, Impact PS-1; LUTE Update Draft EIR Setting pp. 4.0-1 to 4.0-3, Impacts 4.1.1 and 4.1.2	No	No	NA, impact remains less than significant
ii. Police protection?	2020 DSP Draft EIR p. 207, Impact PS-2; LUTE Update Draft EIR Setting pp. 4.0-6, Impacts 4.2.1 and 4.2.2	No	No	NA, impact remains less than significant
iii. Schools?	2020 DSP Draft EIR p. 207, Impact PS-3; LUTE Update Draft EIR Setting pp. 4.0-9 to 4.0-10, Impacts 4.3.1 and 4.3.2	No	No	NA, impact remains less than significant
iv. Parks?	2020 DSP Draft EIR p. 207, Impact PS-5; LUTE Update Draft EIR Setting pp. 4.0-15, Impacts 4.4.1 and 4.4.2	No	No	NA, impact remains less than significant

4.15.1 Discussion

No substantial change in the regulatory settings related to public services has occurred since certification of the LUTE Update EIR or the 2020 DSP EIR. The analysis of public services uses these EIRs because they provide the most recent public services analyses for the project area.

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Fire protection?

The 2020 DSP EIR and LUTE Update EIR identified that project and cumulative impacts to fire protection services would be less than significant. Development is subject to developer fees, which would provide sufficient resources to serve the projected needs of the Sunnyvale Department of Public Safety, Bureau of Fire Services under cumulative conditions.

Subsequent development in Block 20 would be required to meet all City requirements regarding fire protection and public safety, including fire access. Thus, with the application of uniformly applied development standards and policies, (1) the project would have no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR or LUTE Update EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR or LUTE Update EIR. The findings of the certified 2020 DSP EIR and LUTE Update EIR remain valid and no further analysis is required.

Police protection?

The 2020 DSP EIR and LUTE Update EIR identified that project and cumulative impacts to law enforcement services would be less than significant.

Subsequent development in Block 20 and the net increase in demand for law enforcement services would not be substantial and would not require the need for new or expanded law enforcement facilities. Thus, (1) the Block 20 Area Project would have no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR or LUTE Update EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR or LUTE Update EIR. The findings of the certified 2020 DSP EIR and LUTE Update EIR remain valid and no further analysis is required.

Schools?

The 2020 DSP EIR and LUTE Update EIR identified that project and cumulative impacts to public schools would be less than significant. Subsequent development would be subject to school facility fees to pay for additional school facility needs.

Subsequent development in Block 20 would increase residential development that would generate new students and public school demands. This development would be required to pay school facility fees that would address their impact to public schools. Thus, (1) the project would have no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR or LUTE Update EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR or LUTE Update EIR. The findings of the certified 2020 DSP EIR and LUTE Update EIR remain valid and no further analysis is required.

Parks?

See discussion under items a) and b) in Section 6.16, Recreation.

Mitigation Measures

No additional mitigation measures are required for the project.

Conclusion

With the application of uniformly applied development standards and policies, (1) the Block 20 Area Project would have no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR or LUTE Update EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR or LUTE Update EIR. The findings of the certified 2020 DSP EIR and LUTE Update EIR remain valid and no further analysis is required.

4.16 RECREATION

Environmental Issue Area	Where Impact Was Analyzed in the 2020 DSP Draft and Final EIR, 2003 DSP Draft and Final EIR, or the LUTE Update Draft and Final EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
Recreation				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	2020 DSP Draft EIR p. 213, Impacts REC-1 and REC-2; LUTE Update Draft EIR Setting pp. 4.0-15 and 4.0-16	No	No	NA, impact remains less than significant
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	2020 DSP Draft EIR p. 213, Impacts REC-1 and REC-2; LUTE Update Draft EIR Setting pp. 4.0-15 and 4.0-16	No	No	NA, impact remains less than significant

4.16.1 Discussion

No substantial change in the regulatory settings related to recreation has occurred since certification of the LUTE Update EIR or 2020 DSP EIR. The analysis of recreation impacts uses these EIRs, as they provide the most recent recreation analysis for the project area.

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

See discussion under item b) below.

b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

The 2020 DSP EIR and LUTE Update EIR identified no significant recreation impacts under project and cumulative conditions. Per the City's Municipal Code, new residential development would be required to dedicate land, pay a fee in lieu thereof, or both, for park or recreational purposes at a ratio of 5 acres per 1,000 residents. These fees may be used to upgrade existing park facilities.

The Block 20 Area Project would increase the number of allowable residential units for Block 20 in the DSP by 52 units, which would generate direct demand for recreation facilities. The Block 20 Area Project would be required to comply with requirements and pay the fees required to meet the required ratio of 5 acres of park or recreational space per 1,000 residents. Required compliance with these policies and actions, as well as Quimby Act land dedication or in-lieu fees, would ensure that this impact is less than significant.

Typical environmental effects regarding improvements to and use of parks and recreational facilities may involve issues with noise (during construction and with use of playfields and playgrounds), air quality (during construction of the facility), biological resources (depending on location), historic/cultural resources (depending on location), public services and utilities (demand for police and fire protection, electric, water, and wastewater service), and traffic on a local neighborhood level. The environmental effects of construction and operation of such facilities in the plan area were considered programmatically in the technical analyses of the LUTE Update EIR as part of overall development of

projects anticipated under the LUTE. Therefore, the findings of the certified LUTE Update EIR remain valid and further analysis is not required.

Thus, (1) the project would have no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR or LUTE Update EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR or LUTE Update EIR. The findings of the certified 2020 DSP EIR and LUTE Update EIR remain valid and no further analysis is required.

Mitigation Measures

No additional mitigation measures are required for the Block 20 Area Project.

Conclusion

(1) The project would have no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR or LUTE Update EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR or LUTE Update EIR. The findings of the certified 2020 DSP EIR and LUTE Update EIR remain valid and no further analysis is required.

4.17 TRANSPORTATION

Environmental Issue Area	Where Impact Was Analyzed in the 2020 DSP Draft and Final EIR, 2003 DSP Draft and Final EIR, or the LUTE Update Draft and Final EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
Transportation. Would the project:				
a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	2020 DSP Draft EIR pp. 264 to 266, Impact TRN-6 Transit: LUTE Update Draft EIR Setting pp. 3.4-34 to 3.4-40, Impacts 3.4.1 and 3.4.2 Bicycle: LUTE Update Draft EIR Setting pp. 3.4-33, Impact 3.4.3 Pedestrian: LUTE Update Setting pp. 3.4-33, Impact 3.4.4	No	No	NA, impact remains less than significant and significant and unavoidable for impacts to transit travel times
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	2020 DSP Draft EIR page 280, no impact conclusion; LUTE Update Draft EIR pp. 3.4-47 to 3.4-4, no impact conclusion	No	No	NA
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	2020 DSP Draft EIR page 263, Impact TRN-4; LUTE Update EIR Setting pp. 3.4-1 to 3.4-45, Impact 3.4.5	No	No	NA, impact remains less than significant
d. Result in inadequate emergency access?	2020 DSP Draft EIR p. 263, Impact TRN-5; LUTE Update Draft EIR Setting pp. 3.4-1 to 3.4-45, Impact 3.4.6	No	No	NA, impact remains less than significant

4.17.1 Discussion

Since certification of the LUTE Update EIR, 2003 DSP EIR, and 2020 DSP EIR, the City has established new transportation analysis guidelines that address vehicle miles traveled and related issues, as discussed below.

SENATE BILL 743

SB 743, passed in 2013, required OPR to develop new CEQA guidelines that address traffic metrics under CEQA. As stated in the legislation (and Section 21099[b][2] of CEQA), upon adoption of the new guidelines, "automobile delay, as described solely by level of service (LOS) or similar measures of vehicular capacity or traffic congestion shall not be

considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the guidelines, if any."

In November 2017, OPR published its proposal for the comprehensive updates to the State CEQA Guidelines, which included proposed updates related to analyzing transportation impacts pursuant to SB 743. The Office of Administrative Law approved the updated CEQA Guidelines on December 28, 2018, and according to the new CEQA Guidelines (Section 15064.3), VMT replaced congestion as the metric for determining transportation impacts. The provisions of this section became applicable statewide on July 1, 2020.

PRC Section 21099 directs that automobile delay and congestion "shall not" be considered a significant impact on the environment upon certification of the guidelines. The guidance relative to VMT significance criteria is focused on residential, office, and retail uses. However, as noted in the updated guidelines, agencies are directed to choose metrics that are appropriate for their jurisdiction to evaluate the potential impacts of a project in terms of VMT.

CITY OF SUNNYVALE COUNCIL POLICY

Sunnyvale City Council adopted Council Policy 1.2.8, "Transportation Analysis Policy," on June 30, 2020, thereby establishing VMT as the primary threshold of significance for analysis of transportation impacts under CEQA. This policy is designed to provide guidance in the preparation of transportation analyses for land use and transportation projects as part of the environmental review process to comply with CEQA (City of Sunnyvale 2020).

CITY OF SUNNYVALE TRANSPORTATION ANALYSIS GUIDELINE FOR VEHICLE MILES TRAVELED AND LOCAL TRANSPORTATION ANALYSIS

Adopted in October of 2021, the *City of Sunnyvale Transportation Analysis Guideline for Vehicle Miles Traveled and Local Transportation Analysis (TAG)* contains the significance criteria, exemption screening criteria, thresholds of significance, and methodologies of the analysis for VMT. The VMT guidance in this document incorporates and is consistent with Council Policy 1.2.8, detailed above. The TAG contains maps showing residential VMT, employment VMT, and transit priority areas/high-quality transit corridors in the city and includes City-approved VMT mitigation strategies. Additionally, this guidance document includes the operation analyses required and methodologies in a Local Transportation Analysis.

a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Potential conflicts with public transit, bicycle, and pedestrian facilities and uses are addressed in Impacts 3.4.1 and 3.4.2 (public transit), 3.4.3 (bicycle facilities) and 3.4.4 (pedestrian facilities) of the LUTE Update EIR. The 2020 DSP Draft EIR identified no significant impacts with transportation policies or standards (Impact TRN-6).

Public Transit

As identified in Impacts 3.4.1 and 3.4.2 of the LUTE Update EIR, the LUTE would increase the demand for transit, and transit travel times would be adversely impacted due to the degradation of level of service (LOS) associated with implementation of the LUTE. Impact 3.4.1 pertaining to the increased demand for transit was determined to be less than significant; however, Impact 3.4.2 concluded that impacts related to transit travel times would be significant and unavoidable with implementation of all feasible mitigation measures.

The Block 20 Area Project would increase the number of allowable residential units and commercial square footage, and thus would presumably result in an increase in demand for transit due to an increase in residents and employees in the area. However, as described in the *OPR Technical Advisory on Evaluating Transportation Impacts in CEQA* (2018), when evaluating impacts to multimodal transportation networks, lead agencies generally should not treat the addition of new transit users as an adverse impact. Infill development may add riders to transit systems, and the additional boarding and alighting may slow transit vehicles, but development also adds destinations, improving proximity and accessibility. Such development also improves regional vehicle flow by adding less vehicle travel onto

the regional network. Therefore, although the project would add riders to the transit system, transit capacity would not be adversely affected. Additionally, the project would not disrupt existing or planned transit services or facilities, or create inconsistencies with any adopted programs, plans, ordinances, or policies related to transit.

Thus, (1) the project would have no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR or LUTE Update EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR or LUTE Update EIR. The findings of the certified 2020 DSP EIR and LUTE Update EIR remain valid and no further analysis is required.

Bicycle and Pedestrian

As identified in Impact 3.4.3 of the LUTE Update EIR, the LUTE includes policies and actions including improving bicycle facilities as part of transportation improvement projects, providing linkages to all modes of travel, and implementing a citywide bike plan to improve bicycle access. Impact 3.4.3 related to bicycle facilities was determined to be less than significant. As identified in Impact 3.4.4 of the LUTE Update EIR, the LUTE includes policies and actions including closing existing sidewalk gaps, building new pedestrian connections, enhancing pedestrian intersection crossings, and enhancing pedestrian comfort level on sidewalks. Impact 3.4.4 related to pedestrian facilities was determined to be less than significant.

The Block 20 Area Project includes changes to the DSP design guidelines for Block 20 that would ensure a variation of building setback to support pedestrian amenities, and articulation and variation of the building façade with pedestrian-oriented architectural elements and details. These changes to the DSP guidelines for Block 20 would improve the pedestrian-oriented nature of the area and would not conflict with any bicycle or pedestrian plans, policies, or programs. No additional changes that would potentially affect bicycle or pedestrian policies or guidelines are proposed to the DSP. Additionally, any subsequent project constructed in Block 20 of the DSP would be required to comply with all LUTE policies and actions that would improve bicycle and pedestrian facilities and amenities.

Thus, (1) the project would have no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR or LUTE Update EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR or LUTE Update EIR. The findings of the certified 2020 DSP EIR and LUTE Update EIR remain valid and no further analysis is required.

b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

The LUTE Update EIR and 2020 DSP EIR concluded that impacts related to traffic operational impacts would be significant and unavoidable with implementation of all feasible mitigation measures. However, pursuant to SB 743, PRC Section 21099, and California Code of Regulations Section 15064.3(a), generally VMT is the most appropriate measure of transportation impacts and a project's effect on automobile delay no longer constitutes a significant impact under CEQA. Additionally, on June 30, 2020, the Sunnyvale City Council adopted a resolution and Council Policy (Policy 1.2.8) establishing VMT as the primary threshold of significance for analysis of transportation impacts under CEQA. Policy 1.2.8 notes that the City will retain LOS as an operational measurement of intersection efficiency but emphasizes that a project's effect on LOS (i.e., automobile delay) is no longer considered an environmental impact under CEQA. This is reiterated in the Sunnyvale TAG. Therefore, the transportation analysis herein evaluates impacts using VMT and does not include LOS analysis.

VMT Methodology

The City of Sunnyvale has developed and adopted VMT guidelines and thresholds (i.e., Council Policy 1.2.8 and *City of Sunnyvale TAG*) to meet the state requirements set by SB 743 and address CEQA Guidelines Section 15064.3. The VMT analysis herein primarily relies on the guidance in Council Policy 1.2.8 and the TAG.

State CEQA Guidelines Section 15064.3(b) identifies four criteria for analyzing the transportation impacts of a project. To determine how the project should be considered, the applicable criteria are discussed below.

Section 15064.3(b)(1) addresses land use projects. The project would be considered a land use project. Section 15064.3(b)(1) describes that projects with specified proximity to "major" or "high-quality" transit should be presumed to cause a less than significant transportation impact. As defined in PRC Section 21064.3, a "major transit stop" means

a site containing an existing rail transit station, a ferry terminal served by either bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. PRC Section 21155(b) defines a high-quality transit corridor as a corridor with fixed-route bus service with service intervals no longer than 15 minutes during peak commute hours. Section 15064.3(b)(4) explains that the lead agency (in this case, the City of Sunnyvale) has discretion to choose the most appropriate methodology to evaluate VMT subject to other applicable standards, such as CEQA Guidelines Section 15151 (standards of adequacy for EIR analysis).

Analysis

The LUTE Update EIR and 2020 DSP EIR did not include an impact analysis or significance determination related to VMT, as it was not required under CEQA at the time. However, the LUTE Update EIR disclosed the results of a VMT assessment, which determined that implementation of the LUTE would result in a net increase in total VMT as compared to existing conditions and the 2035 no-project scenario, but a lower countywide VMT per capita as compared to the countywide existing and 2035 no-project scenarios.

The Block 20 Area Project would increase the maximum development potential to 103 residential units (52-unit increase) and 36,500 square feet (20,100-sf increase) of commercial uses. As shown in *Appendix D: High Quality Transit Corridors* of the *City of Sunnyvale TAG*, the entirety of the project site is located within a half mile of a high-quality transit corridor. As shown in *Appendix B: Residential VMT* of the *City of Sunnyvale TAG*, the project site is located in an area of the city in which existing residential VMT is below 15 percent of the countywide average. Therefore, any additional residential units attributed to the increase in residential density associated with the project would likely result in a similar level of VMT per resident and thus would not result in an increase in VMT per resident. Finally, as detailed in *Appendix E: VMT Mitigation Strategies* of the *City of Sunnyvale TAG for VMT and LTA*, the City-approved tier 1 mitigation strategies include the following:

- PC01 Increase Residential Density: Where allowed (by zoning and GP) design the project with increased residential densities compared to existing conditions.
- PC02 Increase Development Diversity: Where allowed (by zoning and GP) increase the space dedicated to mixed employment and high density residential compared to existing conditions, particularly vertical intensification.
- PC04 Increase Employment Density: Where allowed (by zoning and GP) design the project with increased employment densities compared to existing conditions.

The project would increase residential density compared to existing and what is currently included in the DSP, amend the DSP land use designation of the project site to Downtown Mixed-Use, and increase the maximum allowed office/commercial area on the project site. These project characteristics all meet the meet the City-approved tier 1 mitigation strategies detailed above and thus would likely result in a decrease in VMT as compared to the existing Block 20 land use designations.

For the reasons detailed above, the project would likely result in a decrease in VMT per service population as compared to the current iteration of the project site in the DSP. Thus, no new significant impacts or substantially more severe impacts would occur.

c) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

As identified in LUTE Update EIR Impact 3.4.5, the LUTE incorporates a "complete streets" approach for circulation planning that accommodates all travel modes. Complete streets are designed and operated to enable safe and convenient access for all users, including pedestrians, bicyclists, and motorists. Additionally, as detailed in Impact 3.4.5, the anticipated circulation improvements in the LUTE would help reduce the potential for pedestrian/bicycle and vehicle conflicts and all roadway and pedestrian/bicycle facilities would be designed in accordance with City standards. Impact 3.4.5 related to transportation hazards was determined to be less than significant. The 2020 DSP EIR also identified that this impact would be less than significant (Impact TRN-4).

Consistent with the adopted LUTE and DSP, all new roadway, bicycle, pedestrian, and transit infrastructure improvements developed in Block 20 of the DSP would be subject to and designed in accordance with City design and safety standards. Additionally, although the Block 20 Area Project would increase the maximum development potential of the existing land uses, it would not introduce any new land uses that would potentially result in an increase in incompatible vehicles using the surrounding roadway network.

Thus, (1) the project would have no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR or LUTE Update EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR or LUTE Update EIR. The findings of the certified 2020 DSP EIR and LUTE Update EIR remain valid and no further analysis is required.

d) Result in inadequate emergency access?

The LUTE incorporates a "complete streets" approach for circulation planning that accommodates all travel modes. Complete streets are designed and operated to enable safe and convenient access for all users, including pedestrians, bicyclists, and motorists. Additionally, all improvements associated with the LUTE would be required to meet City roadway design standards. Impact 3.4.6 related to emergency access was determined to be less than significant. The 2020 DSP EIR also identified that this impact would be less than significant (Impact TRN-5).

Emergency access would be subject to review by the City of Sunnyvale and responsible emergency service agencies, ensuring that any project developed in Block 20 of the DSP would be designed to meet all City emergency access and design standards. Therefore, adequate emergency access would be provided, and no new significant impacts or substantially more severe impacts would occur. Additionally, amendments to Block 20 of the DSP would not render any existing or planned emergency access route inadequate..

Thus, (1) the project would have no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR or LUTE Update EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR or LUTE Update EIR. The findings of the certified 2020 DSP EIR and LUTE Update EIR remain valid and no further analysis is required.

Mitigation Measures

No additional mitigation measures are required for the Block 20 Area Project.

Conclusion

(1) The Block 20 Area Project would have no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR or LUTE Update EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR or LUTE Update EIR. The findings of the certified 2020 DSP EIR and LUTE Update EIR remain valid and no further analysis is required.

4.18 TRIBAL CULTURAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the 2020 DSP Draft and Final EIR, 2003 DSP Draft and Final EIR, or the LUTE Update Draft and Final EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	2020 DSP Draft EIR pp. 93 to 97	No	No	NA
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	2020 DSP Draft EIR pp. 93 to 97	No	No	NA

4.18.1 Discussion

The 2020 DSP EIR process included an evaluation of tribal cultural resources (TCRs), while the LUTE Update EIR and 2003 DSP EIR did not specifically evaluate such resources. While no TCRs were specifically identified, the proposed amendment sites (six project sites outside of Block 20) were identified as archaeologically sensitive.

a, b) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)? A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1?

As noted above, no TCRs were identified in the 2020 DSP EIR. However, the proposed amendment sites (six project sites outside of Block 20) were identified as archaeologically sensitive. Mitigation Measures CR-2.1 through CR-2.3 were adopted to address potential impacts associated with the development of these sites that consisted of pre-evaluation of site sensitivity, cultural resource sensitivity training of construction personnel, and protection of discovered resources.

Block 20 was not identified as an archaeologically sensitive area, but is subject to archaeological mitigation (2003 DSP EIR adopted Mitigation Measure 4.15-1) that would address this impact. With the required application of the

mitigation measure, (1) the Block 20 Area Project would have no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR or 2003 DSP EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR or 2003 DSP EIR. The findings of the certified 2020 DSP EIR and 2003 DSP EIR remain valid and no further analysis is required.

Mitigation Measures

As described in Section 6.5, Cultural Resources, the following mitigation measure replaces Mitigation Measure 4.15-1 of the 2003 DSP EIR and represents current City practice:

Mitigation Measure 6.5-1

All subsequent projects in Block 20 shall be required to include information on the improvement plans that if, during the course of grading or construction, cultural resources (i.e., prehistoric or historic sites) are discovered, work will stop in that area and within 100 feet of the find until a qualified archaeologist can assess the significance of the find and, if necessary, develop appropriate treatment measures as part of a treatment plan in consultation with the City and all other appropriate agencies. The treatment plan shall include measures to document and protect the discovered resource. Consistent with CEQA Guidelines Section 15126.4(b)(3), preservation in place will be the preferred method of mitigating impacts to the discovered resource. Pursuant to Government Code Section 6254.10, information on the discovered resource shall be confidential.

Conclusion

With the application of Mitigation Measure 6.5-1 that updates adopted 2003 DSP EIR Mitigation Measure 4.15-1 and uniformly applied development standards and policies, (1) the project would have no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR or 2003 DSP EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR or 2003 DSP EIR. The findings of the certified 2020 DSP EIR and 2003 DSP EIR remain valid and no further analysis is required.

4.19 UTILITIES AND SERVICE SYSTEMS

Environmental Issue Area	Where Impact Was Analyzed in the 2020 DSP Draft and Final EIR, 2003 DSP Draft and Final EIR, or the LUTE Update Draft and Final EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
Utilities and Service Systems. Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	2020 DSP Draft EIR p. 289, Impact UTL-1; LUTE Update Draft EIR Setting pp. 3.11-17 to 3.11-19, Impacts 3.11.2.1 and 3.11.2.3	No	No	NA, impact remains less than significant
b. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	2020 DSP Draft EIR pp. 289 to 297, Impacts UTL-2, UTL-4, UTL-5, and UTL-C Water and wastewater: LUTE Update Draft EIR Setting pp. 3.11-1 to 3.11-9 and 3.11-17 to 3.11-19, Impacts 3.11.1.2, 3.11.2.2, and 3.11.2.3 Electric power, natural gas, or telecommunications facilities: LUTE Update Draft EIR Setting pp. 3.11-30 to 3.11-31, Impact 3.11.4.1	No	No	NA, impact remains less than significant
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	2020 DSP Draft EIR pp. 289 to 297, Impacts UTL-2, UTL-4, UTL-5, and ULT-C; LUTE Update Draft EIR Setting pp. 3.8-1 to 3.8-3, Impacts 3.8.1 and 3.8.4	No	No	NA, impact remains less than significant
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needs?	2020 DSP Draft EIR pp. 295 to 296, Impacts UTL-5 and ULT-C; LUTE Update Draft EIR Setting pp. 3.11-1 to 3.11-9, Impacts 3.11.1.1 and 3.11.1.3	No	No	NA, impact remains less than significant

Environmental Issue Area	Where Impact Was Analyzed in the 2020 DSP Draft and Final EIR, 2003 DSP Draft and Final EIR, or the LUTE Update Draft and Final EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
Utilities and Service Systems. Would the project:				
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	2020 DSP Draft EIR pp. 294 to 300, Impacts UTL-3 and UTL-C; LUTE Update Draft EIR Setting pp. 3.11-17 to 3.11-19, Impacts 3.11.2.2 and 3.11.2.3	No	No	No, cumulative impact to wastewater capacity would remain significant and unavoidable
f. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	2020 DSP Draft EIR p. 299, Impacts UTL-6 and ULT-C; LUTE Update Draft EIR Setting p. 3.11-24, Impacts 3.11.3.1 and 3.11.3.3	No	No	NA, impact remains less than significant
g. Comply with federal, state, and local statutes and regulations related to solid waste?	2020 DSP Draft EIR p. 299, Impacts UTL-6 and ULT-C; LUTE Update Draft EIR Setting p. 3.11-24, Impacts 3.11.3.2 and 3.11.3.3	No	No	NA, impact remains less than significant

4.19.1 Discussion

A water supply assessment (WSA) was prepared for the DSP amendments in 2020 that was based in part on the City's 2015 Urban Water Management Plan. The 2020 DSP EIR and LUTE Update EIR provide the most recent analysis of utilities in Sunnyvale and were used in the evaluation below.

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Impact 3.11.2.1 in the LUTE Update EIR evaluated whether implementation of the LUTE would exceed the wastewater treatment requirements of the San Francisco Bay Regional Water Quality Control Board. The analysis noted that the increase in wastewater flows under the LUTE would be within the permitted design flow capacity of the Donald M. Sommers Water Pollution Control Plant and would be within the design flow capacity assumed in the Water Pollution Control Plant Master Plan. The City would regulate any new industrial or commercial facilities through the pretreatment program. The analysis concluded that implementation of the LUTE would not exceed the requirements and the impact would be less than significant under project conditions and less than cumulatively considerable under cumulative conditions (Impact 3.11.2.3). The 2020 DSP EIR also concluded that this impact would be less than significant (Impact UTL-1).

While the Block 20 Area Project would increase wastewater flows based on increased development potential beyond what was identified in the 2020 DSP EIR and LUTE Update EIR, it would not generate wastewater that would require special treatment by the City that would require alteration of treatment facilities at the Water Pollution Control Plant (WPCP). Thus, (1) the project would have no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR or LUTE Update EIR, and (2) there is no substantial new information indicating that an impact would

be substantially more severe than discussed in the 2020 DSP EIR or LUTE Update EIR. The findings of the certified 2020 DSP EIR and LUTE Update EIR remain valid and no further analysis is required.

b) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Water and Wastewater

LUTE Update EIR Impacts 3.11.1.2 and 3.11.2.2 evaluated whether implementation of the LUTE would require the construction of new or expanded water and wastewater infrastructure and treatment facilities. The analysis identified that the City's wastewater collection system has the capacity to convey sewage and industrial wastes generated when Sunnyvale is fully developed in accordance with the city's development potential. The City's Wastewater Collection System Master Plan, Water Master Plan, and Capital Improvement Program identify the conveyance improvements projects including improvements to lift stations, pump stations 1 and 2, and pipeline improvements. Wastewater treatment capacity is addressed under item a) above. The LUTE Update EIR concluded that impacts related to the construction of wastewater treatment facilities would be less than significant under project conditions and less than cumulatively considerable under cumulative conditions (Impact 3.11.2.3). The 2020 DSP EIR also determined that water and wastewater infrastructure impacts would be less than significant (Impact UTL-2 and UTL-5).

The Draft Block 20 Specific Plan Amendment Utility Impact Study prepared by Schaaf & Wheeler (2022) evaluated the proposed residential and commercial development increase of the Block 20 Area Project. The analysis identifies that water demand would increase by 10.87 gallons per minute and 10.50 gallons per minute under future/cumulative conditions beyond estimates in the 2020 DSP EIR. The utility impact study concludes that this increase in water demand and associated wastewater generation would not impact city water and wastewater conveyance systems and would not alter the conclusions of the 2020 DSP infrastructure analyses (Schaaf & Wheeler 2022). Thus, (1) the project would have no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR or LUTE Update EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR or LUTE Update EIR. The findings of the certified 2020 DSP EIR and LUTE Update EIR remain valid and no further analysis is required.

Electric, Natural Gas, and Telecommunication

See Section 6.6, Energy, item b). Telecommunication facilities exist in the Block 20 area and are available to serve the expanded development potential under the Block 20 Area Project.

c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

LUTE Update EIR Impact 3.8.1 evaluated whether buildout under the LUTE would increase impervious surfaces and as a result, alter drainage patterns and increase drainage rates and runoff over existing conditions. The analysis noted that the amount and type of runoff generated by various projects under the LUTE would be greater than that under existing conditions due to increases in impervious surfaces. These impacts would be reduced through compliance with existing regulatory programs, including the City's Municipal Code Chapter 12.60 and the City's Urban Runoff Management Plan. Implementation of the LUTE would result in a less-than-significant impact under project conditions and would be less than cumulatively considerable under cumulative conditions (Impact 3.8.4). The 2020 DSP EIR identified that impacts related to drainage improvements for the six projects under the amendment would be mitigated to less than significant (Impact ULT-4).

Subsequent development of Block 20 would require the submittal of design plans that identify drainage water quality control features and reduce impervious surface area consistent with City standards. Therefore, with the application of uniformly applied development standards and policies, (1) the project would have no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR or LUTE Update EIR, and (2) there is no substantial new

information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR or LUTE Update EIR. The findings of the certified 2020 DSP EIR and LUTE Update EIR remain valid and no further analysis is required.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

As described in LUTE Update EIR Impacts 3.11.1.1 and 3.11.1.3, cumulative development in Sunnyvale would result in a net additional water demand of 2,274 acre-feet per year. The LUTE Water Supply Assessment identified that there was an adequate water supply available to meet buildout of the city in the year 2035 under normal, single dry, and multiple dry years. This impact was identified as less than significant under project and cumulative conditions. The 2020 DSP EIR included a WSA that determined the proposed amendments would increase water demand by 392 acre-feet per year that could be accommodated by the City's existing water supplies, as the City can obtain additional water through its 14,000 acre-foot per year water right with the San Francisco Public Utility Commission (currently not fully using this allocation) and 8,000 acre-feet of groundwater (currently using less than 1,000 acre-feet per year) (Impact ULT-5).

The increased development potential proposed by the Block 20 Area Project would increase water demand by 16.94 acre-feet per year. As noted above, this additional water demand can be accommodated by the City's current water supply sources under normal year, single dry year, and multiple dry year conditions (i.e., San Francisco Public Utility Commission and groundwater). Thus, (1) the project would have no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR or LUTE Update EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR or LUTE Update EIR. The findings of the certified 2020 DSP EIR and LUTE Update EIR remain valid and no further analysis is required.

e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?

LUTE Update EIR Impact 3.11.2.2 evaluated whether implementation of the LUTE would require the construction of new or expanded wastewater infrastructure and treatment facilities. The analysis identifies that Sunnyvale's wastewater collection system has the capacity to convey sewage and industrial wastes generated when the city is fully developed in accordance with the LUTE's development potential. The City's Wastewater Collection System Master Plan and Capital Improvement Program identify conveyance improvement projects including improvements to lift stations, pump stations 1 and 2, and pipeline improvements. Wastewater treatment capacity is addressed under item a) above. This impact was identified as less than significant under project and cumulative conditions. However, the 2020 DSP EIR identified a cumulatively considerable and significant and unavoidable impact to the capacity of the WPCP as a result of increase demand beyond General Plan growth (Impact ULT-C).

The increased development potential proposed by the Block 20 Area Project would increase wastewater treatment demand by 12,725 gallons per day to the 0.17 million gallons per day for the entire DSP identified in the 2020 DSP EIR. This cumulative impact to treatment capacity would also include additional wastewater flows anticipated from the 2021 approval of the Lawrence Station Area Plan Update that is projected to generate 0.96 million gallons of wastewater treatment demand beyond General Plan growth projections (City of Sunnyvale 2021: 3.15-22). While the Block 20 Area Project would result in further increases in the cumulative impact related to wastewater treatment demand identified in the 2020 DSP EIR, this increase would be a minor component of the overall DSP increased wastewater treatment demands (7 percent) and is not considered a substantial increase in the severity of this significant and avoidable impact.

Thus, (1) the project would have no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR or LUTE Update EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR or LUTE Update EIR. The findings of the certified 2020 DSP EIR and LUTE Update EIR remain valid and no further analysis is required.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

As identified in Impacts 3.11.3.1 and 3.11.3.3 of the LUTE Update EIR, Sunnyvale would generate approximately 54,020 tons annually of solid waste at buildout. The LUTE EIR identifies that there is available combined remaining capacity of 32.8 million tons at three local landfills. This includes the Waste Management–owned Guadalupe Landfill, which has 11,055,000 tons of remaining capacity. By 2035, approximately 412,979 pounds (206.49 tons) of solid waste would be generated per day in Sunnyvale (including the LUTE, Peery Park Specific Plan, and Lawrence Station Area Plan). This amount of waste represents approximately 12.6 percent of the permitted daily throughput of the Kirby Canyon Landfill or 5.9 percent of the throughput at the Monterey Peninsula Landfill. This impact was identified as less than significant under project and cumulative conditions. The 2020 DSP EIR also identified less-than-significant solid waste impacts (Impact UTL-6).

The increased development potential proposed by the Block 20 Area Project would increase solid waste generation. However, there is adequate capacity at existing landfill facilities. Thus, (1) the project would have no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR or LUTE Update EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR or LUTE Update EIR. The findings of the certified 2020 DSP EIR and LUTE Update EIR remain valid and no further analysis is required.

g) Fail to comply with federal, state, and local statutes and regulations related to solid waste?

As discussed in Impact 3.11.3.2 of the LUTE Update EIR, Sunnyvale had a waste diversion rate of 66 percent as of 2011, and under current methods for tracking progress with AB 939, the per capita disposal rates are lower than the targets. The City has developed its new Zero Waste Strategic Plan, intended to identify the new policies, programs, and infrastructure that will enable the City to reach its zero waste goals of 75 percent diversion by 2020 and 90 percent diversion by 2030. Additionally, the City has committed to the waste reduction programs, plans, and policies that would apply to new development. Construction of subsequent projects under the LUTE that would result in demolition or renovation of existing structures would generate solid waste, and the City requires the recycling and reuse of materials to reduce landfill disposal. Therefore, implementation of the LUTE would not conflict with a federal, state, or local statute or regulation related to solid waste disposal. This impact would be less than significant under project conditions and less than cumulatively considerable under cumulative conditions (Impact 3.11.3.3).

Subsequent development in Block 20 is required to comply with the City's solid waste reduction standards. Therefore, with the application of uniformly applied development standards and policies, (1) the project would have no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR or LUTE Update EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR or LUTE Update EIR. The findings of the certified 2020 DSP EIR and LUTE Update EIR remain valid and no further analysis is required.

Mitigation Measures

No mitigation measures were identified in the certified LUTE Update EIR or 2020 DSP EIR associated with Block 20 regarding utilities, nor are any additional mitigation measures required for the Block 20 Area Project.

Conclusion

No new circumstances or project changes have occurred nor has any new information been identified requiring new analysis or verification. Therefore, (1) the project would have no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR or LUTE Update EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR or LUTE Update EIR. The findings of the certified 2020 DSP EIR and LUTE Update EIR remain valid and no further analysis is required.

4.20 MANDATORY FINDINGS OF SIGNIFICANCE

Environmental Issue Area	Where Impact Was Analyzed in the 2020 DSP Draft and Final EIR, 2003 DSP Draft and Final EIR, or the LUTE Update Draft and Final EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
Mandatory Findings of Significance.				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?	2020 DSP EIR Section 3.5; LUTE Update Draft EIR Section 3.10	No	No	Yes, but impact remains significant and unavoidable
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when view in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	2020 DSP EIR Sections 3.1 through 3.18; LUTE Update Draft EIR Sections 3.1 through 3.13	No	No	Yes, but impact remains significant and unavoidable
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	2020 DSP EIR Section 3.13; LUTE Update Draft EIR Sections 3.3, 3.5, and 3.6	No	No	Yes, but impact remains significant and unavoidable

CONCLUSION

Since the LUTE Update EIR and 2020 DSP EIR were certified, there have been regulatory changes as noted in the above checklist. However, these regulatory changes would not affect the analysis or conclusions of either EIR. Regarding the above-listed mandatory findings of significance, with the implementation of applicable mitigation measures and the application of uniformly applied development standards and policies, (1) the Block 20 Area Project would have no new significant project impacts and cumulative impacts not discussed in the 2020 DSP EIR or LUTE Update EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the 2020 DSP EIR or LUTE Update EIR. The findings of the certified 2020 DSP EIR and LUTE Update EIR remain valid and no further analysis is required.

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5 LIST OF PREPARERS

5.1 LIST OF PREPARERS

City of Sunnyvale Community Development Department

Margaret Netto ..... Planning Department

Ascent Environmental

Pat Angell ..... Principal-in-Charge
Kristen Stoner ..... Project Manager
Matt Brehmer ..... Air Quality/GHG Emissions
Julia Wilson ..... Air Quality/GHG Emissions/Noise Senior Review
Abdul Khan ..... Noise Specialist
Jazmin Amini ..... Transportation
Zachary Miller ..... Transportation Senior Review
Michele Mattei ..... Publications
Gayiety Lane ..... Publications
Corey Alling ..... Graphics
Brian Perry ..... Graphics

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Project Description

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———. 2019b. (May 3). Phase I Environmental Site Assessment for 562 & 568/564 South Mathilda Avenue, Sunnyvale, CA 94086 (APN #'s 209-29-057 & 209-29-076); Project: P4-04-18-19. Prepared for Shawn Karimi, 568 S. Mathilda Avenue.

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Agriculture and Forest Resources

None

Air Quality

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Greenhouse Gas Emissions

None

Hazards and Hazardous Materials

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Hydrology and Water Quality

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Land Use and Planning

None

Mineral Resources

None

Noise

None

Population and Housing

None

Public Services

None

Recreation

None

Transportation

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Tribal Cultural Resources

None

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Mandatory Findings of Significance

None

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Appendix A

Downtown Specific Plan Amendments for Block 20

3.8 Historical Buildings and Heritage Resources

The *City of Sunnyvale Historic Context Statement* summarizes the historic and cultural forces that have shaped the development of Sunnyvale. It provides the context for understanding and evaluating heritage resources in the city. Downtown Sunnyvale contains significant historical resources, including individual landmark properties and local heritage resources (Figure 3-6). There is one landmark district located in Block 2 and named the Murphy Station Heritage Landmark District. A heritage landmark plaque on the historic block of Murphy Avenue commemorates the area's history. "Murphy Station" was established as a stop along the San Francisco and San Jose Railroad when a California pioneer, Martin Murphy Jr., granted the railroad right-of-way through his land in 1864. In 1898, a real estate developer, William Crossman, purchased 200 acres from Murphy and named the town Encinal. It was renamed Sunnyvale in 1901. The 100 block of South Murphy Avenue is the original downtown commercial district. Most of the structures on this block were built between 1900 and 1940.

The *Design Guidelines for Murphy Station Heritage Landmark District* address building renovations and public area improvements to the District. Designated historic buildings may not be altered without approval of a Landmark Alteration Permit by the Heritage Preservation Commission and may not be demolished without appropriate environmental review. In addition, the Downtown is bordered to the south by the City's only Heritage Housing District on the 500 block of Taaffe Street, Frances Street, and Murphy Avenue. This Heritage Housing District designation preserves the unique historic characteristics of historic neighborhoods, which is present through the variety of architectural styles in this neighborhood. The Specific Plan encourages designs within the South of Iowa district that reference architectural styles in this adjoining Heritage Housing area.

Other historic structures in the Downtown are listed on the City's Inventory of Heritage Resources, which provides recognition of the historic value of structures. Alterations to buildings on the Heritage Resources Inventory are subject to review by the Heritage Preservation Commission in conformance with the provisions of Title 19 of the Sunnyvale Municipal Code. These structures and trees are important references to the City's history. Preservation of these resources is a city priority.

The following is a list of the historic resources within the boundary of the Specific Plan:

Heritage Resources

- 432 S. Frances
- 454 S. Frances
- 464 S. Frances
- 471 S. Frances
- 498 S. Frances
- Frances Avenue Streetscape (400-500 blocks)
- Murphy Avenue Streetscape (400-500 blocks)
- 445 S. Murphy
- Sunnyvale Town Center Trees
- 394 E. Evelyn (Sunnyvale Hotel)

Heritage Landmarks

- Murphy Station Heritage Landmark District (100 block of South Murphy)
- 114 S. Murphy Avenue (Del Monte Building)

Murphy Station Heritage Landmark District

Postcard circa 1915

Postcard circa 1930-40

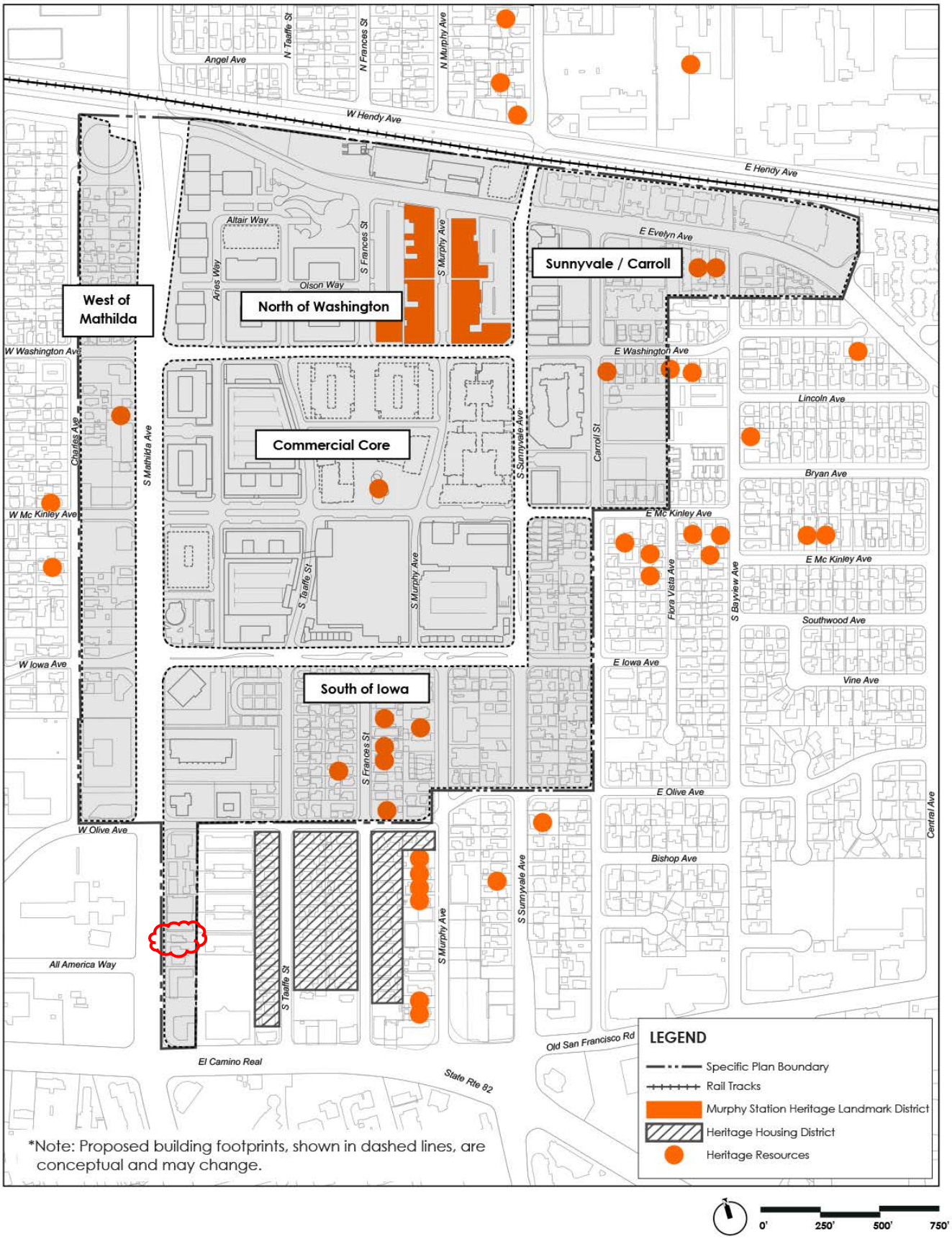

FIGURE 3-5 HISTORIC RESOURCES

CHAPTER 5

LAND USE AND DOWNTOWN DISTRICTS

5.1 Overview

This chapter presents the land use and district descriptions for the Sunnyvale Downtown Specific Plan, organized into the following sections:

- 5.2 Land Use and Development Intensities;
- 5.3 Implementing Zoning Standards; and
- 5.4 Downtown Districts.

The Downtown Specific Plan area is organized into five districts and a series of blocks. The blocks and land uses that comprise Sunnyvale's Downtown, as identified in the Land Use Plan in Figure 5-1, and the development and design priorities for each district are described in this chapter. The districts and blocks also serve as the organizing element for the Downtown Specific Plan zoning standards that are contained in the Sunnyvale Municipal Code (SMC).

5.2 Land Use and Development Intensities

5.2.1 Downtown Land Use Types

The Downtown Specific Plan is designated as Transit Mixed Use on the General Plan Land Use Map. To implement this designation, the Specific Plan contains land use types to further refine the proposed land uses. The Specific Plan land use types are described below. The allowed residential density within blocks in the Downtown Specific Plan Area is defined by units per block on Table 5.1. Appendix A includes a listing of allowable housing units by parcel.

Downtown Transit Center

This land use type provides for the Downtown Sunnyvale Caltrain station and related patron service, loading, and parking areas.

Commercial

This land use type supports commercial and service uses, such as retail, restaurants, entertainment, and small offices. Residential uses are not allowed. Commercial designations are located around the Murphy Station Heritage Landmark District and along Sunnyvale Avenue east of the Heritage Landmark District. Lot coverages up to 100% may occur and typical building heights will be as indicated in Table 5-1.

Downtown Mixed-Use

This land use type promotes the integration of residential and commercial/office uses together on the same or adjacent sites. This category envisions commercial uses on the ground floor with higher-density residential and higher intensity office above. Residential densities are as indicated in Table 5-1. Lot coverages up to 100% may occur along with maximum building heights up to 85 feet in some locations. The areas designated for Downtown Mixed-Use are in and around the Downtown Core.

Office

This land use type provides for higher intensity corporate, professional, and medical offices. Childcare, places of assembly, and support or accessory commercial uses and services are conditionally acceptable. Lot coverages of up to 100% may occur along with maximum building heights of between 30 and 100 feet. Residential uses are not allowed.

Low Density Residential

This land use type primarily preserves existing single-family neighborhoods located along neighborhood streets or residential collector streets. Within the Specific Plan, these areas help to provide transitions to adjacent single family neighborhoods. Residential densities for this land use type are up to 7 dwelling units per acre. This designation is similar to the Low Density Residential land use designation identified in the General Plan.

Low-Medium Density Residential

This land use type preserves existing small lot single-family, duplex, and smaller multifamily neighborhoods located along neighborhood streets or residential collector streets. Within the Specific Plan, these areas help to provide transitions to adjacent single family neighborhoods. Residential densities for this land use type range up to 14 dwelling units per acre and are further defined by block on Table 5-1. This designation is similar to the Low-Medium Density Residential land use designation identified in the General Plan.

Medium Density Residential

This land use type provides for transitional density to allow townhomes, apartments, and condominiums. Medium density neighborhoods and developments are appropriate along arterials and residential collector streets, and around the Downtown Core where it provides a higher density transition to adjacent single family neighborhoods. Residential densities for this land use type range up to 24 dwelling units per acre and are further defined by block on Table 5-1. This designation is similar to the Medium Density Residential land use designation identified in the General Plan.

High Density Residential

This land use type also provides for densities consistent with apartments or condominiums but at higher densities than the medium density designation. High density neighborhoods and developments are typically located along major roadways around the Downtown. Residential densities for this land use type range up to 36 dwelling units per acre and are further defined by block on Table 5-1. This designation is similar to the High Density Residential land use designation identified in the General Plan.

Downtown Very High Density Residential

This land use type provides for densities consistent with large-scale apartments or condominiums intended for the Downtown Transit Mixed-Use area. The Very High Density Residential is primarily located along major roadways in the West of Mathilda District and Sunnyvale/Carroll District. Residential densities for this land use type range up to 58 dwelling units per acre and are further defined by block on Table 5-1. Lot coverages of up to 100% may occur.

Heritage District

The Murphy Station Heritage Landmark District contains many of the historic commercial buildings in the Downtown. This district is combined with the commercial land use designation and contains primarily restaurant and entertainment uses in one- and two-story buildings. Residential uses may be considered above the ground floor. The District has its own unique design guidelines that are not included in the Downtown Specific Plan but are incorporated in the Specific Plan by this reference.

5.2.2 Land Use Plan

The Land Use Plan for the Downtown Specific Plan is depicted on Figure 5-1. A summary of the primary land uses is shown in Table 5-1, which provides additional land use detail on each Downtown block including the allowable number of residential units per block and gross floor area of commercial and office uses per block. Additional descriptions for each district are included in Section 5.4. The maximum number of dwelling units per lot shall be based upon the density ranges identified in the Specific Plan and as follows.

- The number of residential units specified is expressed in number of residential (dwelling) units per block (vs. units per acre) and excludes any residential units allowed through density bonus provisions. Each property is entitled to an allocation of the total units for the block based on a pro rata share determined by the size of the property compared to the total block size. The total number of units for a block can be increased by State housing law and density bonuses. The actual total number of units for the block may be greater based on use of State housing law and local density bonus provisions. Use of density bonus provisions by one property does not affect the allocation for another property.
- Additional development potential and building height are possible through the use of local and state density bonus programs or through provision of community benefits, identified in Section 5.2.3.
- Commercial uses such as retail, restaurant, and other similar uses may be substituted for allowable office square footage, provided the use is allowed in the Downtown Specific Plan District, subject to being publicly accessible and approval of a miscellaneous plan permit.

5.2.3 Maximum Development Standard and Community Benefits

A. Maximum Development Levels

The maximum development potential is shown in Table 5-1. Additional development, beyond what is identified in Table 5-1, may be allowed through use of local or the State's Affordable Housing density bonus program (California Government Code section 65915 et. seq.), provision of community benefits, other citywide development incentive programs (such as a Green Building Program), or a combination of any of these techniques. If community benefits are being offered, a Development Agreement is required. The final development program is subject to environmental review.

B. Maximum Building Height

All land uses shall be subject to the maximum building heights specified in Table 5-1. Additional building height, beyond what is identified in Table 5-1, may be approved through the provision of open space and increased building setbacks around open space, as a concession associated with the State Housing Density Bonus provisions, Community Benefits, other citywide development incentive programs (such as a Green Building Program), or a combination of any of these techniques. All structures above the maximum height identified in Table 5-1 may require review and approval by the Federal Aviation Administration.

C. Community Benefits Program

A development agreement is required to memorialize the details and timeframe for providing community benefits. Examples of community benefits include, but are not limited to, the following.

- Affordable housing units;
- Contribution to a community benefit fund;
- Dedication of land for public improvements; and
- Additional public and/or shared parking.

FIGURE 5-1 LAND USE PLAN

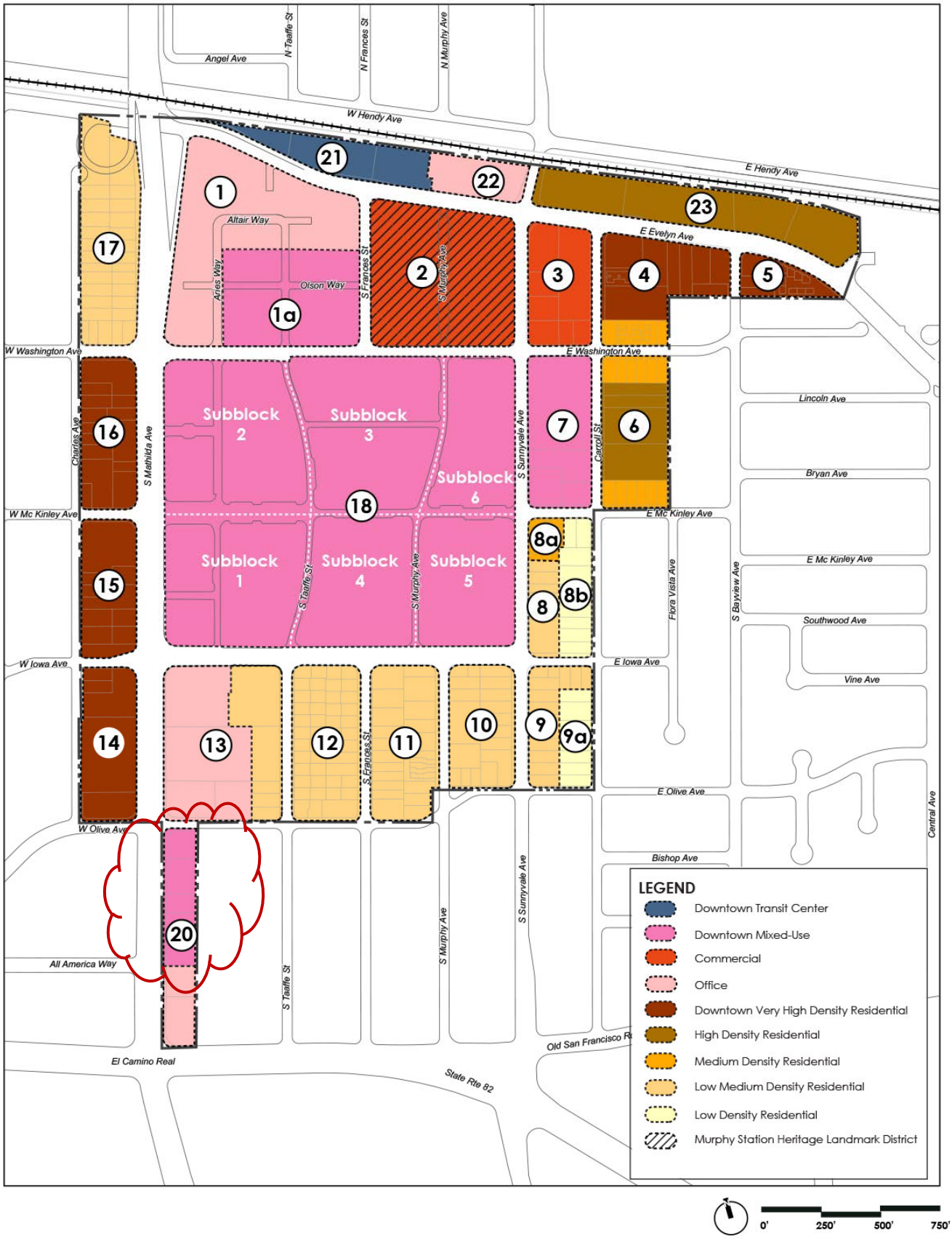

Table 5-1 Land Uses and Development Intensities [1]

Block #	Area Acres	Downtown Land Use Types	Residential Units per Block	Max. Office Sq. Ft.	Max. Commercial Sq. Ft.	Max. Building Height
Commercial Core District						
18	37.92	Downtown Mixed Use	817	709,000	642,000	75 ft. except 80 ft. for movie theater
Subtotal	**37.92**		**817**	**709,000**	**642,000**	
North Washington District						
1	5.87	Office	-	480,600	10,000	100 ft.
1a	4.35	Downtown Mixed Use	407	-	41,000	85 ft.
2	6.36	Commercial	-	80,000	171,000	36 ft.
21	2.35	Downtown Transit Center	-	-	-	85 ft.
22	1.46	Office and Commercial	-	56,200		85 ft.
Subtotal	**20.39**		**407**	**616,800 [2]**	**222,000**	
Sunnyvale/Carroll District						
3	2.95	Commercial	-	-	62,000	50 ft.
4	3.80	Downtown Very High Density Res.	160	-	-	40 ft. except 30 ft. on Washington and McKinley
	0.58	Medium Density Res.	13			
5	1.13	Downtown Very High Density Res.	46	-	-	40 ft.
6	2.33	High Density Res.	85	-	-	40 ft. except 30 ft. on Washington and McKinley
	1.16	Medium Density Res.	27			
7	5.92	Downtown Mixed Use	100	36,000	14,000	50 ft.
23	5.27	High Density Res.	191	-	-	50 ft.
Subtotal	**23.14**		**622**	**36,000**	**76,000**	
South of Iowa District						
8	1.14	Low-Medium Density Res.	15	-	-	30 ft.
8a	0.57	Medium Density Res.	12	-	-	30 ft.
8b	1.60	Low Density Res.	12	-	-	30 ft.
9	1.77	Low-Medium Density Res.	20	-	-	30 ft.
9a	1.17	Low Density Res.	8	-	-	30 ft.
10	1.92	Low-Medium Density Res.	47	-	-	30 ft.
11	3.68	Low-Medium Density Res.	49	-	-	30 ft.
12	3.79	Low-Medium Density Res.	51	-	-	30 ft.
13	4.71	Office and Commercial	-	176,100	21,000	50 ft.
	2.16	Low-Medium Density Res.	25			30 ft.
20	~~1.49~~ 53	~~High-Density Res/Downtown Mixed Use~~	~~91~~ 70	~~16,400~~ 30,348	-	40 ft.
	0.79	Office/Commercial	-			30 ft.
Subtotal	**24.93**		**~~290~~ 309**	**~~192,500~~ 206,448**	**21,000**	
West of Mathilda District						
14	2.83	Downtown Very High Density Res.	173	-	10,000	30 ft. on Charles; 50 ft. on Mathilda
15	2.80	Downtown Very High Density Res.	152	-	10,000	30 ft. on Charles; 50 ft. on Mathilda
16	3.12	Downtown Very High Density Res.	173	-	10,000	30 ft. on Charles; 50 ft. on Mathilda
17	4.65	Low-Medium Density Res.	48	-	-	30 ft.
Subtotal	**13.40**		**546**	**-**	**30,000**	
TOTAL	**119.78**		**2,682**	**~~1,554,300~~ 1,568,248**	**991,000**	

Note:

[1] Refer to Section 5.2 for an explanation of the table and a description of the Downtown land uses and development options.

[2] Total includes the commercial area for Block 22.

CHAPTER 6

DESIGN GUIDELINES

6.1 Purpose and Intent

The Design Guidelines (Guidelines) are intended to encourage high quality design and development, while allowing for creativity and flexibility within the Downtown Sunnyvale Specific Plan area. As described in the Downtown Vision (Section 3.1) and the Goals and Policies (Chapter 4) of this Specific Plan, the Design Guidelines aim to promote excellence in the design of the public and private realm by:

- Fostering a compact development pattern with new development that respects the existing urban grid system and reinforces the connectivity to existing Downtown destinations while also producing high-quality urban form and walkable Downtown blocks.
- Enriching the architectural vocabulary of Downtown with attractive buildings that relate to the historic buildings on Murphy Avenue, where applicable, and capitalizes on the unique opportunity to integrate new development with the historic Downtown fabric.
- Providing recommendations for high-quality outdoor gathering spaces and pedestrian-oriented amenities that are vibrant, safe, accessible, and contribute to fostering a strong sense of community.

The Guidelines will assist the community in the design and the evaluation of future site and architectural plans in Downtown Sunnyvale. To this end, the Guidelines include language that expresses a standard, which much be followed by using the terms: "shall," "must," or "required." Guidelines that are more qualitative and express design intent use the terms: "should," "may," "encouraged," and "discouraged."

The Design Guidelines are provided in ~~three~~ four sections:

- **Section 6.2, "General Design Guidelines"** are applicable to all uses and address site layout and design; building form and articulation; architectural character and details; parking lots and parking structures; signage; open space and landscaping; streetscape; service facilities; and mechanical equipment. General Design Guidelines are indicated by the prefix "GG". These guidelines should be reviewed in conjunction with the Downtown District priorities (Chapter 5) and Circulation and Parking (Chapter 7).
- **Section 6.3, "Building Type-Specific Design Guidelines"** address low rise residential, mid- to high-rise residential, office, and ground floor retail development within mixed use buildings. Building Type-Specific Design Guidelines are indicated by the prefix "BT".
- **Section 6.4, "Commercial Core Design Guidelines"** address design guidelines for the Commercial Core district. These guidelines are to be addressed in addition to the General Design Guidelines in this chapter. The Commercial Core Design Guidelines are indicated by the prefix "CC".
- Appendix B, "Design Guidelines for Block 20" summarizes and references the design guidelines in this chapter applicable to Block 20, including proposed updates or additions to the guidelines.

For new single-family residences in the lower density areas in the Sunnyvale/Carroll, South of Iowa, and West of Mathilda districts, the Citywide Design Guidelines shall apply.

APPENDIX A

RESIDENTIAL ALLOCATION FOR DOWNTOWN BLOCKS

A.1 Allocation of Housing Units for Downtown Parcels

The tables that follow summarize the allowed allocation of housing units for each parcel in coordination with Table 5-1, "Land Uses and Development Intensities" of this Specific Plan, organized by district, block, and land use.

Table A-1 Allocated Housing Units by Block and Parcel Number

Allowable units: round down for each parcel (combined parcels may be added together before rounding). If using State or local density bonuses, allowable units may round up (combined parcels must be added together before rounding).

Commercial Core District

Block 18	Land Use Designation	APN	Address	Site Apt	County Lot Size	% of Block	Allocated Units
18	Downtown Mixed Use		Various		1,651,795	100%	817.00
				Total Area	**1,651,795**		
				Total Acres	**37.92**		
				Block Unit Allocation	**817**		

North Washington District

Block 1a	Land Use Designation	APN	Address	Site Apt	County Lot Size	% of Block	Allocated Units
1A	Downtown Mixed Use	20907026	145 S Frances St		66,281	35%	142.17
1A	Downtown Mixed Use	20907027	331 W Washington Av		54,082	29%	116.00
1A	Downtown Mixed Use	20907028 & 029	235 Olson Wy		38,376	20%	82.31
1A	Downtown Mixed Use	20907030 & 031	155 Taaffe St		31,014	16%	66.52
				Total Area	**189,753**		
				Total Acres	**4.36**		
				Block Unit Allocation	**407**		

Sunnyvale/Carroll District

Block 4	Land Use Designation	APN	Address	Site Apt	County Lot Size	% of Block	Allocated Units
4	Downtown Very High Density Residential	20905017	360 E Evelyn Av		20,042	12%	19.35
4	Downtown Very High Density Residential	20905018	380 E Evelyn Av		10,454	6%	10.10
4	Downtown Very High Density Residential	20905034	174 Carroll St		35,518	21%	34.30
4	Downtown Very High Density Residential	20905036	120 Carroll St		21,560	13%	20.82
4	Downtown Very High Density Residential	20905048	134 Carroll St	101-303	35,243	21%	34.03
4	Downtown Very High Density Residential	20905068	388 E Evelyn Av		42,865	26%	41.39
				Total Area	**165,682**		
				Total Acres	**3.80**		
				Block Unit Allocation	**160**		

Block 4	Land Use Designation	APN	Address	Site Apt	County Lot Size	% of Block	Allocated Units
4	Medium Density Residential	20905029	357 E Washington Av		4,200	17%	2.18
4	Medium Density Residential	20905033	305 E Washington Av		4,791	19%	2.48
4	Medium Density Residential	20905059	315-335 E Washington Av		16,087	64%	8.34
				Total Area	**25,078**		
				Total Acres	**0.58**		
				Block Unit Allocation	**13**		

Block 5	Land Use Designation	APN	Address	Site Apt	County Lot Size	% of Block	Allocated Units
5	Downtown Very High Density	20904036	152 S Bayview Av		6,580	13%	6.14
5	Downtown Very High Density	20904037	140 S Bayview Av		6,580	13%	6.14
5	Downtown Very High Density	20904052	404 E Evelyn Av		10,720	22%	10.00
5	Downtown Very High Density	20904060	418-422 E Evelyn Av		25,436	52%	23.73
				Total Area	**49,316**		
				Total Acres	**1.13**		
				Block Unit Allocation	**46**		

Table A-1 Allocated Housing Units by Block and Parcel Number (continued)

Allowable units: round down for each parcel (combined parcels may be added together before rounding). If using State or local density bonuses, allowable units may round up (combined parcels must be added together before rounding).

Sunnyvale/Carroll District

Block 6	Land Use Designation	APN	Address				Site Apt	County Lot Size	% of Block	Allocated Units
6	Medium Density Residential	20910053	306	E	Washington	Av		4,600	9%	2.46
6	Medium Density Residential	20910021	316	E	Washington	Av		4,200	8%	2.25
6	Medium Density Residential	20910022	324	E	Washington	Av		4,100	8%	2.19
6	Medium Density Residential	20910023	336	E	Washington	Av		4,100	8%	2.19
6	Medium Density Residential	20910024	346	E	Washington	Av		4,200	8%	2.25
6	Medium Density Residential	20910025	356	E	Washington	Av		4,200	8%	2.25
6	Medium Density Residential	20910042	355	E	Mc Kinley	Av		4,200	8%	2.25
6	Medium Density Residential	20910043	345	E	Mc Kinley	Av		4,000	8%	2.14
6	Medium Density Residential	20910044	335	E	Mc Kinley	Av		4,000	8%	2.14
6	Medium Density Residential	20910045	327	E	Mc Kinley	Av		4,200	8%	2.25
6	Medium Density Residential	20910046	319	E	Mc Kinley	Av		4,500	9%	2.41
6	Medium Density Residential	20910047	298		Carroll	St		4,200	8%	2.25
							Total Area	**50,500**		
							Total Acres	**1.16**		
							Block Unit Allocation	**27**		

Block 6	Land Use Designation	APN	Address				Site Apt	County Lot Size	% of Block	Allocated Units
6	High Density Residential	20910050	234		Carroll	St		38,100	38%	31.89
6	High Density Residential	20910051	228		Carroll	St		12,700	13%	10.63
6	High Density Residential	20910052	220		Carroll	St		12,700	13%	10.63
6	High Density Residential	20945064	238-244		Carroll	St		38,052	37%	31.85
							Total Area	**101,552**		
							Total Acres	**2.33**		
							Block Unit Allocation	**85**		

Sunnyvale/Carroll District

Block 7	Land Use Designation	APN	Address				Site Apt	County Lot Size	% of Block	Allocated Units
7	Downtown Mixed Use	20910060	0		Mc Kinley	Av		12,614	5%	4.89
7	Downtown Mixed Use	20910061	288	S	Sunnyvale	Av		21,218	8%	8.22
7	Downtown Mixed Use	20910062	0	S	Sunnyvale	Av		25,459	10%	9.87
7	Downtown Mixed Use	20910063	200	E	Washington	Av		97,138	38%	37.64
							Total Area	**258,068**		
							Total Acres	**5.92**		
							Block Unit Allocation	100		

Block 23	Land Use Designation	APN	Address				Site Apt	County Lot Size	% of Block	Allocated Units
23	High Density Residential	20904080	475	E	Evelyn	Av		98,750	43%	82.12
23	High Density Residential	20905056	102	S	Sunnyvale	Av		56,887	25%	47.30
23	High Density Residential	20905057	395	E	Evelyn	Av		74,052	32%	61.58
							Total Area	**229,689**		
							Total Acres	**5.27**		
							Block Unit Allocation	**191**		

Table A-1 Allocated Housing Units by Block and Parcel Number (continued)

Allowable units: round down for each parcel (combined parcels may be added together before rounding). If using State or local density bonuses, allowable units may round up (combined parcels must be added together before rounding).

South of Iowa District

Block 8	Land Use Designation	APN			Address		Site Apt	County Lot Size	% of Block	Allocated Units
8	Low-Medium Density Residential	20925002	390	S	Sunnyvale	Av		19,110	38%	5.76
8	Low-Medium Density Residential	20925003	362	S	Sunnyvale	Av		6,500	13%	1.96
8	Low-Medium Density Residential	20925004	358	S	Sunnyvale	Av		6,500	13%	1.96
8	Low-Medium Density Residential	20925005	350	S	Sunnyvale	Av		4,680	9%	1.41
8	Low-Medium Density Residential	20925006	344	S	Sunnyvale	Av		6,500	13%	1.96
8	Low-Medium Density Residential	20925007	334	S	Sunnyvale	Av		6,500	13%	1.96
							Total Area	**49,790**		
							Total Acres	**1.14**		
							Block Unit Allocation	15		

Block 8a	Land Use Designation	APN		Address		SiteApt	County Lot Size	% of Block	Allocated Units
8a	Medium Density Residential	20925078-089	300-311	Saturn	Tr		24,626	100%	12.00
						Total Area	**24,626**		
						Total Acres	**0.57**		
						Block Unit Allocation	**12**		

Block 14	Land Use Designation	APN			Address		Site Apt	County Lot Size	% of Block	Allocated Units
8b	Low Density Residential	20925001	395		Carroll	St		6,110	9%	1.06
8b	Low Density Residential	20925013	264	E	Mc Kinley	Av		6,000	9%	1.04
8b	Low Density Residential	20925014	282	E	Mc Kinley	Av		7,200	10%	1.24
8b	Low Density Residential	20925015	325		Carroll	St		9,750	14%	1.68
8B	Low Density Residential	20925016	345		Carroll	St		9,750	14%	1.68
8b	Low Density Residential	20925017	351		Carroll	St		4,680	7%	0.81
8b	Low Density Residential	20925018	363		Carroll	St		6,500	9%	1.12
8b	Low Density Residential	20925019	369		Carroll	St		6,500	9%	1.12
8b	Low Density Residential	20925020	375		Carroll	St		6,500	9%	1.12
8b	Low Density Residential	20925021	389		Carroll	St		6,500	9%	1.12
							Total Area	**69,490**		
							Total Acres	**1.60**		
							Block Unit Allocation	**12**		

Table A-1 Allocated Housing Units by Block and Parcel Number (continued)

Allowable units: round down for each parcel (combined parcels may be added together before rounding). If using State or local density bonuses, allowable units may round up (combined parcels must be added together before rounding).

South of Iowa District

Block 9	Land Use Designation	APN	Address				SiteApt	County Lot Size	% of Block	Allocated Units
9	Low-Medium Density Residential	20926042	414	S	Sunnyvale	Av		6,500	8%	1.68
9	Low-Medium Density Residential	20926043	406	S	Sunnyvale	Av		4,250	6%	1.10
9	Low-Medium Density Residential	20926044	248	E	Iowa	Av		2,250	3%	0.58
9	Low-Medium Density Residential	20926045	278	E	Iowa	Av		4,500	6%	1.17
9	Low-Medium Density Residential	20926046	292	E	Iowa	Av		4,500	6%	1.17
9	Low-Medium Density Residential	20926047	401		Carroll	St		4,000	5%	1.04
9	Low-Medium Density Residential	20926055	225	E	Olive	Av		5,720	7%	1.48
9	Low-Medium Density Residential	20926056	480	S	Sunnyvale	Av		6,500	8%	1.68
9	Low-Medium Density Residential	20926057	464	S	Sunnyvale	Av		6,500	8%	1.68
9	Low-Medium Density Residential	20926058	460	S	Sunnyvale	Av		6,500	8%	1.68
9	Low-Medium Density Residential	20926059	450	S	Sunnyvale	Av		6,500	8%	1.68
9	Low-Medium Density Residential	20926060	440	S	Sunnyvale	Av		6,500	8%	1.68
9	Low-Medium Density Residential	20926061	430	S	Sunnyvale	Av		6,500	8%	1.68
9	Low-Medium Density Residential	20926062	422	S	Sunnyvale	Av		6,500	8%	1.68
							Total Area	**77,220**		
							Total Acres	**1.77**		
							Block Unit Allocation	**20**		

Block 9a	Land Use Designation	APN	Address				Site Apt	County Lot Size	% of Block	Allocated Units
9a	Low Density Residential	20926048	421		Carroll	St		6,237	12%	0.98
9a	Low Density Residential	20926049	433		Carroll	St		9,750	19%	1.53
9a	Low Density Residential	20926050	451		Carroll	St		9,750	19%	1.53
9a	Low Density Residential	20926051	461		Carroll	St		6,500	13%	1.02
9a	Low Density Residential	20926052	467		Carroll	St		6,500	13%	1.02
9a	Low Density Residential	20926053	481		Carroll	St		6,500	13%	1.02
9a	Low Density Residential	20926054	275	E	Olive	Av		5,720	11%	0.90
							Total Area	**50,957**		
							Total Acres	**1.17**		
							Block Unit Allocation	**8**		

Table A-1 Allocated Housing Units by Block and Parcel Number (continued)

Allowable units: round down for each parcel (combined parcels may be added together before rounding). If using State or local density bonuses, allowable units may round up (combined parcels must be added together before rounding).

South of Iowa District

Block 10	Land Use Designation	APN	Address				Site Apt	County Lot Size	% of Block	Allocated Units
10	Low-Medium Density Residential	20926022	414	S	Murphy	Av		6,500	8%	3.65
10	Low-Medium Density Residential	20926023	404	S	Murphy	Av		3,807	5%	2.14
10	Low-Medium Density Residential	20926024	146	E	Iowa	Av		2,500	3%	1.40
10	Low-Medium Density Residential	20926025	405	S	Sunnyvale	Av		5,200	6%	2.92
10	Low-Medium Density Residential	20926026	415	S	Sunnyvale	Av		6,500	8%	3.65
10	Low-Medium Density Residential	20926027	421	S	Sunnyvale	Av		6,050	7%	3.40
10	Low-Medium Density Residential	20926028	431	S	Sunnyvale	Av		6,050	7%	3.40
10	Low-Medium Density Residential	20926031	461	S	Sunnyvale	Av		6,050	7%	3.40
10	Low-Medium Density Residential	20926034	175-177	E	Olive	Av		11,201	13%	6.29
10	Low-Medium Density Residential	20926041	421	S	Murphy	Av		6,500	8%	3.65
10	Low-Medium Density Residential	20926083-086	441-449	S	Murphy	Av		12,100	14%	6.80
10	Low-Medium Density Residential	20926064	497-499	S	Murphy	Av		11,201	13%	6.29
10	Low-Medium Density Residential	20926034	175	E	Olive	Av		8,287	10%	4.66
10	Low-Medium Density Residential	20926063	438	S	Murphy	Av		22,575	27%	12.68
10	Low-Medium Density Residential	20926071	478	S	Murphy	Av		12,993	16%	7.30
10	Low-Medium Density Residential	20926072	496	S	Murphy	Av		3,426	4%	1.92
10	Low-Medium Density Residential	20926073	135	E	Olive	Av		2,835	3%	1.59
10	Low-Medium Density Residential	20926074	155	E	Olive	Av		2,826	3%	1.59
							Total Area	**83,659**		
							Total Acres	**1.92**		
							Block Unit Allocation	**47**		

Block 11	Land Use Designation	APN	Address				Site Apt	County Lot Size	% of Block	Allocated Units
11	Low-Medium Density Residential	20926001	405	S	Murphy	Av		6,000	4%	1.83
11	Low-Medium Density Residential	20926002	415	S	Murphy	Av		13,000	8%	3.97
11	Low-Medium Density Residential	20926003	433	S	Murphy	Av		9,750	6%	2.98
11	Low-Medium Density Residential	20926004	445	S	Murphy	Av		6,500	4%	1.99
11	Low-Medium Density Residential	20926005	453	S	Murphy	Av		9,750	6%	2.98
11	Low-Medium Density Residential	20926008	481	S	Murphy	Av		6,500	4%	1.99
11	Low-Medium Density Residential	20926009	489	S	Murphy	Av		6,500	4%	1.99
11	Low-Medium Density Residential	20926010	101	W	Olive	Av		4,356	3%	1.33

Table A-1 Allocated Housing Units by Block and Parcel Number (continued)

Allowable units: round down for each parcel (combined parcels may be added together before rounding). If using State or local density bonuses, allowable units may round up (combined parcels must be added together before rounding).

Block 11 (continued)	Land Use Designation	APN	Address				Site Apt	County Lot Size	% of Block	Allocated Units
11	Low-Medium Density Residential	20926011	498	S	Frances	St		10,530	7%	3.22
11	Low-Medium Density Residential	20926015	464	S	Frances	St		6,497	4%	1.99
11	Low-Medium Density Residential	20926016	454	S	Frances	St		6,497	4%	1.99
11	Low-Medium Density Residential	20926017	446	S	Frances	St		6,497	4%	1.99
11	Low-Medium Density Residential	20926018	432	S	Frances	St		9,746	6%	2.98
11	Low-Medium Density Residential	20926019	428	S	Frances	St		9,746	6%	2.98
11	Low-Medium Density Residential	20926066	150	W	Iowa	Av		12,632	8%	3.86
11	Low-Medium Density Residential	20926067	482	S	Frances	St		4,887	3%	1.49
11	Low-Medium Density Residential	20926068	478	S	Frances	St		4,886	3%	1.49
11	Low-Medium Density Residential	20926069	474	S	Frances	St		4,886	3%	1.49
11	Low-Medium Density Residential	20926070	468	S	Frances	St		4,885	3%	1.49
11	Low-Medium Density Residential	20926075	463-471	S	Murphy	Av		16,277	10%	4.97
							Total Area	**160,322**		
							Total Acres	**3.68**		
							Block Unit Allocation	**49**		

Block 12	Land Use Designation	APN	Address				Site Apt	County Lot Size	% of Block	Allocated Units
12	Low-Medium Density Residential	20928031	461	S	Frances	St		5,850	4%	1.81
12	Low-Medium Density Residential	20928032	471	S	Frances	St		6,500	4%	2.01
12	Low-Medium Density Residential	20928047	215	W	Olive	Av		11,667	7%	3.61
12	Low-Medium Density Residential	20928057	400	S	Taaffe	St		93,213	57%	28.83
12	Low-Medium Density Residential	20928085	476	S	Taaffe	St		34,782	21%	10.76
12	Low-Medium Density Residential	20928096	440	S	Taaffe	St		12,887	8%	3.99
							Total Area	**164,899**		
							Total Acres	**3.79**		
							Block Unit Allocation	**51**		

Block 13	Land Use Designation	APN	Address				Site Apt	County Lot Size	% of Block	Allocated Units
13	Low-Medium Density Residential	20928005	477	S	Taaffe	St		5,800	6%	1.54
13	Low-Medium Density Residential	20928006	487	S	Taaffe	St		6,496	7%	1.73
13	Low-Medium Density Residential	20928007	495	S	Taaffe	St		5,800	6%	1.54
13	Low-Medium Density Residential	20943043	309-334		Polaris	Tr		50,014	53%	13.29
13	Low-Medium Density Residential	20943055	467	S	Taaffe	St		25,977	28%	6.90
							Total Area	**94,087**		
							Total Acres	**2.16**		
							Block Unit Allocation	**25**		

Table A-1 Allocated Housing Units by Block and Parcel Number (continued)

Allowable units: round down for each parcel (combined parcels may be added together before rounding). If using State or local density bonuses, allowable units may round up (combined parcels must be added together before rounding).

South of Iowa District

Block 20	Land Use Designation	APN	Address				Site Apt	County Lot Size	% of Block	Allocated Units
20	High Density Residential	20929061	510	S	Mathilda	Av		14,209	20%	14.04
20	High Density Residential	20929060	528	S	Mathilda	Av		18,288	26%	18.08
20	High Density Residential	20929080-095	538	S	Mathilda	Av	201-308	19,185	27%	18.96
20	High Density Residential	20929057	562	S	Mathilda	Av		6,350	9%	6.28
20	High Density Residential	20929076	564-568	S	Mathilda	Av		12,790	18%	12.64
							Total Area	**70,822**		
							Total Acres	**1.63**		
							Block Unit Allocation	**70**		

West of Mathilda District

Block 14	Land Use Designation	APN	Address				Site Apt	County Lot Size	% of Block	Allocated Units
14	Downtown Very High Residential	16503001	414		Charles	St		6,500	5%	9.13
14	Downtown Very High Residential	16503002	410		Charles	St		6,500	5%	9.13
14	Downtown Very High Residential	16503003	425	S	Mathilda	Av		14,560	12%	20.45
14	Downtown Very High Residential	16503006	495	S	Mathilda	Av		25,760	21%	36.17
14	Downtown Very High Residential	16503008	465	S	Mathilda	Av		69,880	57%	98.13
							Total Area	**123,200**		
							Total Acres	**2.83**		
							Block Unit Allocation	**173**		

Block 15	Land Use Designation	APN	Address				Site Apt	County Lot Size	% of Block	Allocated Units
15	Downtown Very High Residential	16513045	402		Charles	St		9,490	8%	11.82
15	Downtown Very High Residential	16513046	396		Charles	St		9,490	8%	11.82
15	Downtown Very High Residential	16513048	374		Charles	St		6,500	5%	8.09
15	Downtown Very High Residential	16513049	344		Charles	St		6,500	5%	8.09
15	Downtown Very High Residential	16513050	311	S	Mathilda	Av		44,800	37%	55.79
15	Downtown Very High Residential	16513065	345	S	Mathilda	Av		7,405	6%	9.22
15	Downtown Very High Residential	16513068	397	S	Mathilda	Av		7,342	6%	9.14
15	Downtown Very High Residential	16513069	403	S	Mathilda	Av		6,969	6%	8.68
15	Downtown Very High Residential	16513073	406		Charles	St		13,327	11%	16.60
15	Downtown Very High Residential	16513074	388		Charles	St		10,235	8%	12.75
							Total Area	**122,058**		
							Total Acres	**2.80**		
							Block Unit Allocation	**152**		

Table A-1 Allocated Housing Units by Block and Parcel Number (continued)

Allowable units: round down for each parcel (combined parcels may be added together before rounding). If using State or local density bonuses, allowable units may round up (combined parcels must be added together before rounding).

West of Mathilda District

Block 16	Land Use Designation	APN	Address				Site Apt	County Lot Size	% of Block	Allocated Units
16	Downtown Very High Residential	16513051	495	W	Mc Kinley	Av		4,124	3%	5.25
16	Downtown Very High Residential	16513052	475	W	Mc Kinley	Av		19,732	15%	25.14
16	Downtown Very High Residential	16513053	260		Charles	St		7,240	5%	9.22
16	Downtown Very High Residential	16513054	254		Charles	St		4,950	4%	6.31
16	Downtown Very High Residential	16513055	244		Charles	St		4,950	4%	6.31
16	Downtown Very High Residential	16513056	238		Charles	St		6,600	5%	8.41
16	Downtown Very High Residential	16513057	226		Charles	St		6,500	5%	8.28
16	Downtown Very High Residential	16513058	214		Charles	St		6,500	5%	8.28
16	Downtown Very High Residential	16513059	205	S	Mathilda	Av		26,136	19%	33.30
16	Downtown Very High Residential	16513060	225	S	Mathilda	Av		5,000	4%	6.37
16	Downtown Very High Residential	16513061	235	S	Mathilda	Av		6,000	4%	7.64
16	Downtown Very High Residential	16513062	241	S	Mathilda	Av		19,166	14%	24.42
16	Downtown Very High Residential	16513063	259	S	Mathilda	Av		5,000	4%	6.37
16	Downtown Very High Residential	16513064	295	S	Mathilda	Av		13,900	10%	17.71
							Total Area	**135,798**		
							Total Acres	**3.12**		
							Block Unit Allocation	**173**		

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APPENDIX B

DESIGN GUIDELINES FOR BLOCK 20

The following design guidelines, shown in Table B-1, apply to Block 20 in the Downtown Specific Plan. Additions or proposed revisions to the Downtown Specific Plan are shown in red, underline or ~~strike-out~~ text.

Table B-1 Applicable Design Standards and Guidelines for Block 20

Guideline Section and Number	Design Topic	Proposed Standard or Guideline Updates
6.2 General Design Guidelines (GG)		
GG-A	Site Layout and Design	
GG-A.1 a, c, d	Activity Building Frontages	Active building frontages should be created along the edges of Downtown parks, The Loop, and pedestrian priority streets, to activate these outdoor spaces and increase their security. Active building frontages include: a. Mixed-use buildings with ground level commercial spaces, office lobbies, and/or residential entrances and active residential amenity spaces; along with private usable open spaces at the upper levels.
GG-B	Building Form and Articulation	
GG-B.2 a, b, c	Building Organization and Massing	The following standards apply to all building types. ~~Mid-rise and high-rise buildings~~All buildings ~~should~~ shall be organized with a base, middle, and top as a fundamental design approach. a. The building base ~~should~~shall be differentiated with projections and/or setbacks and enriched with finer grain design details and decorative elements, such as awnings, canopies, arcades, entry~~ies,~~ and window treatments;~~, planter boxes, etc.,~~ and landscape elements to support a more pedestrian-oriented scale along the street. b. The middle and top portions of mid-rise and high-rise buildings, including the upper floors above the building base, will need to~~should~~ be set back from the back of the sidewalk and articulated to create a regular rhythm and sense of pedestrian-scaled enclosure to the public realm. Low-rise buildings and ~~Smaller sites and~~ sites with shallow depths (less than 100 feet) may not need to be setback at the upper floor, subject to ~~propose~~ incorporating alternative design approaches ~~to~~ that

Table B-1 Applicable Design Standards and Guidelines for Block 20

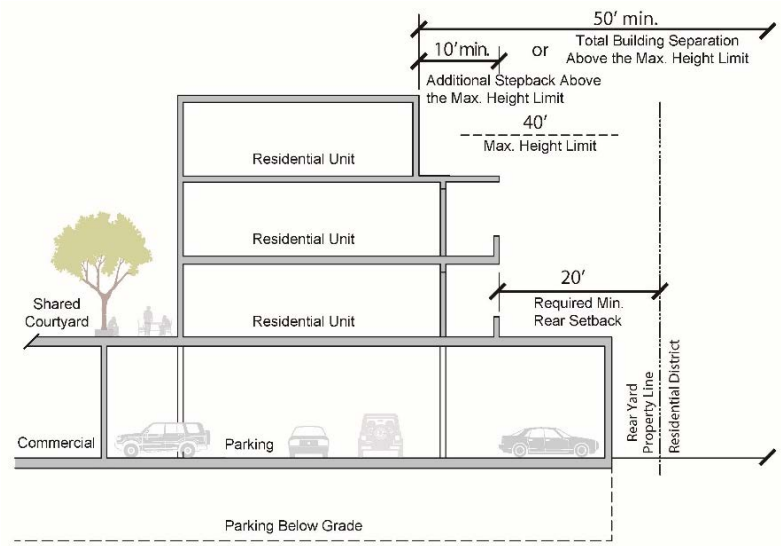
Guideline Section and Number	Design Topic	Proposed Standard or Guideline Updates
		provide architectural interest through quality exterior materials and architectural features and projections. c. A building column grid system of 30 foot on center is commonly used for new ~~mid-rise and high-rise~~ buildings in the Downtown proposing ground floor and/or underground garages. These structural bays ~~and~~ should be referenced ~~in the design of new buildings,~~ to establish a consistent façade rhythm and commercial storefront widths along the street.
GG-B.3 b, c	Building Organization and Massing	New development which is adjacent to or across the street from existing lower-scale, built neighborhoods and historic districts should give special attention to scale and massing, to prevent significantly altering the existing neighborhood character. The height and massing of new development should be generally similar in scale to the adjacent district and step up to the maximum allowed building height, as suggested in Figure 6-2. b. New development that shares a rear yard property line with an adjacent residential district and proposes a building height greater than the maximum height allowed in Table 5-1 (Land Use and Development Intensities), shall be required to step back the floors above the maximum height limit an additional 10 feet; or provide a minimum 50 feet of separation from the adjacent residential building, as shown in Figure 6-3.  **FIGURE 6-3: BUILDING REAR YARD SETBACK FROM ADJACENT RESIDENTIAL LOT** Building setbacks of a minimum 30 feet from the rear property line of an adjacent residential district is required for the portion of the building greater than the maximum permitted building height.

Table B-1 Applicable Design Standards and Guidelines for Block 20

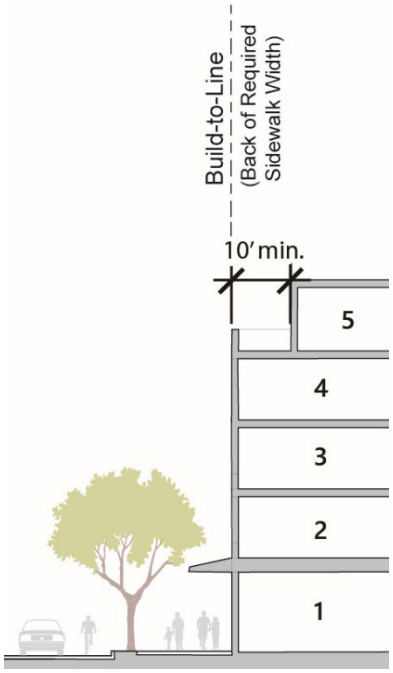
Guideline Section and Number	Design Topic	Proposed Standard or Guideline Updates
		c. New development, at or above 4 stories or a maximum of 50 feet, shall step back a minimum of 10 feet from the build-to-line on Olive Avenue and Mathilda Avenue, rising up to the maximum permitted building height shown in Figure 6-4.  **FIGURE 6-4: BUILDING STEP BACK** at or above the 4th story is required across the street from a lower-scale land use.
GG-B.5 a, b, c	Façade Articulation and Variation	Articulation of the building on the ground and upper floors is a priority, to avoid the appearance of a monolithic structure. a. Continuous flat facades ~~should~~ shall be avoided and instead facades should be articulated through use of setbacks, recessed windows, awnings, balconies, bay windows, and breaks in the horizontal and vertical planes, with a goal of providing breaks in the façade between 25-50 feet. b. Commercial and mixed-use building facades ~~should~~shall be articulated at least every 60 feet, to be more similar in scale to traditional commercial storefront width and patterns, ~~such as~~typical in the Murphy Station Landmark District~~, consisting of lots that are more typically 25 feet and 50 feet in width~~.
GG-B.6 a, b, c, d, e, f (reformatted as indicated in updates to the right)	Façade Articulation and Variation	A well-defined street edge is encouraged along public streets in the Downtown~~, especially within the Commercial Core and North of Washington districts~~.

Table B-1 Applicable Design Standards and Guidelines for Block 20

Guideline Section and Number	Design Topic	Proposed Standard or Guideline Updates
		a. Ground floor facades shall address the street and define the public-realm edge by placing buildings along a build-to line behind the required sidewalk width (as defined in Section 7.5), to create a consistent but articulated setback along the streets (Mathilda and Olive Avenues on Block 20). [changed to a bullet point] b. A minimum ground floor setback of at least 30 inches from the back of sidewalks is encouraged every 100 feet or less. Setbacks should be designed to activate the street with opportunities for window shopping, landscaping, outdoor dining, seating, covered walkways or overhangs, and other pedestrian amenities. [bullet point a in Chapter 6] c. Alternatively, the entire building or ground floor facade is encouraged to be further set back from the build-to-line, to provide additional public space on the street and to define the public and private realms. [bullet point b in Chapter 6] d. The height of the ground floor ~~should~~shall be a minimum of ~~18~~14 feet from floor to floor ~~and~~. The ground floor façade should be designed with transparent storefronts that allow full visibility into retail, service, office, or common area spaces. [bullet point c in Chapter 6] e. Where residential units are proposed on~~,~~ the first floor ~~of residential units~~, they shall provide a ~~should~~ transition from the public realm with raised stoops, steps, or other transitional elements. [bullet point d in Chapter 6] f. Refer to Section 6.3 D for the design of ground floor retail uses within mixed-use buildings. [bullet point e in Chapter 6]
GG-B.7	Façade Articulation and Variation	Buildings used as focal points at a street corner (Olive and Mathilda Avenues) ~~should~~shall include special corner treatments, such as increased transparencies, pronounced entry features, wrap-around balconies or fenestrations, changes in materials, and/or increased height with accent roof elements.
GG-B.8	Façade Articulation and Variation	No changes.
GG-B.10, GG-B.11, GG-B.12	Building Tops and Roofs	GG-B.10 Variable heights and roof forms should be used to break up the building mass along a block. A uniform block of buildings built to the maximum height limit ~~should~~shall be avoided. Building heights may be increased by a maximum of 25 feet for towers, elevator and/or stairwell cores, chimneys, necessary mechanical appurtenances, and similar architectural or utility structures in accordance

Table B-1 Applicable Design Standards and Guidelines for Block 20

Guideline Section and Number	Design Topic	Proposed Standard or Guideline Updates
		with SMC Section 19.32.030 (Building heights-Increased-When).
GG-C	**Architectural Character and Detail**	
GG-C.1 to GG-C-4	General	GG-C.2 Building bases ~~should~~ shall be strongly defined with architectural features such as a stringcourse, a continuous horizontal band along the length of the building façade, step backs, or changes in materials and color. The base should be expressed with façade treatments and detailing that are scaled to pedestrians. Blank facades should be avoided~~, especially along The Loop and pedestrian priority ways~~.
GG-C.5	Windows	Where new development is planned near existing residential development, new windows and outdoor spaces ~~should~~shall be ~~carefully designed~~sited and designed to respect the privacy of adjacent and nearby neighbors by: a. Limiting direct views into the windows of other residential units and private yards, when feasible. b. Incorporating landscaping, such as screen trees, to support the privacy of new and existing development. c. Incorporating translucent windows that support privacy while providing access to natural daylight.
GG-C.6 to GG-C7	Windows	No changes.
GG-C.8 a, b, c	Windows	The use of transparent glass is required. c. Tinted glass; fritted glass; and decorative glass may be used to augment other decorative elements of the building on the upper floors or used to address privacy issues.
GG-C.9 to GG-C.11	Windows	No changes.
GG-C.12	Building Materials	No changes.
GG-C.13 to GG-C.14	Color	No changes.
GG-D	**Parking**	
GG-D.1, GG-D.3, GG-D.4	Parking Structure Location and Access	No changes.
GG-D.6 through GG-D.8	Design of Parking Structures	No changes.

Table B-1 Applicable Design Standards and Guidelines for Block 20

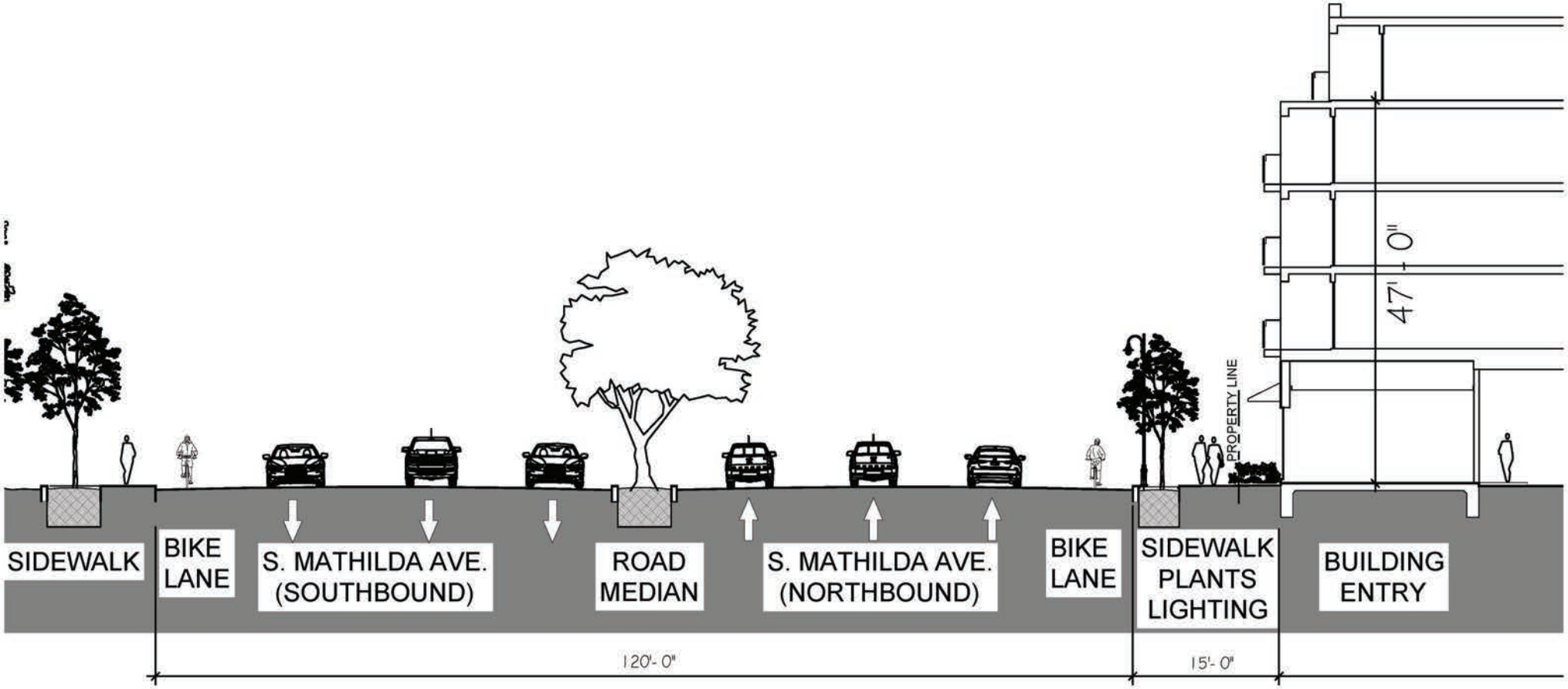
Guideline Section and Number	Design Topic	Proposed Standard or Guideline Updates
GG-E	Signage	
GG-E.1	Color and Materials	No changes.
GG-E.3		Commercial signs shall consist of externally or internally-lit individual lettering or ~~. Signage~~ externally lit signage on awnings. Internally-lit cabinet signs are prohibited.
GG-F	Open Space and Landscaping	
GG-F.5, GG-F.7	Special Paving Materials	No changes.
GG-F.12	Usable Open Space and Common Open Space	Usable open space shall~~ould~~ be ~~well~~ landscaped in accordance with SMC Chapter 19.37, "Landscaping, Irrigation and Usable Open Space," to enhance the aesthetics of individual developments.
GG-F.14		Common areas, located at upper-level floors for use by building residents and visitors, may qualify as usable open space. Usable open space must be provided for multifamily residential and mixed-use developments as defined in SMC Section 19.37.100, "Usable Open Space Design Requirements" and the requirements for the Downtown Specific Plan blocks presented in SMC Section 19.28.90, "Block Development Criteria," except as noted below: a. Private balconies, solely used to meet usable open space requirements, must have a minimum dimension of five (5) feet in any direction and a minimum area of 50 square feet. b. Decks or rooftop patios and gardens must be a minimum of ten (10) feet in any direction and have a minimum area of 120 square feet. c. Podium level and central courtyard spaces that are used to provide daylight and natural ventilation to multifamily residential units must be a minimum average of 25 feet in any direction and have a minimum area of 1,000 square feet. The height of buildings above the courtyard space must rise no more than three (3) stories (30 feet) above the courtyard space; or otherwise, the minimum depth of the courtyard space shall be increased to match the height of the portion of the building rising above the courtyard. d. Usable open space shall be open to the sky.
GG-F.17	Outdoor Common Areas and Spaces	No changes.
GG-F.20	Plant Palette and Landscape Materials	No changes.

Table B-1 Applicable Design Standards and Guidelines for Block 20

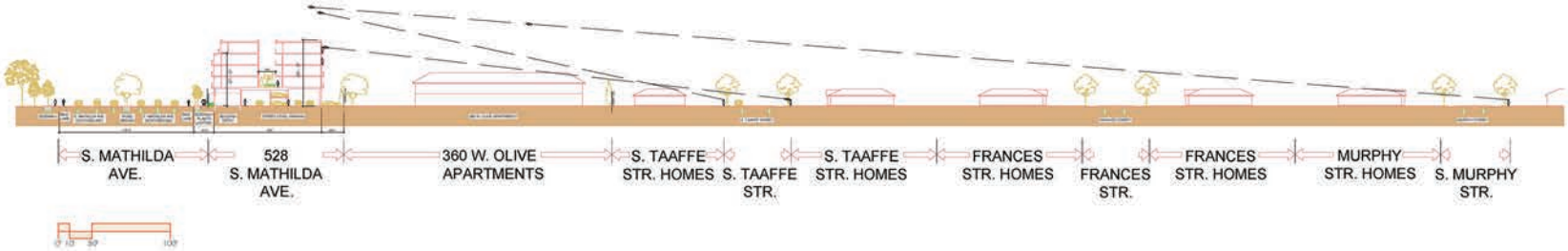
Guideline Section and Number	Design Topic	Proposed Standard or Guideline Updates
GG-G	Streetscape	
GG-G.7, GG-G.8	Streetscape Elements	No changes.
GG-G.14, GG-G.15	Streetscape Furnishings	No changes.
6. 3 Building Type Design Guidelines (BT)		
BT-D	Ground Floor Retail within Mixed-Use Buildings	
BT-D.1 through BT-D.7	Ground Floor Retail	No changes.

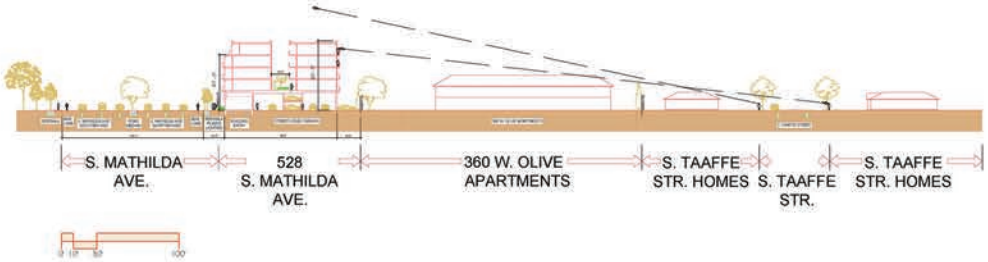
Appendix B

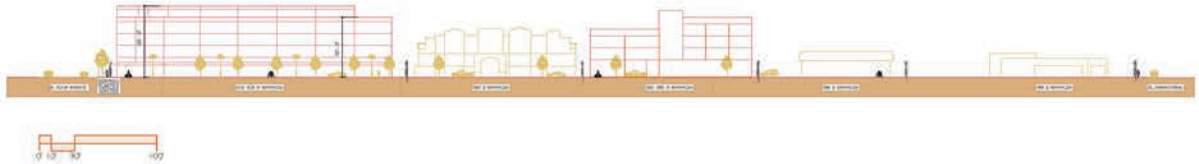
Project Details for 510-528 S. Mathilda Avenue Redevelopment Project


SIDEWALK
BIKE LANE
S. MATHILDA AVE. (SOUTHBOUND)
ROAD MEDIAN
S. MATHILDA AVE. (NORTHBOUND)
BIKE LANE
SIDEWALK PLANTS LIGHTING
BUILDING ENTRY
PROPERTY LINE
47'- 0"
120'- 0"
15'- 0"

STREET
OLIVE AVE
SOUTH MATHILD
60'-0"
50'-0"
35'-0"
40'-0"
538,560
562,564,566
528
510
50'
120'



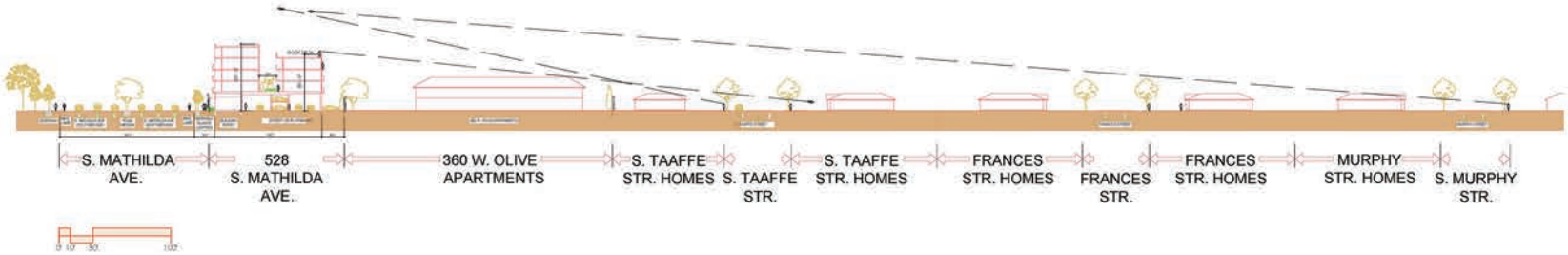


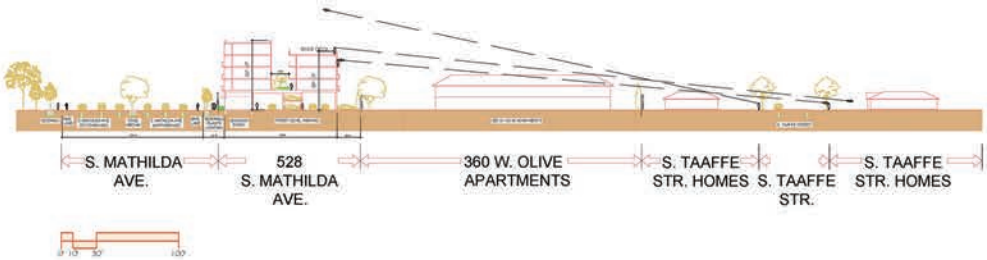


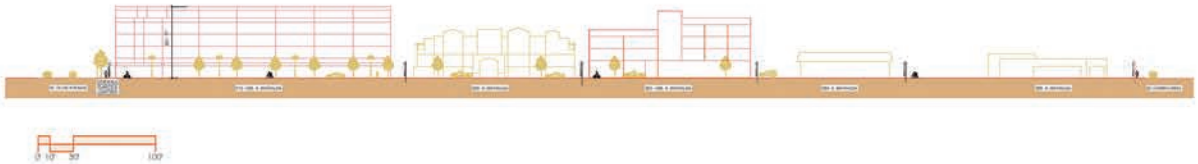
BLOCK 20: CROSS SECTIONS @ 528 S. MATHILDA AVE.

* OPTION I: WITH 5TH FLR. SETBACK ON S. MATHILDA.
* WITH NO 5TH FLR. VISIBILITY FROM NEAR SIDEWALK ON S. TAAFFE.
* WITH NO BUILDING VISIBILITY FROM S. MURPHY.

STREET
OLIVE AVE
50'
510
120'
528
538 560
562 564 566
SOUTH MATHIL
50'-0"
60'-0"
35'-0"
40'-0



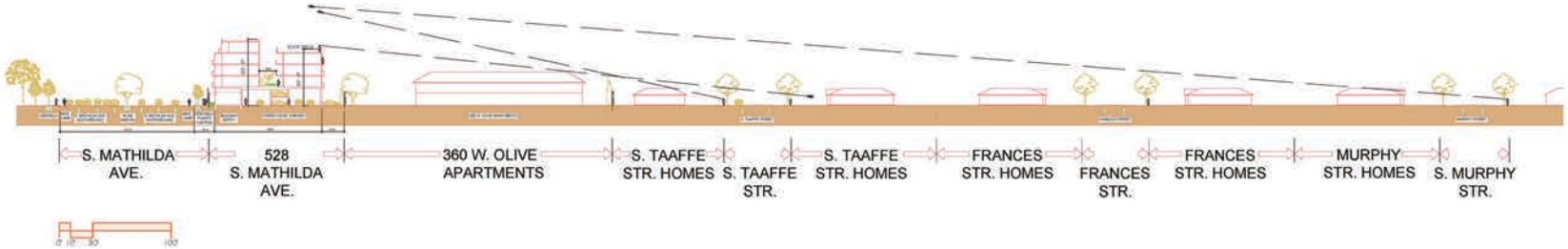


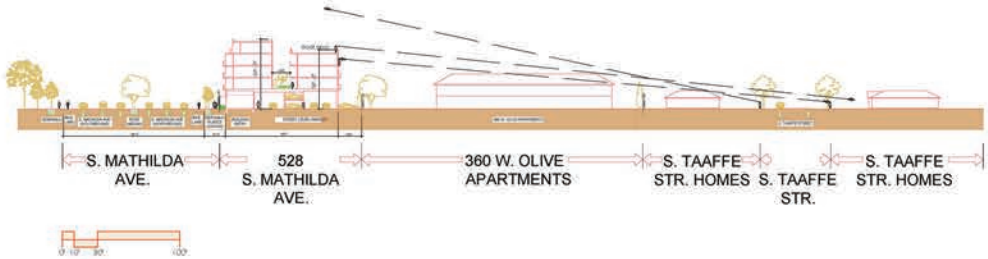


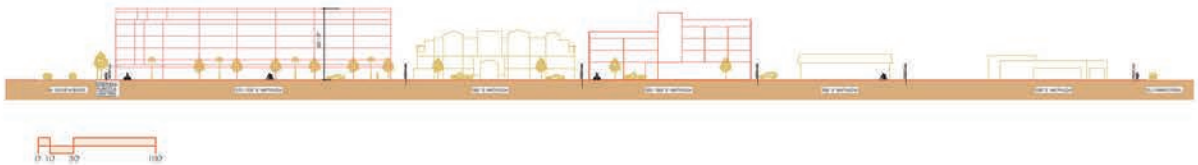
BLOCK 20: CROSS SECTIONS @ 528 S. MATHILDA AVE.

* OPTION 2: WITH NO 5TH FLR. SETBACK
* 5TH FLR. ROOF GARDEN ON EAST SIDE
* WITH NO 5TH FLR. VISIBILITY FROM FAR SIDEWALK ON S. TAAFFE.
* WITH NO BUILDING VISIBILITY FROM S. MURPHY.

OLIVE AVE
SOUTH MATHIL
50'-0"
60'-0"
35'-0"
50'
510
528
538 560
562 564
120'







BLOCK 20: CROSS SECTIONS @ 528 S. MATHILDA AVE.

* OPTION 3: WITH 5TH FLR. SETBACK ON S. MATHILDA.
* 5TH FLR. ROOF GARDEN ON EAST SIDE
* WITH NO 5TH FLR. VISIBILITY FROM FAR SIDEWALK ON S. TAAFFE.
* WITH NO BUILDING VISIBILITY FROM S. MURPHY.

S Mafalda Ave
N Olive

Appendix C

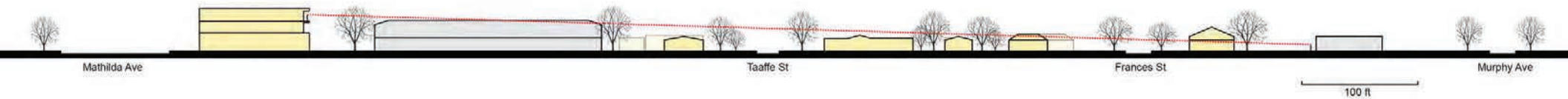
Project Details for 562-568 S. Mathilda Avenue Redevelopment Project

Perspective View from South (Before)

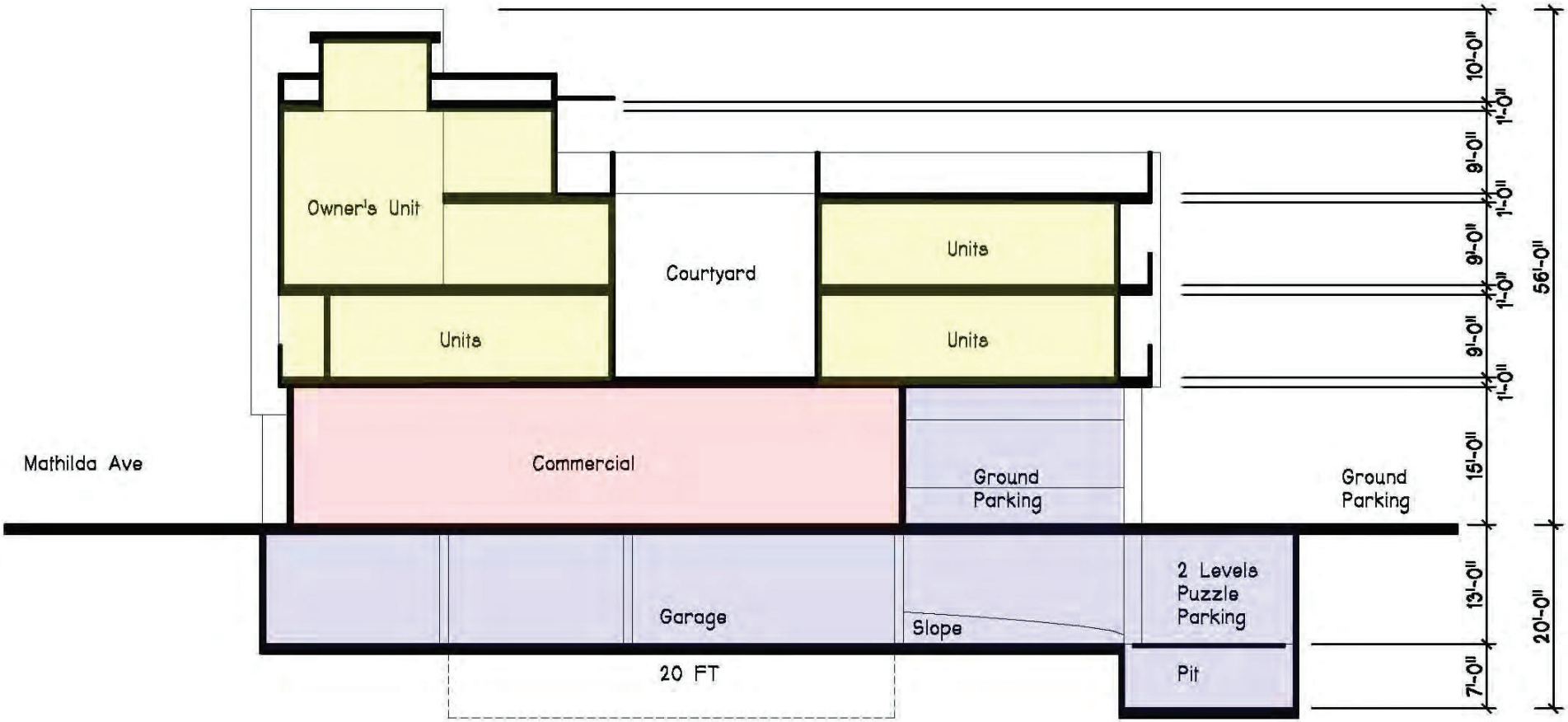
Perspective View from South (After)

Perspective View from North (Before)

Perspective View from South (After)



Section from Project Site to Murphy (demonstrating that the proposed building won't be visible from Murphy)



Section of the Proposed Building (562 S. Mathilda)

Perspective View from South (Before)

Perspective View from South (After)

Perspective View from North (Before)

Appendix D

Air Quality, Energy, and Greenhouse Gas Modeling Data

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

Block 20 Approved Project Run

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	16.40	1000sqft	0.38	16,400.00	0
Enclosed Parking with Elevator	160.30	Space	1.44	64,120.00	0
Apartments Mid Rise	51.00	Dwelling Unit	1.34	51,453.00	146

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2019
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	290	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Intensity factors from most recent approved DSP used

Land Use - residential sf based on weighted average unit size of 510-528 Mathilda Ave. Parking sq ft based on Sunnyvale Zoning requirements

Construction Phase - Based on overall construction schedule of 3 years outlined in the DSP, CalEEMod default phase lengths were normalized to meet this period

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Block 20 Approved Project Run - Santa Clara County, Annual

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

Trips and VMT - Based on parking structure excavation calculations

Demolition - building square footage estimates using Google Earth Pro. CalEEMod input is sum of all building square footages

Grading - excavated material based on underground parking sq ft multiplied by 20 ft maximum allowed excavation depth

Architectural Coating - values amended to reflect compliance with BAAQMD Rule 3 of Regulation 8

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Fleet Mix -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblArchitecturalCoating	EF_Parking	150.00	50.00
tblArchitecturalCoating	EF_Residential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Residential_Interior	100.00	50.00
tblConstructionPhase	NumDays	18.00	41.00
tblConstructionPhase	NumDays	230.00	469.00
tblConstructionPhase	NumDays	20.00	41.00
tblConstructionPhase	NumDays	8.00	41.00
tblConstructionPhase	NumDays	8.00	41.00
tblConstructionPhase	NumDays	18.00	41.00
tblConstructionPhase	NumDays	5.00	20.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00

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

tblConstructionPhase	PhaseEndDate	1/3/2018	1/19/2027
tblConstructionPhase	PhaseEndDate	11/14/2017	10/15/2026
tblConstructionPhase	PhaseEndDate	11/28/2016	12/18/2024
tblConstructionPhase	PhaseEndDate	12/15/2016	2/27/2025
tblConstructionPhase	PhaseEndDate	12/27/2016	4/16/2025
tblConstructionPhase	PhaseEndDate	12/8/2017	12/2/2026
tblConstructionPhase	PhaseEndDate	12/5/2016	1/10/2025
tblConstructionPhase	PhaseStartDate	12/9/2017	12/3/2026
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tblConstructionPhase	PhaseStartDate	11/1/2016	11/1/2024
tblConstructionPhase	PhaseStartDate	12/6/2016	1/11/2025
tblConstructionPhase	PhaseStartDate	12/16/2016	2/28/2025
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tblConstructionPhase	PhaseStartDate	11/29/2016	12/19/2024
tblGrading	AcresOfGrading	41.00	8.00
tblGrading	AcresOfGrading	61.50	12.00
tblGrading	AcresOfGrading	30.00	7.50
tblGrading	MaterialExported	0.00	47,496.00
tblLandUse	LandUseSquareFeet	51,000.00	51,453.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblProjectCharacteristics	CH4IntensityFactor	0.033	0.029
tblProjectCharacteristics	CO2IntensityFactor	203.98	290
tblProjectCharacteristics	N2OIntensityFactor	0.004	0.006

2.0 Emissions Summary

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	0.0617	0.5846	0.5148	1.0600e-003	0.1177	0.0265	0.1442	0.0577	0.0246	0.0823	0.0000	93.2687	93.2687	0.0256	5.1000e-004	94.0603
2025	0.2788	2.8651	3.0225	7.5700e-003	0.6011	0.1035	0.7046	0.2862	0.0967	0.3829	0.0000	684.9643	684.9643	0.1195	0.0344	698.2059
2026	0.3333	1.8238	2.4581	4.7600e-003	0.0877	0.0740	0.1616	0.0237	0.0695	0.0932	0.0000	417.4859	417.4859	0.0802	7.7500e-003	421.8004
2027	0.0810	9.3000e-003	0.0164	3.0000e-005	8.9000e-004	4.2000e-004	1.3000e-003	2.4000e-004	4.2000e-004	6.5000e-004	0.0000	2.6390	2.6390	1.2000e-004	1.0000e-005	2.6466
Maximum	**0.3333**	**2.8651**	**3.0225**	**7.5700e-003**	**0.6011**	**0.1035**	**0.7046**	**0.2862**	**0.0967**	**0.3829**	**0.0000**	**684.9643**	**684.9643**	**0.1195**	**0.0344**	**698.2059**

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

2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2024	0.0617	0.5846	0.5148	1.0600e-003	0.1177	0.0265	0.1442	0.0577	0.0246	0.0823	0.0000	93.2686	93.2686	0.0256	5.1000e-004	94.0602
2025	0.2788	2.8651	3.0224	7.5700e-003	0.6011	0.1035	0.7046	0.2862	0.0967	0.3829	0.0000	684.9638	684.9638	0.1195	0.0344	698.2054
2026	0.3333	1.8238	2.4581	4.7600e-003	0.0877	0.0740	0.1616	0.0237	0.0695	0.0932	0.0000	417.4856	417.4856	0.0802	7.7500e-003	421.8001
2027	0.0810	9.3000e-003	0.0164	3.0000e-005	8.9000e-004	4.2000e-004	1.3000e-003	2.4000e-004	4.2000e-004	6.5000e-004	0.0000	2.6390	2.6390	1.2000e-004	1.0000e-005	2.6466
Maximum	**0.3333**	**2.8651**	**3.0224**	**7.5700e-003**	**0.6011**	**0.1035**	**0.7046**	**0.2862**	**0.0967**	**0.3829**	**0.0000**	**684.9638**	**684.9638**	**0.1195**	**0.0344**	**698.2054**

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
33	**11-1-2024**	**1-31-2025**	0.9214	0.9214
34	**2-1-2025**	**4-30-2025**	1.3022	1.3022
35	**5-1-2025**	**7-31-2025**	0.5882	0.5882
36	**8-1-2025**	**10-31-2025**	0.5891	0.5891
37	**11-1-2025**	**1-31-2026**	0.5907	0.5907
38	**2-1-2026**	**4-30-2026**	0.5699	0.5699
39	**5-1-2026**	**7-31-2026**	0.5873	0.5873
40	**8-1-2026**	**10-31-2026**	0.5434	0.5434

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

41	**11-1-2026**	**1-31-2027**	0.3478	0.3478
		Highest	1.3022	1.3022

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	0.4447	7.1300e-003	0.5442	3.4000e-004		0.0253	0.0253		0.0253	0.0253	2.3251	1.5768	3.9018	4.3500e-003	1.5000e-004	4.0561
Energy	3.7400e-003	0.0327	0.0193	2.0000e-004		2.5800e-003	2.5800e-003		2.5800e-003	2.5800e-003	0.0000	145.8514	145.8514	0.0116	2.9300e-003	147.0146
Mobile	0.2020	0.2787	1.9135	3.4900e-003	0.3320	4.0600e-003	0.3361	0.0887	3.8200e-003	0.0925	0.0000	321.4379	321.4379	0.0238	0.0170	327.0955
Waste						0.0000	0.0000		0.0000	0.0000	7.8578	0.0000	7.8578	0.4644	0.0000	19.4673
Water						0.0000	0.0000		0.0000	0.0000	1.9789	6.2268	8.2057	0.2039	4.9300e-003	14.7712
Total	**0.6505**	**0.3186**	**2.4771**	**4.0300e-003**	**0.3320**	**0.0319**	**0.3640**	**0.0887**	**0.0317**	**0.1203**	**12.1618**	**475.0928**	**487.2546**	**0.7080**	**0.0250**	**512.4046**

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	0.4447	7.1300e-003	0.5442	3.4000e-004		0.0253	0.0253		0.0253	0.0253	2.3251	1.5768	3.9018	4.3500e-003	1.5000e-004	4.0561
Energy	3.7400e-003	0.0327	0.0193	2.0000e-004		2.5800e-003	2.5800e-003		2.5800e-003	2.5800e-003	0.0000	145.8514	145.8514	0.0116	2.9300e-003	147.0146
Mobile	0.2020	0.2787	1.9135	3.4900e-003	0.3320	4.0600e-003	0.3361	0.0887	3.8200e-003	0.0925	0.0000	321.4379	321.4379	0.0238	0.0170	327.0955
Waste						0.0000	0.0000		0.0000	0.0000	7.8578	0.0000	7.8578	0.4644	0.0000	19.4673
Water						0.0000	0.0000		0.0000	0.0000	1.9789	6.2268	8.2057	0.2039	4.9300e-003	14.7712
Total	**0.6505**	**0.3186**	**2.4771**	**4.0300e-003**	**0.3320**	**0.0319**	**0.3640**	**0.0887**	**0.0317**	**0.1203**	**12.1618**	**475.0928**	**487.2546**	**0.7080**	**0.0250**	**512.4046**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	11/1/2024	12/18/2024	6	41	
2	Site Preparation	Site Preparation	12/19/2024	1/10/2025	6	20	
3	Grading	Grading	1/11/2025	2/27/2025	6	41	

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

4	Excavation	Grading	2/28/2025	4/16/2025	6	41	
5	Building Construction	Building Construction	4/17/2025	10/15/2026	6	469	
6	Paving	Paving	10/16/2026	12/2/2026	6	41	
7	Architectural Coating	Architectural Coating	12/3/2026	1/19/2027	6	41	

Acres of Grading (Site Preparation Phase): 7.5

Acres of Grading (Grading Phase): 8

Acres of Paving: 1.44

Residential Indoor: 104,192; Residential Outdoor: 34,731; Non-Residential Indoor: 24,600; Non-Residential Outdoor: 8,200; Striped Parking Area: 3,847 (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	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42

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

Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48
Excavation	Concrete/Industrial Saws	1	8.00	81	0.73
Excavation	Excavators	3	8.00	158	0.38
Excavation	Graders	1	8.00	187	0.41
Excavation	Rubber Tired Dozers	2	8.00	247	0.40
Excavation	Tractors/Loaders/Backhoes	3	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	6	15.00	0.00	95.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	69.00	19.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	14.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Excavation	10	25.00	0.00	5,937.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

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 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					0.0103	0.0000	0.0103	1.5600e-003	0.0000	1.5600e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0460	0.4280	0.4040	8.0000e-004		0.0197	0.0197		0.0183	0.0183	0.0000	69.6919	69.6919	0.0195	0.0000	70.1794
Total	**0.0460**	**0.4280**	**0.4040**	**8.0000e-004**	**0.0103**	**0.0197**	**0.0300**	**1.5600e-003**	**0.0183**	**0.0199**	**0.0000**	**69.6919**	**69.6919**	**0.0195**	**0.0000**	**70.1794**

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	1.0000e-004	6.4600e-003	1.5100e-003	3.0000e-005	8.1000e-004	5.0000e-005	8.6000e-004	2.2000e-004	5.0000e-005	2.7000e-004	0.0000	2.7995	2.7995	1.0000e-004	4.4000e-004	2.9342
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.2000e-004	4.8000e-004	6.4100e-003	2.0000e-005	2.4400e-003	1.0000e-005	2.4500e-003	6.5000e-004	1.0000e-005	6.6000e-004	0.0000	1.7973	1.7973	5.0000e-005	5.0000e-005	1.8129
Total	**8.2000e-004**	**6.9400e-003**	**7.9200e-003**	**5.0000e-005**	**3.2500e-003**	**6.0000e-005**	**3.3100e-003**	**8.7000e-004**	**6.0000e-005**	**9.3000e-004**	**0.0000**	**4.5968**	**4.5968**	**1.5000e-004**	**4.9000e-004**	**4.7471**

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 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					0.0103	0.0000	0.0103	1.5600e-003	0.0000	1.5600e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0460	0.4280	0.4040	8.0000e-004		0.0197	0.0197		0.0183	0.0183	0.0000	69.6918	69.6918	0.0195	0.0000	70.1793
Total	**0.0460**	**0.4280**	**0.4040**	**8.0000e-004**	**0.0103**	**0.0197**	**0.0300**	**1.5600e-003**	**0.0183**	**0.0199**	**0.0000**	**69.6918**	**69.6918**	**0.0195**	**0.0000**	**70.1793**

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	1.0000e-004	6.4600e-003	1.5100e-003	3.0000e-005	8.1000e-004	5.0000e-005	8.6000e-004	2.2000e-004	5.0000e-005	2.7000e-004	0.0000	2.7995	2.7995	1.0000e-004	4.4000e-004	2.9342
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.2000e-004	4.8000e-004	6.4100e-003	2.0000e-005	2.4400e-003	1.0000e-005	2.4500e-003	6.5000e-004	1.0000e-005	6.6000e-004	0.0000	1.7973	1.7973	5.0000e-005	5.0000e-005	1.8129
Total	**8.2000e-004**	**6.9400e-003**	**7.9200e-003**	**5.0000e-005**	**3.2500e-003**	**6.0000e-005**	**3.3100e-003**	**8.7000e-004**	**6.0000e-005**	**9.3000e-004**	**0.0000**	**4.5968**	**4.5968**	**1.5000e-004**	**4.9000e-004**	**4.7471**

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 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					0.1033	0.0000	0.1033	0.0551	0.0000	0.0551	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0146	0.1495	0.1009	2.1000e-004		6.7600e-003	6.7600e-003		6.2200e-003	6.2200e-003	0.0000	18.4014	18.4014	5.9500e-003	0.0000	18.5502
Total	**0.0146**	**0.1495**	**0.1009**	**2.1000e-004**	**0.1033**	**6.7600e-003**	**0.1101**	**0.0551**	**6.2200e-003**	**0.0613**	**0.0000**	**18.4014**	**18.4014**	**5.9500e-003**	**0.0000**	**18.5502**

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	2.3000e-004	1.5000e-004	2.0600e-003	1.0000e-005	7.9000e-004	0.0000	7.9000e-004	2.1000e-004	0.0000	2.1000e-004	0.0000	0.5787	0.5787	2.0000e-005	2.0000e-005	0.5837
Total	**2.3000e-004**	**1.5000e-004**	**2.0600e-003**	**1.0000e-005**	**7.9000e-004**	**0.0000**	**7.9000e-004**	**2.1000e-004**	**0.0000**	**2.1000e-004**	**0.0000**	**0.5787**	**0.5787**	**2.0000e-005**	**2.0000e-005**	**0.5837**

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 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					0.1033	0.0000	0.1033	0.0551	0.0000	0.0551	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0146	0.1495	0.1009	2.1000e-004		6.7600e-003	6.7600e-003		6.2200e-003	6.2200e-003	0.0000	18.4014	18.4014	5.9500e-003	0.0000	18.5502
Total	**0.0146**	**0.1495**	**0.1009**	**2.1000e-004**	**0.1033**	**6.7600e-003**	**0.1101**	**0.0551**	**6.2200e-003**	**0.0613**	**0.0000**	**18.4014**	**18.4014**	**5.9500e-003**	**0.0000**	**18.5502**

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	2.3000e-004	1.5000e-004	2.0600e-003	1.0000e-005	7.9000e-004	0.0000	7.9000e-004	2.1000e-004	0.0000	2.1000e-004	0.0000	0.5787	0.5787	2.0000e-005	2.0000e-005	0.5837
Total	**2.3000e-004**	**1.5000e-004**	**2.0600e-003**	**1.0000e-005**	**7.9000e-004**	**0.0000**	**7.9000e-004**	**2.1000e-004**	**0.0000**	**2.1000e-004**	**0.0000**	**0.5787**	**0.5787**	**2.0000e-005**	**2.0000e-005**	**0.5837**

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

3.3 Site Preparation - 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					
Fugitive Dust					0.0853	0.0000	0.0853	0.0451	0.0000	0.0451	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0111	0.1136	0.0806	1.7000e-004		4.8900e-003	4.8900e-003		4.5000e-003	4.5000e-003	0.0000	15.0601	15.0601	4.8700e-003	0.0000	15.1819
Total	**0.0111**	**0.1136**	**0.0806**	**1.7000e-004**	**0.0853**	**4.8900e-003**	**0.0902**	**0.0451**	**4.5000e-003**	**0.0496**	**0.0000**	**15.0601**	**15.0601**	**4.8700e-003**	**0.0000**	**15.1819**

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	1.8000e-004	1.1000e-004	1.5800e-003	0.0000	6.4000e-004	0.0000	6.5000e-004	1.7000e-004	0.0000	1.7000e-004	0.0000	0.4578	0.4578	1.0000e-005	1.0000e-005	0.4616
Total	**1.8000e-004**	**1.1000e-004**	**1.5800e-003**	**0.0000**	**6.4000e-004**	**0.0000**	**6.5000e-004**	**1.7000e-004**	**0.0000**	**1.7000e-004**	**0.0000**	**0.4578**	**0.4578**	**1.0000e-005**	**1.0000e-005**	**0.4616**

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

3.3 Site Preparation - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0853	0.0000	0.0853	0.0451	0.0000	0.0451	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0111	0.1136	0.0806	1.7000e-004		4.8900e-003	4.8900e-003		4.5000e-003	4.5000e-003	0.0000	15.0601	15.0601	4.8700e-003	0.0000	15.1819
Total	**0.0111**	**0.1136**	**0.0806**	**1.7000e-004**	**0.0853**	**4.8900e-003**	**0.0902**	**0.0451**	**4.5000e-003**	**0.0496**	**0.0000**	**15.0601**	**15.0601**	**4.8700e-003**	**0.0000**	**15.1819**

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	1.8000e-004	1.1000e-004	1.5800e-003	0.0000	6.4000e-004	0.0000	6.5000e-004	1.7000e-004	0.0000	1.7000e-004	0.0000	0.4578	0.4578	1.0000e-005	1.0000e-005	0.4616
Total	**1.8000e-004**	**1.1000e-004**	**1.5800e-003**	**0.0000**	**6.4000e-004**	**0.0000**	**6.5000e-004**	**1.7000e-004**	**0.0000**	**1.7000e-004**	**0.0000**	**0.4578**	**0.4578**	**1.0000e-005**	**1.0000e-005**	**0.4616**

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

3.4 Grading - 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					
Fugitive Dust					0.1277	0.0000	0.1277	0.0683	0.0000	0.0683	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0312	0.3140	0.2981	6.1000e-004		0.0128	0.0128		0.0118	0.0118	0.0000	53.4431	53.4431	0.0173	0.0000	53.8752
Total	**0.0312**	**0.3140**	**0.2981**	**6.1000e-004**	**0.1277**	**0.0128**	**0.1405**	**0.0683**	**0.0118**	**0.0801**	**0.0000**	**53.4431**	**53.4431**	**0.0173**	**0.0000**	**53.8752**

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	6.8000e-004	4.3000e-004	6.0100e-003	2.0000e-005	2.4400e-003	1.0000e-005	2.4500e-003	6.5000e-004	1.0000e-005	6.6000e-004	0.0000	1.7379	1.7379	4.0000e-005	5.0000e-005	1.7524
Total	**6.8000e-004**	**4.3000e-004**	**6.0100e-003**	**2.0000e-005**	**2.4400e-003**	**1.0000e-005**	**2.4500e-003**	**6.5000e-004**	**1.0000e-005**	**6.6000e-004**	**0.0000**	**1.7379**	**1.7379**	**4.0000e-005**	**5.0000e-005**	**1.7524**

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

3.4 Grading - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1277	0.0000	0.1277	0.0683	0.0000	0.0683	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0312	0.3140	0.2981	6.1000e-004		0.0128	0.0128		0.0118	0.0118	0.0000	53.4431	53.4431	0.0173	0.0000	53.8752
Total	**0.0312**	**0.3140**	**0.2981**	**6.1000e-004**	**0.1277**	**0.0128**	**0.1405**	**0.0683**	**0.0118**	**0.0801**	**0.0000**	**53.4431**	**53.4431**	**0.0173**	**0.0000**	**53.8752**

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	6.8000e-004	4.3000e-004	6.0100e-003	2.0000e-005	2.4400e-003	1.0000e-005	2.4500e-003	6.5000e-004	1.0000e-005	6.6000e-004	0.0000	1.7379	1.7379	4.0000e-005	5.0000e-005	1.7524
Total	**6.8000e-004**	**4.3000e-004**	**6.0100e-003**	**2.0000e-005**	**2.4400e-003**	**1.0000e-005**	**2.4500e-003**	**6.5000e-004**	**1.0000e-005**	**6.6000e-004**	**0.0000**	**1.7379**	**1.7379**	**4.0000e-005**	**5.0000e-005**	**1.7524**

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

3.5 Excavation - 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					
Fugitive Dust					0.2560	0.0000	0.2560	0.1368	0.0000	0.1368	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0574	0.5465	0.5679	1.1200e-003		0.0231	0.0231		0.0214	0.0214	0.0000	98.4542	98.4542	0.0288	0.0000	99.1732
Total	**0.0574**	**0.5465**	**0.5679**	**1.1200e-003**	**0.2560**	**0.0231**	**0.2790**	**0.1368**	**0.0214**	**0.1582**	**0.0000**	**98.4542**	**98.4542**	**0.0288**	**0.0000**	**99.1732**

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	6.1500e-003	0.4014	0.0947	1.7300e-003	0.0504	3.3000e-003	0.0537	0.0139	3.1500e-003	0.0170	0.0000	171.5829	171.5829	5.9600e-003	0.0272	179.8397
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	1.1300e-003	7.2000e-004	0.0100	3.0000e-005	4.0600e-003	2.0000e-005	4.0800e-003	1.0800e-003	2.0000e-005	1.1000e-003	0.0000	2.8964	2.8964	7.0000e-005	8.0000e-005	2.9207
Total	**7.2800e-003**	**0.4021**	**0.1047**	**1.7600e-003**	**0.0545**	**3.3200e-003**	**0.0578**	**0.0149**	**3.1700e-003**	**0.0181**	**0.0000**	**174.4793**	**174.4793**	**6.0300e-003**	**0.0273**	**182.7604**

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

3.5 Excavation - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2560	0.0000	0.2560	0.1368	0.0000	0.1368	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0574	0.5465	0.5679	1.1200e-003		0.0231	0.0231		0.0214	0.0214	0.0000	98.4541	98.4541	0.0288	0.0000	99.1731
Total	**0.0574**	**0.5465**	**0.5679**	**1.1200e-003**	**0.2560**	**0.0231**	**0.2790**	**0.1368**	**0.0214**	**0.1582**	**0.0000**	**98.4541**	**98.4541**	**0.0288**	**0.0000**	**99.1731**

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	6.1500e-003	0.4014	0.0947	1.7300e-003	0.0504	3.3000e-003	0.0537	0.0139	3.1500e-003	0.0170	0.0000	171.5829	171.5829	5.9600e-003	0.0272	179.8397
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	1.1300e-003	7.2000e-004	0.0100	3.0000e-005	4.0600e-003	2.0000e-005	4.0800e-003	1.0800e-003	2.0000e-005	1.1000e-003	0.0000	2.8964	2.8964	7.0000e-005	8.0000e-005	2.9207
Total	**7.2800e-003**	**0.4021**	**0.1047**	**1.7600e-003**	**0.0545**	**3.3200e-003**	**0.0578**	**0.0149**	**3.1700e-003**	**0.0181**	**0.0000**	**174.4793**	**174.4793**	**6.0300e-003**	**0.0273**	**182.7604**

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

3.6 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1518	1.3841	1.7854	2.9900e-003		0.0586	0.0586		0.0551	0.0551	0.0000	257.4306	257.4306	0.0605	0.0000	258.9434
Total	**0.1518**	**1.3841**	**1.7854**	**2.9900e-003**		**0.0586**	**0.0586**		**0.0551**	**0.0551**	**0.0000**	**257.4306**	**257.4306**	**0.0605**	**0.0000**	**258.9434**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.2000e-003	0.0936	0.0286	4.2000e-004	0.0139	5.6000e-004	0.0144	4.0100e-003	5.3000e-004	4.5500e-003	0.0000	40.6163	40.6163	8.6000e-004	5.9400e-003	42.4091
Worker	0.0169	0.0108	0.1496	4.7000e-004	0.0607	2.7000e-004	0.0610	0.0162	2.5000e-004	0.0164	0.0000	43.2851	43.2851	1.1000e-003	1.1300e-003	43.6485
Total	**0.0191**	**0.1043**	**0.1782**	**8.9000e-004**	**0.0746**	**8.3000e-004**	**0.0755**	**0.0202**	**7.8000e-004**	**0.0210**	**0.0000**	**83.9014**	**83.9014**	**1.9600e-003**	**7.0700e-003**	**86.0576**

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

3.6 Building Construction - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1518	1.3841	1.7854	2.9900e-003		0.0586	0.0586		0.0551	0.0551	0.0000	257.4303	257.4303	0.0605	0.0000	258.9431
Total	**0.1518**	**1.3841**	**1.7854**	**2.9900e-003**		**0.0586**	**0.0586**		**0.0551**	**0.0551**	**0.0000**	**257.4303**	**257.4303**	**0.0605**	**0.0000**	**258.9431**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.2000e-003	0.0936	0.0286	4.2000e-004	0.0139	5.6000e-004	0.0144	4.0100e-003	5.3000e-004	4.5500e-003	0.0000	40.6163	40.6163	8.6000e-004	5.9400e-003	42.4091
Worker	0.0169	0.0108	0.1496	4.7000e-004	0.0607	2.7000e-004	0.0610	0.0162	2.5000e-004	0.0164	0.0000	43.2851	43.2851	1.1000e-003	1.1300e-003	43.6485
Total	**0.0191**	**0.1043**	**0.1782**	**8.9000e-004**	**0.0746**	**8.3000e-004**	**0.0755**	**0.0202**	**7.8000e-004**	**0.0210**	**0.0000**	**83.9014**	**83.9014**	**1.9600e-003**	**7.0700e-003**	**86.0576**

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

3.6 Building Construction - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1689	1.5400	1.9865	3.3300e-003		0.0652	0.0652		0.0613	0.0613	0.0000	286.4205	286.4205	0.0673	0.0000	288.1037
Total	**0.1689**	**1.5400**	**1.9865**	**3.3300e-003**		**0.0652**	**0.0652**		**0.0613**	**0.0613**	**0.0000**	**286.4205**	**286.4205**	**0.0673**	**0.0000**	**288.1037**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.4000e-003	0.1034	0.0314	4.6000e-004	0.0155	6.2000e-004	0.0161	4.4700e-003	5.9000e-004	5.0600e-003	0.0000	44.3917	44.3917	9.5000e-004	6.4800e-003	46.3472
Worker	0.0178	0.0109	0.1572	5.1000e-004	0.0676	2.9000e-004	0.0679	0.0180	2.7000e-004	0.0182	0.0000	46.7007	46.7007	1.1200e-003	1.1900e-003	47.0823
Total	**0.0202**	**0.1143**	**0.1886**	**9.7000e-004**	**0.0830**	**9.1000e-004**	**0.0839**	**0.0224**	**8.6000e-004**	**0.0233**	**0.0000**	**91.0925**	**91.0925**	**2.0700e-003**	**7.6700e-003**	**93.4294**

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

3.6 Building Construction - 2026

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1689	1.5400	1.9865	3.3300e-003		0.0652	0.0652		0.0613	0.0613	0.0000	286.4202	286.4202	0.0673	0.0000	288.1034
Total	**0.1689**	**1.5400**	**1.9865**	**3.3300e-003**		**0.0652**	**0.0652**		**0.0613**	**0.0613**	**0.0000**	**286.4202**	**286.4202**	**0.0673**	**0.0000**	**288.1034**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.4000e-003	0.1034	0.0314	4.6000e-004	0.0155	6.2000e-004	0.0161	4.4700e-003	5.9000e-004	5.0600e-003	0.0000	44.3917	44.3917	9.5000e-004	6.4800e-003	46.3472
Worker	0.0178	0.0109	0.1572	5.1000e-004	0.0676	2.9000e-004	0.0679	0.0180	2.7000e-004	0.0182	0.0000	46.7007	46.7007	1.1200e-003	1.1900e-003	47.0823
Total	**0.0202**	**0.1143**	**0.1886**	**9.7000e-004**	**0.0830**	**9.1000e-004**	**0.0839**	**0.0224**	**8.6000e-004**	**0.0233**	**0.0000**	**91.0925**	**91.0925**	**2.0700e-003**	**7.6700e-003**	**93.4294**

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

3.7 Paving - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0168	0.1544	0.2496	3.9000e-004		7.2200e-003	7.2200e-003		6.6800e-003	6.6800e-003	0.0000	33.5754	33.5754	0.0106	0.0000	33.8391
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0168**	**0.1544**	**0.2496**	**3.9000e-004**		**7.2200e-003**	**7.2200e-003**		**6.6800e-003**	**6.6800e-003**	**0.0000**	**33.5754**	**33.5754**	**0.0106**	**0.0000**	**33.8391**

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	8.6000e-004	5.2000e-004	7.5600e-003	2.0000e-005	3.2500e-003	1.0000e-005	3.2700e-003	8.6000e-004	1.0000e-005	8.8000e-004	0.0000	2.2469	2.2469	5.0000e-005	6.0000e-005	2.2653
Total	**8.6000e-004**	**5.2000e-004**	**7.5600e-003**	**2.0000e-005**	**3.2500e-003**	**1.0000e-005**	**3.2700e-003**	**8.6000e-004**	**1.0000e-005**	**8.8000e-004**	**0.0000**	**2.2469**	**2.2469**	**5.0000e-005**	**6.0000e-005**	**2.2653**

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

3.7 Paving - 2026

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0168	0.1544	0.2496	3.9000e-004		7.2200e-003	7.2200e-003		6.6800e-003	6.6800e-003	0.0000	33.5754	33.5754	0.0106	0.0000	33.8391
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0168**	**0.1544**	**0.2496**	**3.9000e-004**		**7.2200e-003**	**7.2200e-003**		**6.6800e-003**	**6.6800e-003**	**0.0000**	**33.5754**	**33.5754**	**0.0106**	**0.0000**	**33.8391**

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	8.6000e-004	5.2000e-004	7.5600e-003	2.0000e-005	3.2500e-003	1.0000e-005	3.2700e-003	8.6000e-004	1.0000e-005	8.8000e-004	0.0000	2.2469	2.2469	5.0000e-005	6.0000e-005	2.2653
Total	**8.6000e-004**	**5.2000e-004**	**7.5600e-003**	**2.0000e-005**	**3.2500e-003**	**1.0000e-005**	**3.2700e-003**	**8.6000e-004**	**1.0000e-005**	**8.8000e-004**	**0.0000**	**2.2469**	**2.2469**	**5.0000e-005**	**6.0000e-005**	**2.2653**

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

3.8 Architectural Coating - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1241					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.1400e-003	0.0143	0.0226	4.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004	0.0000	3.1916	3.1916	1.7000e-004	0.0000	3.1959
Total	**0.1262**	**0.0143**	**0.0226**	**4.0000e-005**		**6.4000e-004**	**6.4000e-004**		**6.4000e-004**	**6.4000e-004**	**0.0000**	**3.1916**	**3.1916**	**1.7000e-004**	**0.0000**	**3.1959**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.7000e-004	2.2000e-004	3.2300e-003	1.0000e-005	1.3900e-003	1.0000e-005	1.3900e-003	3.7000e-004	1.0000e-005	3.7000e-004	0.0000	0.9591	0.9591	2.0000e-005	2.0000e-005	0.9669
Total	**3.7000e-004**	**2.2000e-004**	**3.2300e-003**	**1.0000e-005**	**1.3900e-003**	**1.0000e-005**	**1.3900e-003**	**3.7000e-004**	**1.0000e-005**	**3.7000e-004**	**0.0000**	**0.9591**	**0.9591**	**2.0000e-005**	**2.0000e-005**	**0.9669**

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

3.8 Architectural Coating - 2026

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1241					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.1400e-003	0.0143	0.0226	4.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004	0.0000	3.1916	3.1916	1.7000e-004	0.0000	3.1959
Total	**0.1262**	**0.0143**	**0.0226**	**4.0000e-005**		**6.4000e-004**	**6.4000e-004**		**6.4000e-004**	**6.4000e-004**	**0.0000**	**3.1916**	**3.1916**	**1.7000e-004**	**0.0000**	**3.1959**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.7000e-004	2.2000e-004	3.2300e-003	1.0000e-005	1.3900e-003	1.0000e-005	1.3900e-003	3.7000e-004	1.0000e-005	3.7000e-004	0.0000	0.9591	0.9591	2.0000e-005	2.0000e-005	0.9669
Total	**3.7000e-004**	**2.2000e-004**	**3.2300e-003**	**1.0000e-005**	**1.3900e-003**	**1.0000e-005**	**1.3900e-003**	**3.7000e-004**	**1.0000e-005**	**3.7000e-004**	**0.0000**	**0.9591**	**0.9591**	**2.0000e-005**	**2.0000e-005**	**0.9669**

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

3.8 Architectural Coating - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0794					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.3700e-003	9.1600e-003	0.0145	2.0000e-005		4.1000e-004	4.1000e-004		4.1000e-004	4.1000e-004	0.0000	2.0426	2.0426	1.1000e-004	0.0000	2.0454
Total	**0.0808**	**9.1600e-003**	**0.0145**	**2.0000e-005**		**4.1000e-004**	**4.1000e-004**		**4.1000e-004**	**4.1000e-004**	**0.0000**	**2.0426**	**2.0426**	**1.1000e-004**	**0.0000**	**2.0454**

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	2.2000e-004	1.3000e-004	1.9600e-003	1.0000e-005	8.9000e-004	0.0000	8.9000e-004	2.4000e-004	0.0000	2.4000e-004	0.0000	0.5964	0.5964	1.0000e-005	1.0000e-005	0.6012
Total	**2.2000e-004**	**1.3000e-004**	**1.9600e-003**	**1.0000e-005**	**8.9000e-004**	**0.0000**	**8.9000e-004**	**2.4000e-004**	**0.0000**	**2.4000e-004**	**0.0000**	**0.5964**	**0.5964**	**1.0000e-005**	**1.0000e-005**	**0.6012**

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

3.8 Architectural Coating - 2027

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0794					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.3700e-003	9.1600e-003	0.0145	2.0000e-005		4.1000e-004	4.1000e-004		4.1000e-004	4.1000e-004	0.0000	2.0426	2.0426	1.1000e-004	0.0000	2.0454
Total	**0.0808**	**9.1600e-003**	**0.0145**	**2.0000e-005**		**4.1000e-004**	**4.1000e-004**		**4.1000e-004**	**4.1000e-004**	**0.0000**	**2.0426**	**2.0426**	**1.1000e-004**	**0.0000**	**2.0454**

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	2.2000e-004	1.3000e-004	1.9600e-003	1.0000e-005	8.9000e-004	0.0000	8.9000e-004	2.4000e-004	0.0000	2.4000e-004	0.0000	0.5964	0.5964	1.0000e-005	1.0000e-005	0.6012
Total	**2.2000e-004**	**1.3000e-004**	**1.9600e-003**	**1.0000e-005**	**8.9000e-004**	**0.0000**	**8.9000e-004**	**2.4000e-004**	**0.0000**	**2.4000e-004**	**0.0000**	**0.5964**	**0.5964**	**1.0000e-005**	**1.0000e-005**	**0.6012**

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	0.2020	0.2787	1.9135	3.4900e-003	0.3320	4.0600e-003	0.3361	0.0887	3.8200e-003	0.0925	0.0000	321.4379	321.4379	0.0238	0.0170	327.0955
Unmitigated	0.2020	0.2787	1.9135	3.4900e-003	0.3320	4.0600e-003	0.3361	0.0887	3.8200e-003	0.0925	0.0000	321.4379	321.4379	0.0238	0.0170	327.0955

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	277.44	250.41	208.59	609,142	609,142
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	159.74	36.24	11.48	288,957	288,957
Total	437.18	286.65	220.07	898,099	898,099

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
Enclosed Parking with Elevator	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4

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

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.564247	0.054370	0.193237	0.117563	0.020903	0.004727	0.008633	0.006484	0.001012	0.000422	0.024291	0.000967	0.003143
Enclosed Parking with Elevator	0.564247	0.054370	0.193237	0.117563	0.020903	0.004727	0.008633	0.006484	0.001012	0.000422	0.024291	0.000967	0.003143
General Office Building	0.564247	0.054370	0.193237	0.117563	0.020903	0.004727	0.008633	0.006484	0.001012	0.000422	0.024291	0.000967	0.003143

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	108.8625	108.8625	0.0109	2.2500e-003	109.8059
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	108.8625	108.8625	0.0109	2.2500e-003	109.8059
NaturalGas Mitigated	3.7400e-003	0.0327	0.0193	2.0000e-004		2.5800e-003	2.5800e-003		2.5800e-003	2.5800e-003	0.0000	36.9889	36.9889	7.1000e-004	6.8000e-004	37.2087
NaturalGas Unmitigated	3.7400e-003	0.0327	0.0193	2.0000e-004		2.5800e-003	2.5800e-003		2.5800e-003	2.5800e-003	0.0000	36.9889	36.9889	7.1000e-004	6.8000e-004	37.2087

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					
Apartments Mid Rise	427466	2.3000e-003	0.0197	8.3800e-003	1.3000e-004		1.5900e-003	1.5900e-003		1.5900e-003	1.5900e-003	0.0000	22.8112	22.8112	4.4000e-004	4.2000e-004	22.9468
Enclosed Parking with Elevator	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
General Office Building	265680	1.4300e-003	0.0130	0.0109	8.0000e-005		9.9000e-004	9.9000e-004		9.9000e-004	9.9000e-004	0.0000	14.1777	14.1777	2.7000e-004	2.6000e-004	14.2620
Total		**3.7300e-003**	**0.0327**	**0.0193**	**2.1000e-004**		**2.5800e-003**	**2.5800e-003**		**2.5800e-003**	**2.5800e-003**	**0.0000**	**36.9889**	**36.9889**	**7.1000e-004**	**6.8000e-004**	**37.2087**

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	427466	2.3000e-003	0.0197	8.3800e-003	1.3000e-004		1.5900e-003	1.5900e-003		1.5900e-003	1.5900e-003	0.0000	22.8112	22.8112	4.4000e-004	4.2000e-004	22.9468
Enclosed Parking with Elevator	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
General Office Building	265680	1.4300e-003	0.0130	0.0109	8.0000e-005		9.9000e-004	9.9000e-004		9.9000e-004	9.9000e-004	0.0000	14.1777	14.1777	2.7000e-004	2.6000e-004	14.2620
Total		**3.7300e-003**	**0.0327**	**0.0193**	**2.1000e-004**		**2.5800e-003**	**2.5800e-003**		**2.5800e-003**	**2.5800e-003**	**0.0000**	**36.9889**	**36.9889**	**7.1000e-004**	**6.8000e-004**	**37.2087**

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			
Apartments Mid Rise	197188	25.9385	2.5900e-003	5.4000e-004	26.1632
Enclosed Parking with Elevator	348813	45.8835	4.5900e-003	9.5000e-004	46.2811
General Office Building	281588	37.0406	3.7000e-003	7.7000e-004	37.3616
Total		**108.8625**	**0.0109**	**2.2600e-003**	**109.8058**

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			
Apartments Mid Rise	197188	25.9385	2.5900e-003	5.4000e-004	26.1632
Enclosed Parking with Elevator	348813	45.8835	4.5900e-003	9.5000e-004	46.2811
General Office Building	281588	37.0406	3.7000e-003	7.7000e-004	37.3616
Total		**108.8625**	**0.0109**	**2.2600e-003**	**109.8058**

6.0 Area Detail

6.1 Mitigation Measures Area

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	0.4447	7.1300e-003	0.5442	3.4000e-004		0.0253	0.0253		0.0253	0.0253	2.3251	1.5768	3.9018	4.3500e-003	1.5000e-004	4.0561
Unmitigated	0.4447	7.1300e-003	0.5442	3.4000e-004		0.0253	0.0253		0.0253	0.0253	2.3251	1.5768	3.9018	4.3500e-003	1.5000e-004	4.0561

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	0.0461					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2691					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.1177	2.7100e-003	0.1620	3.2000e-004		0.0232	0.0232		0.0232	0.0232	2.3251	0.9550	3.2801	3.7400e-003	1.5000e-004	3.4190
Landscaping	0.0118	4.4200e-003	0.3822	2.0000e-005		2.0900e-003	2.0900e-003		2.0900e-003	2.0900e-003	0.0000	0.6217	0.6217	6.2000e-004	0.0000	0.6371
Total	**0.4447**	**7.1300e-003**	**0.5442**	**3.4000e-004**		**0.0253**	**0.0253**		**0.0253**	**0.0253**	**2.3251**	**1.5768**	**3.9018**	**4.3600e-003**	**1.5000e-004**	**4.0561**

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	0.0461					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2691					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.1177	2.7100e-003	0.1620	3.2000e-004		0.0232	0.0232		0.0232	0.0232	2.3251	0.9550	3.2801	3.7400e-003	1.5000e-004	3.4190
Landscaping	0.0118	4.4200e-003	0.3822	2.0000e-005		2.0900e-003	2.0900e-003		2.0900e-003	2.0900e-003	0.0000	0.6217	0.6217	6.2000e-004	0.0000	0.6371
Total	**0.4447**	**7.1300e-003**	**0.5442**	**3.4000e-004**		**0.0253**	**0.0253**		**0.0253**	**0.0253**	**2.3251**	**1.5768**	**3.9018**	**4.3600e-003**	**1.5000e-004**	**4.0561**

7.0 Water Detail

7.1 Mitigation Measures Water

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

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	8.2057	0.2039	4.9300e-003	14.7712
Unmitigated	8.2057	0.2039	4.9300e-003	14.7712

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	3.32286 / 2.09484	4.3838	0.1086	2.6300e-003	7.8814
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	2.91483 / 1.78651	3.8219	0.0953	2.3000e-003	6.8899
Total		**8.2057**	**0.2039**	**4.9300e-003**	**14.7712**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	3.32286 / 2.09484	4.3838	0.1086	2.6300e-003	7.8814
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	2.91483 / 1.78651	3.8219	0.0953	2.3000e-003	6.8899
Total		**8.2057**	**0.2039**	**4.9300e-003**	**14.7712**

8.0 Waste Detail

8.1 Mitigation Measures Waste

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	7.8578	0.4644	0.0000	19.4673
Unmitigated	7.8578	0.4644	0.0000	19.4673

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	23.46	4.7622	0.2814	0.0000	11.7981
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
General Office Building	15.25	3.0956	0.1830	0.0000	7.6693
Total		**7.8578**	**0.4644**	**0.0000**	**19.4673**

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			
Apartments Mid Rise	23.46	4.7622	0.2814	0.0000	11.7981
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
General Office Building	15.25	3.0956	0.1830	0.0000	7.6693
Total		**7.8578**	**0.4644**	**0.0000**	**19.4673**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

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

Block 20 Approved Project Run

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	16.40	1000sqft	0.38	16,400.00	0
Enclosed Parking with Elevator	160.30	Space	1.44	64,120.00	0
Apartments Mid Rise	51.00	Dwelling Unit	1.34	51,453.00	146

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2019
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	290	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Intensity factors from most recent approved DSP used

Land Use - residential sf based on weighted average unit size of 510-528 Mathilda Ave. Parking sq ft based on Sunnyvale Zoning requirements

Construction Phase -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Block 20 Approved Project Run - Santa Clara County, Annual

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

Trips and VMT - Based on parking structure excavation calculations

Demolition - building square footage estimates using Google Earth Pro. CalEEMod input is sum of all building square footages

Grading - excavated material based on underground parking sq ft multiplied by 20 ft maximum allowed excavation depth

Table Name	Column Name	Default Value	New Value
tblFleetMix	HHD	6.4840e-003	6.2400e-003
tblFleetMix	HHD	6.4840e-003	6.2400e-003
tblFleetMix	HHD	6.4840e-003	6.2400e-003
tblFleetMix	LDA	0.56	0.58
tblFleetMix	LDA	0.56	0.58
tblFleetMix	LDA	0.56	0.58
tblFleetMix	LDT1	0.05	0.06
tblFleetMix	LDT1	0.05	0.06
tblFleetMix	LDT1	0.05	0.06
tblFleetMix	LDT2	0.19	0.18
tblFleetMix	LDT2	0.19	0.18
tblFleetMix	LDT2	0.19	0.18
tblFleetMix	LHD1	0.02	0.02
tblFleetMix	LHD1	0.02	0.02
tblFleetMix	LHD1	0.02	0.02
tblFleetMix	LHD2	4.7270e-003	5.2570e-003
tblFleetMix	LHD2	4.7270e-003	5.2570e-003
tblFleetMix	LHD2	4.7270e-003	5.2570e-003
tblFleetMix	MCY	0.02	0.02
tblFleetMix	MCY	0.02	0.02
tblFleetMix	MCY	0.02	0.02
tblFleetMix	MDV	0.12	0.12
tblFleetMix	MDV	0.12	0.12
tblFleetMix	MDV	0.12	0.12

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

tblFleetMix	MH	3.1430e-003	2.6240e-003
tblFleetMix	MH	3.1430e-003	2.6240e-003
tblFleetMix	MH	3.1430e-003	2.6240e-003
tblFleetMix	MHD	8.6330e-003	8.1590e-003
tblFleetMix	MHD	8.6330e-003	8.1590e-003
tblFleetMix	MHD	8.6330e-003	8.1590e-003
tblFleetMix	OBUS	1.0120e-003	8.7700e-004
tblFleetMix	OBUS	1.0120e-003	8.7700e-004
tblFleetMix	OBUS	1.0120e-003	8.7700e-004
tblFleetMix	SBUS	9.6700e-004	8.7400e-004
tblFleetMix	SBUS	9.6700e-004	8.7400e-004
tblFleetMix	SBUS	9.6700e-004	8.7400e-004
tblFleetMix	UBUS	4.2200e-004	3.5600e-004
tblFleetMix	UBUS	4.2200e-004	3.5600e-004
tblFleetMix	UBUS	4.2200e-004	3.5600e-004
tblGrading	MaterialExported	0.00	47,496.00
tblLandUse	LandUseSquareFeet	51,000.00	51,453.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblProjectCharacteristics	CH4IntensityFactor	0.033	0.029
tblProjectCharacteristics	CO2IntensityFactor	203.98	290
tblProjectCharacteristics	N2OIntensityFactor	0.004	0.006
tblVehicleEF	HHD	0.03	0.02
tblVehicleEF	HHD	0.06	0.05
tblVehicleEF	HHD	5.00	6.31
tblVehicleEF	HHD	0.89	0.41
tblVehicleEF	HHD	5.5610e-003	6.0890e-003
tblVehicleEF	HHD	1,042.77	991.82
tblVehicleEF	HHD	1,611.11	1,327.03

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

tblVehicleEF	HHD	0.06	0.05
tblVehicleEF	HHD	0.16	0.16
tblVehicleEF	HHD	0.26	0.21
tblVehicleEF	HHD	2.4000e-005	4.0000e-006
tblVehicleEF	HHD	6.10	5.29
tblVehicleEF	HHD	5.24	2.62
tblVehicleEF	HHD	1.44	2.32
tblVehicleEF	HHD	0.02	2.3520e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.09	0.02
tblVehicleEF	HHD	0.02	2.2500e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8600e-003	8.8950e-003
tblVehicleEF	HHD	0.09	0.02
tblVehicleEF	HHD	6.0000e-006	2.0000e-006
tblVehicleEF	HHD	2.5100e-004	7.1000e-005
tblVehicleEF	HHD	0.44	0.42
tblVehicleEF	HHD	3.0000e-006	1.0000e-006
tblVehicleEF	HHD	0.22	0.02
tblVehicleEF	HHD	1.3400e-004	3.1000e-005
tblVehicleEF	HHD	3.0000e-006	2.0000e-006
tblVehicleEF	HHD	9.7070e-003	9.2270e-003
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	6.0000e-006	2.0000e-006
tblVehicleEF	HHD	2.5100e-004	7.1000e-005
tblVehicleEF	HHD	0.51	0.49
tblVehicleEF	HHD	3.0000e-006	1.0000e-006

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

tblVehicleEF	HHD	0.30	0.07
tblVehicleEF	HHD	1.3400e-004	3.1000e-005
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.06	0.05
tblVehicleEF	HHD	4.83	6.22
tblVehicleEF	HHD	0.89	0.41
tblVehicleEF	HHD	5.1120e-003	5.5970e-003
tblVehicleEF	HHD	1,045.92	980.16
tblVehicleEF	HHD	1,611.11	1,327.03
tblVehicleEF	HHD	0.06	0.05
tblVehicleEF	HHD	0.17	0.15
tblVehicleEF	HHD	0.26	0.21
tblVehicleEF	HHD	2.3000e-005	4.0000e-006
tblVehicleEF	HHD	6.00	5.04
tblVehicleEF	HHD	5.04	2.52
tblVehicleEF	HHD	1.44	2.32
tblVehicleEF	HHD	0.02	2.0660e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.09	0.02
tblVehicleEF	HHD	0.02	1.9770e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8600e-003	8.8950e-003
tblVehicleEF	HHD	0.09	0.02
tblVehicleEF	HHD	1.5000e-005	4.0000e-006
tblVehicleEF	HHD	2.7800e-004	7.8000e-005
tblVehicleEF	HHD	0.46	0.45
tblVehicleEF	HHD	8.0000e-006	2.0000e-006
tblVehicleEF	HHD	0.22	0.02

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

tblVehicleEF	HHD	1.3400e-004	3.0000e-005
tblVehicleEF	HHD	9.7370e-003	9.1180e-003
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	1.5000e-005	4.0000e-006
tblVehicleEF	HHD	2.7800e-004	7.8000e-005
tblVehicleEF	HHD	0.52	0.52
tblVehicleEF	HHD	8.0000e-006	2.0000e-006
tblVehicleEF	HHD	0.30	0.07
tblVehicleEF	HHD	1.3400e-004	3.0000e-005
tblVehicleEF	HHD	3.0000e-006	2.0000e-006
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	0.06	0.05
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	5.24	6.43
tblVehicleEF	HHD	0.89	0.41
tblVehicleEF	HHD	5.9680e-003	6.5340e-003
tblVehicleEF	HHD	1,038.43	1,007.92
tblVehicleEF	HHD	1,611.11	1,327.03
tblVehicleEF	HHD	0.06	0.05
tblVehicleEF	HHD	0.16	0.16
tblVehicleEF	HHD	0.26	0.21
tblVehicleEF	HHD	2.5000e-005	4.0000e-006
tblVehicleEF	HHD	6.24	5.62
tblVehicleEF	HHD	5.32	2.66
tblVehicleEF	HHD	1.44	2.32
tblVehicleEF	HHD	0.02	2.7480e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04

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

tblVehicleEF	HHD	0.09	0.02
tblVehicleEF	HHD	0.02	2.6290e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8600e-003	8.8950e-003
tblVehicleEF	HHD	0.09	0.02
tblVehicleEF	HHD	3.0000e-006	1.0000e-006
tblVehicleEF	HHD	2.8900e-004	7.7000e-005
tblVehicleEF	HHD	0.43	0.39
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	0.22	0.02
tblVehicleEF	HHD	1.4400e-004	3.4000e-005
tblVehicleEF	HHD	3.0000e-006	2.0000e-006
tblVehicleEF	HHD	9.6650e-003	9.3770e-003
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	3.0000e-006	1.0000e-006
tblVehicleEF	HHD	2.8900e-004	7.7000e-005
tblVehicleEF	HHD	0.49	0.45
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	0.30	0.07
tblVehicleEF	HHD	1.4400e-004	3.4000e-005
tblVehicleEF	LDA	3.6360e-003	1.2360e-003
tblVehicleEF	LDA	0.07	0.04
tblVehicleEF	LDA	0.83	0.45
tblVehicleEF	LDA	2.44	1.86
tblVehicleEF	LDA	272.05	214.18
tblVehicleEF	LDA	57.64	45.42
tblVehicleEF	LDA	6.0990e-003	3.4320e-003
tblVehicleEF	LDA	0.03	0.02

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

tblVehicleEF	LDA	0.06	0.02
tblVehicleEF	LDA	0.24	0.14
tblVehicleEF	LDA	1.5960e-003	1.1160e-003
tblVehicleEF	LDA	2.0220e-003	1.5010e-003
tblVehicleEF	LDA	1.4710e-003	1.0270e-003
tblVehicleEF	LDA	1.8600e-003	1.3800e-003
tblVehicleEF	LDA	0.06	0.03
tblVehicleEF	LDA	0.12	0.07
tblVehicleEF	LDA	0.05	0.03
tblVehicleEF	LDA	0.02	4.3670e-003
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.32	0.15
tblVehicleEF	LDA	2.6910e-003	2.1190e-003
tblVehicleEF	LDA	5.7000e-004	4.5000e-004
tblVehicleEF	LDA	0.06	0.03
tblVehicleEF	LDA	0.12	0.07
tblVehicleEF	LDA	0.05	0.03
tblVehicleEF	LDA	0.02	6.3460e-003
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.35	0.16
tblVehicleEF	LDA	4.0910e-003	1.3990e-003
tblVehicleEF	LDA	0.06	0.03
tblVehicleEF	LDA	0.98	0.53
tblVehicleEF	LDA	1.92	1.47
tblVehicleEF	LDA	292.94	230.43
tblVehicleEF	LDA	56.63	44.72
tblVehicleEF	LDA	5.6920e-003	3.2160e-003
tblVehicleEF	LDA	0.03	0.02
tblVehicleEF	LDA	0.05	0.02

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

tblVehicleEF	LDA	0.21	0.12
tblVehicleEF	LDA	1.5960e-003	1.1160e-003
tblVehicleEF	LDA	2.0220e-003	1.5010e-003
tblVehicleEF	LDA	1.4710e-003	1.0270e-003
tblVehicleEF	LDA	1.8600e-003	1.3800e-003
tblVehicleEF	LDA	0.13	0.07
tblVehicleEF	LDA	0.14	0.08
tblVehicleEF	LDA	0.10	0.05
tblVehicleEF	LDA	0.02	4.8560e-003
tblVehicleEF	LDA	0.03	0.02
tblVehicleEF	LDA	0.27	0.12
tblVehicleEF	LDA	2.8980e-003	2.2790e-003
tblVehicleEF	LDA	5.6000e-004	4.4300e-004
tblVehicleEF	LDA	0.13	0.07
tblVehicleEF	LDA	0.14	0.08
tblVehicleEF	LDA	0.10	0.05
tblVehicleEF	LDA	0.02	7.0600e-003
tblVehicleEF	LDA	0.03	0.02
tblVehicleEF	LDA	0.29	0.13
tblVehicleEF	LDA	3.5030e-003	1.1850e-003
tblVehicleEF	LDA	0.08	0.04
tblVehicleEF	LDA	0.81	0.44
tblVehicleEF	LDA	2.86	2.17
tblVehicleEF	LDA	268.62	211.51
tblVehicleEF	LDA	58.46	45.99
tblVehicleEF	LDA	6.4750e-003	3.6350e-003
tblVehicleEF	LDA	0.03	0.02
tblVehicleEF	LDA	0.07	0.02
tblVehicleEF	LDA	0.26	0.15

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

tblVehicleEF	LDA	1.5960e-003	1.1160e-003
tblVehicleEF	LDA	2.0220e-003	1.5010e-003
tblVehicleEF	LDA	1.4710e-003	1.0270e-003
tblVehicleEF	LDA	1.8600e-003	1.3800e-003
tblVehicleEF	LDA	0.03	0.01
tblVehicleEF	LDA	0.13	0.07
tblVehicleEF	LDA	0.02	0.01
tblVehicleEF	LDA	0.01	4.2440e-003
tblVehicleEF	LDA	0.04	0.03
tblVehicleEF	LDA	0.36	0.17
tblVehicleEF	LDA	2.6570e-003	2.0920e-003
tblVehicleEF	LDA	5.7800e-004	4.5500e-004
tblVehicleEF	LDA	0.03	0.01
tblVehicleEF	LDA	0.13	0.07
tblVehicleEF	LDA	0.02	0.01
tblVehicleEF	LDA	0.02	6.1660e-003
tblVehicleEF	LDA	0.04	0.03
tblVehicleEF	LDA	0.40	0.18
tblVehicleEF	LDT1	7.7820e-003	2.3950e-003
tblVehicleEF	LDT1	0.09	0.04
tblVehicleEF	LDT1	1.55	0.65
tblVehicleEF	LDT1	2.72	2.00
tblVehicleEF	LDT1	322.02	258.06
tblVehicleEF	LDT1	69.31	55.33
tblVehicleEF	LDT1	0.01	4.5300e-003
tblVehicleEF	LDT1	0.03	0.02
tblVehicleEF	LDT1	0.15	0.05
tblVehicleEF	LDT1	0.32	0.17
tblVehicleEF	LDT1	2.4110e-003	1.3260e-003

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

tblVehicleEF	LDT1	2.9430e-003	1.7710e-003
tblVehicleEF	LDT1	2.2200e-003	1.2200e-003
tblVehicleEF	LDT1	2.7060e-003	1.6290e-003
tblVehicleEF	LDT1	0.12	0.06
tblVehicleEF	LDT1	0.23	0.12
tblVehicleEF	LDT1	0.09	0.05
tblVehicleEF	LDT1	0.04	9.7520e-003
tblVehicleEF	LDT1	0.11	0.07
tblVehicleEF	LDT1	0.48	0.20
tblVehicleEF	LDT1	3.1870e-003	2.5540e-003
tblVehicleEF	LDT1	6.8600e-004	5.4800e-004
tblVehicleEF	LDT1	0.12	0.06
tblVehicleEF	LDT1	0.23	0.12
tblVehicleEF	LDT1	0.09	0.05
tblVehicleEF	LDT1	0.05	0.01
tblVehicleEF	LDT1	0.11	0.07
tblVehicleEF	LDT1	0.53	0.22
tblVehicleEF	LDT1	8.6420e-003	2.6850e-003
tblVehicleEF	LDT1	0.08	0.04
tblVehicleEF	LDT1	1.79	0.76
tblVehicleEF	LDT1	2.12	1.58
tblVehicleEF	LDT1	343.55	274.84
tblVehicleEF	LDT1	68.08	54.55
tblVehicleEF	LDT1	9.5150e-003	4.2030e-003
tblVehicleEF	LDT1	0.03	0.02
tblVehicleEF	LDT1	0.13	0.04
tblVehicleEF	LDT1	0.29	0.16
tblVehicleEF	LDT1	2.4110e-003	1.3260e-003
tblVehicleEF	LDT1	2.9430e-003	1.7710e-003

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

tblVehicleEF	LDT1	2.2200e-003	1.2200e-003
tblVehicleEF	LDT1	2.7060e-003	1.6290e-003
tblVehicleEF	LDT1	0.28	0.13
tblVehicleEF	LDT1	0.26	0.13
tblVehicleEF	LDT1	0.19	0.10
tblVehicleEF	LDT1	0.04	0.01
tblVehicleEF	LDT1	0.10	0.06
tblVehicleEF	LDT1	0.40	0.17
tblVehicleEF	LDT1	3.4000e-003	2.7200e-003
tblVehicleEF	LDT1	6.7400e-004	5.4000e-004
tblVehicleEF	LDT1	0.28	0.13
tblVehicleEF	LDT1	0.26	0.13
tblVehicleEF	LDT1	0.19	0.10
tblVehicleEF	LDT1	0.06	0.02
tblVehicleEF	LDT1	0.10	0.06
tblVehicleEF	LDT1	0.43	0.18
tblVehicleEF	LDT1	7.5590e-003	2.3060e-003
tblVehicleEF	LDT1	0.10	0.05
tblVehicleEF	LDT1	1.53	0.64
tblVehicleEF	LDT1	3.20	2.34
tblVehicleEF	LDT1	318.51	255.31
tblVehicleEF	LDT1	70.30	55.96
tblVehicleEF	LDT1	0.01	4.8250e-003
tblVehicleEF	LDT1	0.03	0.02
tblVehicleEF	LDT1	0.16	0.05
tblVehicleEF	LDT1	0.35	0.19
tblVehicleEF	LDT1	2.4110e-003	1.3260e-003
tblVehicleEF	LDT1	2.9430e-003	1.7710e-003
tblVehicleEF	LDT1	2.2200e-003	1.2200e-003

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

tblVehicleEF	LDT1	2.7060e-003	1.6290e-003
tblVehicleEF	LDT1	0.06	0.03
tblVehicleEF	LDT1	0.25	0.12
tblVehicleEF	LDT1	0.04	0.03
tblVehicleEF	LDT1	0.03	9.4930e-003
tblVehicleEF	LDT1	0.13	0.08
tblVehicleEF	LDT1	0.55	0.23
tblVehicleEF	LDT1	3.1520e-003	2.5260e-003
tblVehicleEF	LDT1	6.9600e-004	5.5400e-004
tblVehicleEF	LDT1	0.06	0.03
tblVehicleEF	LDT1	0.25	0.12
tblVehicleEF	LDT1	0.04	0.03
tblVehicleEF	LDT1	0.05	0.01
tblVehicleEF	LDT1	0.13	0.08
tblVehicleEF	LDT1	0.60	0.25
tblVehicleEF	LDT2	5.1010e-003	2.2120e-003
tblVehicleEF	LDT2	0.09	0.05
tblVehicleEF	LDT2	1.11	0.62
tblVehicleEF	LDT2	3.19	2.44
tblVehicleEF	LDT2	358.04	271.88
tblVehicleEF	LDT2	77.38	58.84
tblVehicleEF	LDT2	8.9490e-003	4.6700e-003
tblVehicleEF	LDT2	0.04	0.03
tblVehicleEF	LDT2	0.11	0.04
tblVehicleEF	LDT2	0.39	0.20
tblVehicleEF	LDT2	1.5750e-003	1.1980e-003
tblVehicleEF	LDT2	1.9640e-003	1.5540e-003
tblVehicleEF	LDT2	1.4490e-003	1.1030e-003
tblVehicleEF	LDT2	1.8060e-003	1.4290e-003

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

tblVehicleEF	LDT2	0.07	0.05
tblVehicleEF	LDT2	0.14	0.10
tblVehicleEF	LDT2	0.06	0.05
tblVehicleEF	LDT2	0.02	8.6200e-003
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.43	0.23
tblVehicleEF	LDT2	3.5420e-003	2.6900e-003
tblVehicleEF	LDT2	7.6600e-004	5.8200e-004
tblVehicleEF	LDT2	0.07	0.05
tblVehicleEF	LDT2	0.14	0.10
tblVehicleEF	LDT2	0.06	0.05
tblVehicleEF	LDT2	0.03	0.01
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.47	0.25
tblVehicleEF	LDT2	5.7110e-003	2.4920e-003
tblVehicleEF	LDT2	0.07	0.04
tblVehicleEF	LDT2	1.29	0.73
tblVehicleEF	LDT2	2.50	1.92
tblVehicleEF	LDT2	380.00	287.92
tblVehicleEF	LDT2	76.04	57.89
tblVehicleEF	LDT2	8.3240e-003	4.3620e-003
tblVehicleEF	LDT2	0.04	0.02
tblVehicleEF	LDT2	0.10	0.04
tblVehicleEF	LDT2	0.34	0.18
tblVehicleEF	LDT2	1.5750e-003	1.1980e-003
tblVehicleEF	LDT2	1.9640e-003	1.5540e-003
tblVehicleEF	LDT2	1.4490e-003	1.1030e-003
tblVehicleEF	LDT2	1.8060e-003	1.4290e-003
tblVehicleEF	LDT2	0.16	0.12

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

tblVehicleEF	LDT2	0.16	0.11
tblVehicleEF	LDT2	0.13	0.10
tblVehicleEF	LDT2	0.02	9.5610e-003
tblVehicleEF	LDT2	0.06	0.05
tblVehicleEF	LDT2	0.35	0.19
tblVehicleEF	LDT2	3.7600e-003	2.8480e-003
tblVehicleEF	LDT2	7.5200e-004	5.7300e-004
tblVehicleEF	LDT2	0.16	0.12
tblVehicleEF	LDT2	0.16	0.11
tblVehicleEF	LDT2	0.13	0.10
tblVehicleEF	LDT2	0.03	0.01
tblVehicleEF	LDT2	0.06	0.05
tblVehicleEF	LDT2	0.39	0.20
tblVehicleEF	LDT2	4.9260e-003	2.1260e-003
tblVehicleEF	LDT2	0.10	0.06
tblVehicleEF	LDT2	1.09	0.61
tblVehicleEF	LDT2	3.75	2.86
tblVehicleEF	LDT2	354.45	269.25
tblVehicleEF	LDT2	78.45	59.60
tblVehicleEF	LDT2	9.5130e-003	4.9520e-003
tblVehicleEF	LDT2	0.04	0.03
tblVehicleEF	LDT2	0.13	0.05
tblVehicleEF	LDT2	0.42	0.22
tblVehicleEF	LDT2	1.5750e-003	1.1980e-003
tblVehicleEF	LDT2	1.9640e-003	1.5540e-003
tblVehicleEF	LDT2	1.4490e-003	1.1030e-003
tblVehicleEF	LDT2	1.8060e-003	1.4290e-003
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.15	0.11

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

tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.02	8.3810e-003
tblVehicleEF	LDT2	0.08	0.07
tblVehicleEF	LDT2	0.48	0.25
tblVehicleEF	LDT2	3.5070e-003	2.6630e-003
tblVehicleEF	LDT2	7.7600e-004	5.9000e-004
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.15	0.11
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.03	0.01
tblVehicleEF	LDT2	0.08	0.07
tblVehicleEF	LDT2	0.53	0.28
tblVehicleEF	LHD1	5.8300e-003	4.5230e-003
tblVehicleEF	LHD1	0.01	6.3000e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.19	0.18
tblVehicleEF	LHD1	1.15	0.57
tblVehicleEF	LHD1	1.29	0.96
tblVehicleEF	LHD1	9.16	8.56
tblVehicleEF	LHD1	851.61	734.83
tblVehicleEF	LHD1	13.11	10.77
tblVehicleEF	LHD1	7.0800e-004	7.3900e-004
tblVehicleEF	LHD1	0.05	0.04
tblVehicleEF	LHD1	0.03	0.02
tblVehicleEF	LHD1	0.06	0.05
tblVehicleEF	LHD1	1.17	0.44
tblVehicleEF	LHD1	0.39	0.26
tblVehicleEF	LHD1	7.5000e-004	8.8400e-004
tblVehicleEF	LHD1	9.5680e-003	9.8520e-003

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

tblVehicleEF	LHD1	0.01	8.1460e-003
tblVehicleEF	LHD1	3.3100e-004	2.2600e-004
tblVehicleEF	LHD1	7.1800e-004	8.4600e-004
tblVehicleEF	LHD1	2.3920e-003	2.4630e-003
tblVehicleEF	LHD1	0.01	7.7480e-003
tblVehicleEF	LHD1	3.0500e-004	2.0700e-004
tblVehicleEF	LHD1	2.5380e-003	1.6310e-003
tblVehicleEF	LHD1	0.09	0.06
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.2250e-003	8.6800e-004
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.25	0.18
tblVehicleEF	LHD1	0.11	0.06
tblVehicleEF	LHD1	8.9000e-005	8.3000e-005
tblVehicleEF	LHD1	8.3290e-003	7.1690e-003
tblVehicleEF	LHD1	1.3000e-004	1.0700e-004
tblVehicleEF	LHD1	2.5380e-003	1.6310e-003
tblVehicleEF	LHD1	0.09	0.06
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	1.2250e-003	8.6800e-004
tblVehicleEF	LHD1	0.15	0.10
tblVehicleEF	LHD1	0.25	0.18
tblVehicleEF	LHD1	0.12	0.06
tblVehicleEF	LHD1	5.8460e-003	4.5360e-003
tblVehicleEF	LHD1	0.01	6.4100e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.19	0.18
tblVehicleEF	LHD1	1.17	0.58
tblVehicleEF	LHD1	1.20	0.90

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

tblVehicleEF	LHD1	9.16	8.56
tblVehicleEF	LHD1	851.66	734.84
tblVehicleEF	LHD1	12.94	10.66
tblVehicleEF	LHD1	7.1200e-004	7.4200e-004
tblVehicleEF	LHD1	0.05	0.04
tblVehicleEF	LHD1	0.03	0.02
tblVehicleEF	LHD1	0.06	0.05
tblVehicleEF	LHD1	1.12	0.42
tblVehicleEF	LHD1	0.36	0.24
tblVehicleEF	LHD1	7.5000e-004	8.8400e-004
tblVehicleEF	LHD1	9.5680e-003	9.8520e-003
tblVehicleEF	LHD1	0.01	8.1460e-003
tblVehicleEF	LHD1	3.3100e-004	2.2600e-004
tblVehicleEF	LHD1	7.1800e-004	8.4600e-004
tblVehicleEF	LHD1	2.3920e-003	2.4630e-003
tblVehicleEF	LHD1	0.01	7.7480e-003
tblVehicleEF	LHD1	3.0500e-004	2.0700e-004
tblVehicleEF	LHD1	5.8300e-003	3.6370e-003
tblVehicleEF	LHD1	0.11	0.07
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	2.6300e-003	1.7590e-003
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.24	0.18
tblVehicleEF	LHD1	0.10	0.05
tblVehicleEF	LHD1	8.9000e-005	8.3000e-005
tblVehicleEF	LHD1	8.3290e-003	7.1690e-003
tblVehicleEF	LHD1	1.2800e-004	1.0500e-004
tblVehicleEF	LHD1	5.8300e-003	3.6370e-003
tblVehicleEF	LHD1	0.11	0.07

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

tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.6300e-003	1.7590e-003
tblVehicleEF	LHD1	0.15	0.10
tblVehicleEF	LHD1	0.24	0.18
tblVehicleEF	LHD1	0.11	0.06
tblVehicleEF	LHD1	5.8160e-003	4.5120e-003
tblVehicleEF	LHD1	0.01	6.2120e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.19	0.18
tblVehicleEF	LHD1	1.13	0.57
tblVehicleEF	LHD1	1.38	1.03
tblVehicleEF	LHD1	9.16	8.56
tblVehicleEF	LHD1	851.58	734.81
tblVehicleEF	LHD1	13.27	10.89
tblVehicleEF	LHD1	7.0600e-004	7.3700e-004
tblVehicleEF	LHD1	0.05	0.04
tblVehicleEF	LHD1	0.03	0.02
tblVehicleEF	LHD1	0.06	0.05
tblVehicleEF	LHD1	1.20	0.45
tblVehicleEF	LHD1	0.41	0.28
tblVehicleEF	LHD1	7.5000e-004	8.8400e-004
tblVehicleEF	LHD1	9.5680e-003	9.8520e-003
tblVehicleEF	LHD1	0.01	8.1460e-003
tblVehicleEF	LHD1	3.3100e-004	2.2600e-004
tblVehicleEF	LHD1	7.1800e-004	8.4600e-004
tblVehicleEF	LHD1	2.3920e-003	2.4630e-003
tblVehicleEF	LHD1	0.01	7.7480e-003
tblVehicleEF	LHD1	3.0500e-004	2.0700e-004
tblVehicleEF	LHD1	1.2500e-003	8.3300e-004

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

tblVehicleEF	LHD1	0.11	0.07
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	6.2500e-004	4.6300e-004
tblVehicleEF	LHD1	0.11	0.08
tblVehicleEF	LHD1	0.28	0.20
tblVehicleEF	LHD1	0.11	0.06
tblVehicleEF	LHD1	8.9000e-005	8.3000e-005
tblVehicleEF	LHD1	8.3290e-003	7.1690e-003
tblVehicleEF	LHD1	1.3100e-004	1.0800e-004
tblVehicleEF	LHD1	1.2500e-003	8.3300e-004
tblVehicleEF	LHD1	0.11	0.07
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	6.2500e-004	4.6300e-004
tblVehicleEF	LHD1	0.14	0.09
tblVehicleEF	LHD1	0.28	0.20
tblVehicleEF	LHD1	0.12	0.06
tblVehicleEF	LHD2	3.6620e-003	2.7350e-003
tblVehicleEF	LHD2	9.6210e-003	5.8140e-003
tblVehicleEF	LHD2	0.01	6.0230e-003
tblVehicleEF	LHD2	0.14	0.13
tblVehicleEF	LHD2	0.85	0.52
tblVehicleEF	LHD2	0.80	0.53
tblVehicleEF	LHD2	14.30	13.44
tblVehicleEF	LHD2	822.59	713.12
tblVehicleEF	LHD2	8.92	6.94
tblVehicleEF	LHD2	1.7270e-003	1.7040e-003
tblVehicleEF	LHD2	0.07	0.07
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	0.11	0.08

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

tblVehicleEF	LHD2	1.47	0.54
tblVehicleEF	LHD2	0.23	0.15
tblVehicleEF	LHD2	1.3630e-003	1.4770e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	1.7400e-004	1.1400e-004
tblVehicleEF	LHD2	1.3040e-003	1.4140e-003
tblVehicleEF	LHD2	2.6610e-003	2.7030e-003
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	1.6000e-004	1.0400e-004
tblVehicleEF	LHD2	1.4760e-003	7.8300e-004
tblVehicleEF	LHD2	0.06	0.03
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	6.9400e-004	4.3200e-004
tblVehicleEF	LHD2	0.13	0.10
tblVehicleEF	LHD2	0.14	0.07
tblVehicleEF	LHD2	0.06	0.03
tblVehicleEF	LHD2	1.3700e-004	1.2800e-004
tblVehicleEF	LHD2	7.9540e-003	6.8810e-003
tblVehicleEF	LHD2	8.8000e-005	6.9000e-005
tblVehicleEF	LHD2	1.4760e-003	7.8300e-004
tblVehicleEF	LHD2	0.06	0.03
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	6.9400e-004	4.3200e-004
tblVehicleEF	LHD2	0.16	0.12
tblVehicleEF	LHD2	0.14	0.07
tblVehicleEF	LHD2	0.07	0.03
tblVehicleEF	LHD2	3.6720e-003	2.7430e-003
tblVehicleEF	LHD2	9.7690e-003	5.8580e-003

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

tblVehicleEF	LHD2	0.01	5.6970e-003
tblVehicleEF	LHD2	0.14	0.13
tblVehicleEF	LHD2	0.86	0.53
tblVehicleEF	LHD2	0.74	0.49
tblVehicleEF	LHD2	14.30	13.44
tblVehicleEF	LHD2	822.62	713.12
tblVehicleEF	LHD2	8.82	6.88
tblVehicleEF	LHD2	1.7290e-003	1.7060e-003
tblVehicleEF	LHD2	0.07	0.06
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	0.11	0.08
tblVehicleEF	LHD2	1.41	0.52
tblVehicleEF	LHD2	0.21	0.14
tblVehicleEF	LHD2	1.3630e-003	1.4770e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	1.7400e-004	1.1400e-004
tblVehicleEF	LHD2	1.3040e-003	1.4140e-003
tblVehicleEF	LHD2	2.6610e-003	2.7030e-003
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	1.6000e-004	1.0400e-004
tblVehicleEF	LHD2	3.4040e-003	1.7440e-003
tblVehicleEF	LHD2	0.06	0.03
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	1.5000e-003	8.7600e-004
tblVehicleEF	LHD2	0.13	0.10
tblVehicleEF	LHD2	0.14	0.07
tblVehicleEF	LHD2	0.06	0.03
tblVehicleEF	LHD2	1.3700e-004	1.2800e-004

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

tblVehicleEF	LHD2	7.9540e-003	6.8810e-003
tblVehicleEF	LHD2	8.7000e-005	6.8000e-005
tblVehicleEF	LHD2	3.4040e-003	1.7440e-003
tblVehicleEF	LHD2	0.06	0.03
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	1.5000e-003	8.7600e-004
tblVehicleEF	LHD2	0.16	0.12
tblVehicleEF	LHD2	0.14	0.07
tblVehicleEF	LHD2	0.06	0.03
tblVehicleEF	LHD2	3.6540e-003	2.7290e-003
tblVehicleEF	LHD2	9.5040e-003	5.7780e-003
tblVehicleEF	LHD2	0.01	6.3030e-003
tblVehicleEF	LHD2	0.14	0.13
tblVehicleEF	LHD2	0.84	0.52
tblVehicleEF	LHD2	0.85	0.56
tblVehicleEF	LHD2	14.30	13.44
tblVehicleEF	LHD2	822.58	713.11
tblVehicleEF	LHD2	9.02	7.00
tblVehicleEF	LHD2	1.7260e-003	1.7030e-003
tblVehicleEF	LHD2	0.07	0.07
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	0.11	0.08
tblVehicleEF	LHD2	1.49	0.55
tblVehicleEF	LHD2	0.24	0.15
tblVehicleEF	LHD2	1.3630e-003	1.4770e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	1.7400e-004	1.1400e-004
tblVehicleEF	LHD2	1.3040e-003	1.4140e-003

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

tblVehicleEF	LHD2	2.6610e-003	2.7030e-003
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	1.6000e-004	1.0400e-004
tblVehicleEF	LHD2	7.2800e-004	4.0700e-004
tblVehicleEF	LHD2	0.06	0.03
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	3.5700e-004	2.3300e-004
tblVehicleEF	LHD2	0.13	0.10
tblVehicleEF	LHD2	0.16	0.08
tblVehicleEF	LHD2	0.06	0.03
tblVehicleEF	LHD2	1.3700e-004	1.2800e-004
tblVehicleEF	LHD2	7.9530e-003	6.8810e-003
tblVehicleEF	LHD2	8.9000e-005	6.9000e-005
tblVehicleEF	LHD2	7.2800e-004	4.0700e-004
tblVehicleEF	LHD2	0.06	0.03
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	3.5700e-004	2.3300e-004
tblVehicleEF	LHD2	0.16	0.12
tblVehicleEF	LHD2	0.16	0.08
tblVehicleEF	LHD2	0.07	0.03
tblVehicleEF	MCY	0.34	0.32
tblVehicleEF	MCY	0.26	0.25
tblVehicleEF	MCY	20.50	17.99
tblVehicleEF	MCY	8.91	9.14
tblVehicleEF	MCY	210.68	209.89
tblVehicleEF	MCY	62.57	59.90
tblVehicleEF	MCY	0.07	0.07
tblVehicleEF	MCY	0.02	0.02
tblVehicleEF	MCY	1.16	1.14

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

tblVehicleEF	MCY	0.27	0.27
tblVehicleEF	MCY	1.7860e-003	2.0840e-003
tblVehicleEF	MCY	3.3400e-003	2.9100e-003
tblVehicleEF	MCY	1.6750e-003	1.9450e-003
tblVehicleEF	MCY	3.1570e-003	2.7280e-003
tblVehicleEF	MCY	0.92	0.90
tblVehicleEF	MCY	0.74	0.65
tblVehicleEF	MCY	0.51	0.48
tblVehicleEF	MCY	2.31	2.15
tblVehicleEF	MCY	0.60	0.49
tblVehicleEF	MCY	2.00	1.90
tblVehicleEF	MCY	2.0850e-003	2.0770e-003
tblVehicleEF	MCY	6.1900e-004	5.9300e-004
tblVehicleEF	MCY	0.92	0.90
tblVehicleEF	MCY	0.74	0.65
tblVehicleEF	MCY	0.51	0.48
tblVehicleEF	MCY	2.83	2.69
tblVehicleEF	MCY	0.60	0.49
tblVehicleEF	MCY	2.17	2.07
tblVehicleEF	MCY	0.33	0.31
tblVehicleEF	MCY	0.22	0.21
tblVehicleEF	MCY	19.69	17.40
tblVehicleEF	MCY	7.84	7.92
tblVehicleEF	MCY	209.06	208.72
tblVehicleEF	MCY	59.73	56.94
tblVehicleEF	MCY	0.06	0.06
tblVehicleEF	MCY	0.01	0.01
tblVehicleEF	MCY	1.02	1.01
tblVehicleEF	MCY	0.25	0.25

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

tblVehicleEF	MCY	1.7860e-003	2.0840e-003
tblVehicleEF	MCY	3.3400e-003	2.9100e-003
tblVehicleEF	MCY	1.6750e-003	1.9450e-003
tblVehicleEF	MCY	3.1570e-003	2.7280e-003
tblVehicleEF	MCY	2.36	2.30
tblVehicleEF	MCY	0.97	0.88
tblVehicleEF	MCY	1.37	1.29
tblVehicleEF	MCY	2.22	2.09
tblVehicleEF	MCY	0.56	0.46
tblVehicleEF	MCY	1.65	1.59
tblVehicleEF	MCY	2.0690e-003	2.0650e-003
tblVehicleEF	MCY	5.9100e-004	5.6300e-004
tblVehicleEF	MCY	2.36	2.30
tblVehicleEF	MCY	0.97	0.88
tblVehicleEF	MCY	1.37	1.29
tblVehicleEF	MCY	2.71	2.61
tblVehicleEF	MCY	0.56	0.46
tblVehicleEF	MCY	1.80	1.74
tblVehicleEF	MCY	0.35	0.33
tblVehicleEF	MCY	0.30	0.29
tblVehicleEF	MCY	22.21	19.31
tblVehicleEF	MCY	10.19	10.49
tblVehicleEF	MCY	213.78	212.26
tblVehicleEF	MCY	65.73	63.05
tblVehicleEF	MCY	0.07	0.07
tblVehicleEF	MCY	0.02	0.02
tblVehicleEF	MCY	1.25	1.22
tblVehicleEF	MCY	0.29	0.29
tblVehicleEF	MCY	1.7860e-003	2.0840e-003

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

tblVehicleEF	MCY	3.3400e-003	2.9100e-003
tblVehicleEF	MCY	1.6750e-003	1.9450e-003
tblVehicleEF	MCY	3.1570e-003	2.7280e-003
tblVehicleEF	MCY	0.40	0.39
tblVehicleEF	MCY	0.90	0.76
tblVehicleEF	MCY	0.19	0.19
tblVehicleEF	MCY	2.43	2.23
tblVehicleEF	MCY	0.70	0.60
tblVehicleEF	MCY	2.34	2.20
tblVehicleEF	MCY	2.1150e-003	2.1000e-003
tblVehicleEF	MCY	6.5000e-004	6.2400e-004
tblVehicleEF	MCY	0.40	0.39
tblVehicleEF	MCY	0.90	0.76
tblVehicleEF	MCY	0.19	0.19
tblVehicleEF	MCY	2.96	2.78
tblVehicleEF	MCY	0.70	0.60
tblVehicleEF	MCY	2.54	2.40
tblVehicleEF	MDV	7.1070e-003	2.3750e-003
tblVehicleEF	MDV	0.11	0.05
tblVehicleEF	MDV	1.37	0.63
tblVehicleEF	MDV	3.86	2.55
tblVehicleEF	MDV	433.87	327.97
tblVehicleEF	MDV	93.26	69.67
tblVehicleEF	MDV	0.01	6.1060e-003
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.16	0.05
tblVehicleEF	MDV	0.48	0.22
tblVehicleEF	MDV	1.8100e-003	1.2330e-003
tblVehicleEF	MDV	2.3190e-003	1.5830e-003

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

tblVehicleEF	MDV	1.6700e-003	1.1370e-003
tblVehicleEF	MDV	2.1340e-003	1.4560e-003
tblVehicleEF	MDV	0.08	0.06
tblVehicleEF	MDV	0.17	0.11
tblVehicleEF	MDV	0.07	0.06
tblVehicleEF	MDV	0.03	9.5210e-003
tblVehicleEF	MDV	0.07	0.06
tblVehicleEF	MDV	0.57	0.26
tblVehicleEF	MDV	4.2900e-003	3.2410e-003
tblVehicleEF	MDV	9.2300e-004	6.8900e-004
tblVehicleEF	MDV	0.08	0.06
tblVehicleEF	MDV	0.17	0.11
tblVehicleEF	MDV	0.07	0.06
tblVehicleEF	MDV	0.05	0.01
tblVehicleEF	MDV	0.07	0.06
tblVehicleEF	MDV	0.62	0.28
tblVehicleEF	MDV	7.8650e-003	2.6770e-003
tblVehicleEF	MDV	0.09	0.05
tblVehicleEF	MDV	1.58	0.74
tblVehicleEF	MDV	3.04	2.01
tblVehicleEF	MDV	456.88	343.91
tblVehicleEF	MDV	91.62	68.66
tblVehicleEF	MDV	0.01	5.7810e-003
tblVehicleEF	MDV	0.04	0.02
tblVehicleEF	MDV	0.14	0.04
tblVehicleEF	MDV	0.43	0.20
tblVehicleEF	MDV	1.8100e-003	1.2330e-003
tblVehicleEF	MDV	2.3190e-003	1.5830e-003
tblVehicleEF	MDV	1.6700e-003	1.1370e-003

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

tblVehicleEF	MDV	2.1340e-003	1.4560e-003
tblVehicleEF	MDV	0.19	0.14
tblVehicleEF	MDV	0.18	0.12
tblVehicleEF	MDV	0.15	0.12
tblVehicleEF	MDV	0.04	0.01
tblVehicleEF	MDV	0.07	0.05
tblVehicleEF	MDV	0.47	0.21
tblVehicleEF	MDV	4.5170e-003	3.3990e-003
tblVehicleEF	MDV	9.0700e-004	6.7900e-004
tblVehicleEF	MDV	0.19	0.14
tblVehicleEF	MDV	0.18	0.12
tblVehicleEF	MDV	0.15	0.12
tblVehicleEF	MDV	0.05	0.02
tblVehicleEF	MDV	0.07	0.05
tblVehicleEF	MDV	0.52	0.23
tblVehicleEF	MDV	6.9270e-003	2.2830e-003
tblVehicleEF	MDV	0.12	0.06
tblVehicleEF	MDV	1.36	0.62
tblVehicleEF	MDV	4.54	2.99
tblVehicleEF	MDV	430.12	325.36
tblVehicleEF	MDV	94.58	70.47
tblVehicleEF	MDV	0.01	6.4040e-003
tblVehicleEF	MDV	0.05	0.03
tblVehicleEF	MDV	0.17	0.05
tblVehicleEF	MDV	0.53	0.24
tblVehicleEF	MDV	1.8100e-003	1.2330e-003
tblVehicleEF	MDV	2.3190e-003	1.5830e-003
tblVehicleEF	MDV	1.6700e-003	1.1370e-003
tblVehicleEF	MDV	2.1340e-003	1.4560e-003

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

tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.17	0.12
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.03	9.2720e-003
tblVehicleEF	MDV	0.09	0.07
tblVehicleEF	MDV	0.65	0.29
tblVehicleEF	MDV	4.2530e-003	3.2150e-003
tblVehicleEF	MDV	9.3600e-004	6.9700e-004
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.17	0.12
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.05	0.01
tblVehicleEF	MDV	0.09	0.07
tblVehicleEF	MDV	0.71	0.32
tblVehicleEF	MH	0.02	6.9300e-003
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	2.54	0.58
tblVehicleEF	MH	2.63	1.80
tblVehicleEF	MH	1,628.06	1,418.06
tblVehicleEF	MH	21.20	16.70
tblVehicleEF	MH	0.07	0.06
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	1.70	1.17
tblVehicleEF	MH	0.25	0.24
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.9700e-004	2.3200e-004
tblVehicleEF	MH	3.2540e-003	3.2900e-003
tblVehicleEF	MH	0.03	0.02

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

tblVehicleEF	MH	3.6700e-004	2.1400e-004
tblVehicleEF	MH	1.05	0.47
tblVehicleEF	MH	0.09	0.04
tblVehicleEF	MH	0.34	0.18
tblVehicleEF	MH	0.12	0.05
tblVehicleEF	MH	0.02	9.6720e-003
tblVehicleEF	MH	0.13	0.08
tblVehicleEF	MH	0.02	0.01
tblVehicleEF	MH	2.1000e-004	1.6500e-004
tblVehicleEF	MH	1.05	0.47
tblVehicleEF	MH	0.09	0.04
tblVehicleEF	MH	0.34	0.18
tblVehicleEF	MH	0.16	0.06
tblVehicleEF	MH	0.02	9.6720e-003
tblVehicleEF	MH	0.14	0.09
tblVehicleEF	MH	0.02	7.1210e-003
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	2.62	0.60
tblVehicleEF	MH	2.40	1.64
tblVehicleEF	MH	1,628.20	1,418.10
tblVehicleEF	MH	20.79	16.43
tblVehicleEF	MH	0.07	0.05
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	1.60	1.11
tblVehicleEF	MH	0.23	0.22
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.9700e-004	2.3200e-004
tblVehicleEF	MH	3.2540e-003	3.2900e-003

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

tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.6700e-004	2.1400e-004
tblVehicleEF	MH	2.40	1.05
tblVehicleEF	MH	0.09	0.04
tblVehicleEF	MH	0.74	0.37
tblVehicleEF	MH	0.12	0.05
tblVehicleEF	MH	0.02	9.4280e-003
tblVehicleEF	MH	0.12	0.08
tblVehicleEF	MH	0.02	0.01
tblVehicleEF	MH	2.0600e-004	1.6300e-004
tblVehicleEF	MH	2.40	1.05
tblVehicleEF	MH	0.09	0.04
tblVehicleEF	MH	0.74	0.37
tblVehicleEF	MH	0.17	0.06
tblVehicleEF	MH	0.02	9.4280e-003
tblVehicleEF	MH	0.13	0.08
tblVehicleEF	MH	0.02	6.7830e-003
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	2.50	0.56
tblVehicleEF	MH	2.85	1.94
tblVehicleEF	MH	1,627.99	1,418.04
tblVehicleEF	MH	21.56	16.94
tblVehicleEF	MH	0.07	0.06
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	1.75	1.20
tblVehicleEF	MH	0.27	0.25
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.9700e-004	2.3200e-004

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

tblVehicleEF	MH	3.2540e-003	3.2900e-003
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.6700e-004	2.1400e-004
tblVehicleEF	MH	0.51	0.25
tblVehicleEF	MH	0.10	0.05
tblVehicleEF	MH	0.19	0.10
tblVehicleEF	MH	0.12	0.05
tblVehicleEF	MH	0.03	0.01
tblVehicleEF	MH	0.13	0.09
tblVehicleEF	MH	0.02	0.01
tblVehicleEF	MH	2.1300e-004	1.6800e-004
tblVehicleEF	MH	0.51	0.25
tblVehicleEF	MH	0.10	0.05
tblVehicleEF	MH	0.19	0.10
tblVehicleEF	MH	0.16	0.06
tblVehicleEF	MH	0.03	0.01
tblVehicleEF	MH	0.15	0.09
tblVehicleEF	MHD	3.2500e-003	3.6950e-003
tblVehicleEF	MHD	0.02	1.2530e-003
tblVehicleEF	MHD	0.01	8.5300e-003
tblVehicleEF	MHD	0.36	0.40
tblVehicleEF	MHD	1.13	0.18
tblVehicleEF	MHD	1.33	0.94
tblVehicleEF	MHD	79.20	68.38
tblVehicleEF	MHD	1,193.87	1,034.78
tblVehicleEF	MHD	9.26	8.72
tblVehicleEF	MHD	0.01	9.8750e-003
tblVehicleEF	MHD	0.16	0.13
tblVehicleEF	MHD	6.1120e-003	7.4170e-003

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

tblVehicleEF	MHD	0.80	0.37
tblVehicleEF	MHD	3.91	1.44
tblVehicleEF	MHD	0.96	1.70
tblVehicleEF	MHD	3.2810e-003	2.4000e-004
tblVehicleEF	MHD	0.12	7.0420e-003
tblVehicleEF	MHD	1.4600e-004	1.1100e-004
tblVehicleEF	MHD	3.1390e-003	2.3000e-004
tblVehicleEF	MHD	0.11	6.7300e-003
tblVehicleEF	MHD	1.3500e-004	1.0200e-004
tblVehicleEF	MHD	6.0800e-004	3.1800e-004
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	2.8500e-004	1.7500e-004
tblVehicleEF	MHD	0.30	0.01
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	0.06	0.04
tblVehicleEF	MHD	7.5100e-004	6.4900e-004
tblVehicleEF	MHD	0.01	9.8700e-003
tblVehicleEF	MHD	9.2000e-005	8.6000e-005
tblVehicleEF	MHD	6.0800e-004	3.1800e-004
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	2.8500e-004	1.7500e-004
tblVehicleEF	MHD	0.35	0.02
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	0.07	0.05
tblVehicleEF	MHD	3.0500e-003	3.4830e-003
tblVehicleEF	MHD	0.02	1.2830e-003
tblVehicleEF	MHD	9.6540e-003	8.0480e-003

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

tblVehicleEF	MHD	0.29	0.33
tblVehicleEF	MHD	1.15	0.18
tblVehicleEF	MHD	1.22	0.86
tblVehicleEF	MHD	81.35	68.21
tblVehicleEF	MHD	1,193.89	1,034.78
tblVehicleEF	MHD	9.07	8.59
tblVehicleEF	MHD	0.01	9.8080e-003
tblVehicleEF	MHD	0.16	0.13
tblVehicleEF	MHD	5.8740e-003	7.1120e-003
tblVehicleEF	MHD	0.81	0.36
tblVehicleEF	MHD	3.75	1.38
tblVehicleEF	MHD	0.95	1.69
tblVehicleEF	MHD	2.7680e-003	2.0600e-004
tblVehicleEF	MHD	0.12	7.0420e-003
tblVehicleEF	MHD	1.4600e-004	1.1100e-004
tblVehicleEF	MHD	2.6490e-003	1.9700e-004
tblVehicleEF	MHD	0.11	6.7300e-003
tblVehicleEF	MHD	1.3500e-004	1.0200e-004
tblVehicleEF	MHD	1.4510e-003	7.2000e-004
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	6.5900e-004	3.6600e-004
tblVehicleEF	MHD	0.30	0.01
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	0.06	0.04
tblVehicleEF	MHD	7.7100e-004	6.4700e-004
tblVehicleEF	MHD	0.01	9.8700e-003
tblVehicleEF	MHD	9.0000e-005	8.5000e-005
tblVehicleEF	MHD	1.4510e-003	7.2000e-004

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

tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	6.5900e-004	3.6600e-004
tblVehicleEF	MHD	0.35	0.02
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	0.06	0.04
tblVehicleEF	MHD	3.4570e-003	3.9020e-003
tblVehicleEF	MHD	0.02	1.2290e-003
tblVehicleEF	MHD	0.01	8.9220e-003
tblVehicleEF	MHD	0.45	0.46
tblVehicleEF	MHD	1.12	0.18
tblVehicleEF	MHD	1.42	1.01
tblVehicleEF	MHD	76.35	68.72
tblVehicleEF	MHD	1,193.85	1,034.77
tblVehicleEF	MHD	9.42	8.84
tblVehicleEF	MHD	0.01	9.9720e-003
tblVehicleEF	MHD	0.16	0.13
tblVehicleEF	MHD	6.3460e-003	7.7050e-003
tblVehicleEF	MHD	0.78	0.39
tblVehicleEF	MHD	3.97	1.46
tblVehicleEF	MHD	0.96	1.70
tblVehicleEF	MHD	3.9890e-003	2.8800e-004
tblVehicleEF	MHD	0.12	7.0420e-003
tblVehicleEF	MHD	1.4600e-004	1.1100e-004
tblVehicleEF	MHD	3.8160e-003	2.7600e-004
tblVehicleEF	MHD	0.11	6.7300e-003
tblVehicleEF	MHD	1.3500e-004	1.0200e-004
tblVehicleEF	MHD	2.8900e-004	1.6200e-004
tblVehicleEF	MHD	0.03	0.02

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

tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	1.3800e-004	9.2000e-005
tblVehicleEF	MHD	0.30	0.01
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	0.06	0.05
tblVehicleEF	MHD	7.2400e-004	6.5200e-004
tblVehicleEF	MHD	0.01	9.8700e-003
tblVehicleEF	MHD	9.3000e-005	8.8000e-005
tblVehicleEF	MHD	2.8900e-004	1.6200e-004
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	0.03	0.03
tblVehicleEF	MHD	1.3800e-004	9.2000e-005
tblVehicleEF	MHD	0.35	0.02
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	0.07	0.05
tblVehicleEF	OBUS	7.7600e-003	7.0730e-003
tblVehicleEF	OBUS	0.01	2.7540e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.57	0.62
tblVehicleEF	OBUS	1.06	0.33
tblVehicleEF	OBUS	2.07	1.69
tblVehicleEF	OBUS	99.84	96.38
tblVehicleEF	OBUS	1,414.23	1,261.24
tblVehicleEF	OBUS	16.28	14.17
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.14	0.13
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.75	0.41
tblVehicleEF	OBUS	2.55	1.44

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

tblVehicleEF	OBUS	0.88	1.12
tblVehicleEF	OBUS	3.8820e-003	1.3500e-004
tblVehicleEF	OBUS	0.05	7.6000e-003
tblVehicleEF	OBUS	1.5500e-004	1.5100e-004
tblVehicleEF	OBUS	3.7150e-003	1.3000e-004
tblVehicleEF	OBUS	0.05	7.2580e-003
tblVehicleEF	OBUS	1.4300e-004	1.3900e-004
tblVehicleEF	OBUS	1.0980e-003	1.0730e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.06	0.05
tblVehicleEF	OBUS	4.6700e-004	4.8500e-004
tblVehicleEF	OBUS	0.16	0.02
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	0.10	0.08
tblVehicleEF	OBUS	9.4800e-004	9.1500e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	1.6100e-004	1.4000e-004
tblVehicleEF	OBUS	1.0980e-003	1.0730e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.08	0.06
tblVehicleEF	OBUS	4.6700e-004	4.8500e-004
tblVehicleEF	OBUS	0.19	0.03
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	0.11	0.09
tblVehicleEF	OBUS	7.7450e-003	7.1720e-003
tblVehicleEF	OBUS	0.01	2.8370e-003
tblVehicleEF	OBUS	0.02	0.01
tblVehicleEF	OBUS	0.52	0.62
tblVehicleEF	OBUS	1.08	0.33

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

tblVehicleEF	OBUS	1.89	1.54
tblVehicleEF	OBUS	101.06	95.21
tblVehicleEF	OBUS	1,414.26	1,261.26
tblVehicleEF	OBUS	15.96	13.92
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.14	0.13
tblVehicleEF	OBUS	0.02	0.01
tblVehicleEF	OBUS	0.75	0.39
tblVehicleEF	OBUS	2.44	1.38
tblVehicleEF	OBUS	0.86	1.11
tblVehicleEF	OBUS	3.2780e-003	1.2000e-004
tblVehicleEF	OBUS	0.05	7.6000e-003
tblVehicleEF	OBUS	1.5500e-004	1.5100e-004
tblVehicleEF	OBUS	3.1360e-003	1.1500e-004
tblVehicleEF	OBUS	0.05	7.2580e-003
tblVehicleEF	OBUS	1.4300e-004	1.3900e-004
tblVehicleEF	OBUS	2.4640e-003	2.3400e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.06	0.05
tblVehicleEF	OBUS	9.9400e-004	9.7700e-004
tblVehicleEF	OBUS	0.16	0.02
tblVehicleEF	OBUS	0.03	0.04
tblVehicleEF	OBUS	0.10	0.08
tblVehicleEF	OBUS	9.6000e-004	9.0400e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	1.5800e-004	1.3800e-004
tblVehicleEF	OBUS	2.4640e-003	2.3400e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.08	0.06

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

tblVehicleEF	OBUS	9.9400e-004	9.7700e-004
tblVehicleEF	OBUS	0.19	0.03
tblVehicleEF	OBUS	0.03	0.04
tblVehicleEF	OBUS	0.11	0.08
tblVehicleEF	OBUS	7.7920e-003	6.9500e-003
tblVehicleEF	OBUS	0.01	2.6900e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.62	0.63
tblVehicleEF	OBUS	1.05	0.32
tblVehicleEF	OBUS	2.24	1.82
tblVehicleEF	OBUS	98.15	98.01
tblVehicleEF	OBUS	1,414.21	1,261.23
tblVehicleEF	OBUS	16.55	14.40
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.14	0.13
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.74	0.44
tblVehicleEF	OBUS	2.60	1.47
tblVehicleEF	OBUS	0.89	1.13
tblVehicleEF	OBUS	4.7180e-003	1.5600e-004
tblVehicleEF	OBUS	0.05	7.6000e-003
tblVehicleEF	OBUS	1.5500e-004	1.5100e-004
tblVehicleEF	OBUS	4.5140e-003	1.4900e-004
tblVehicleEF	OBUS	0.05	7.2580e-003
tblVehicleEF	OBUS	1.4300e-004	1.3900e-004
tblVehicleEF	OBUS	5.8500e-004	5.9400e-004
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.06	0.05
tblVehicleEF	OBUS	2.6200e-004	2.8100e-004

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

tblVehicleEF	OBUS	0.16	0.02
tblVehicleEF	OBUS	0.04	0.05
tblVehicleEF	OBUS	0.11	0.09
tblVehicleEF	OBUS	9.3200e-004	9.3100e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	1.6400e-004	1.4200e-004
tblVehicleEF	OBUS	5.8500e-004	5.9400e-004
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.08	0.06
tblVehicleEF	OBUS	2.6200e-004	2.8100e-004
tblVehicleEF	OBUS	0.19	0.03
tblVehicleEF	OBUS	0.04	0.05
tblVehicleEF	OBUS	0.12	0.09
tblVehicleEF	SBUS	0.04	0.06
tblVehicleEF	SBUS	7.3050e-003	5.1390e-003
tblVehicleEF	SBUS	4.0260e-003	5.5510e-003
tblVehicleEF	SBUS	1.81	2.58
tblVehicleEF	SBUS	0.60	0.42
tblVehicleEF	SBUS	0.62	0.77
tblVehicleEF	SBUS	346.54	343.48
tblVehicleEF	SBUS	1,098.46	1,012.23
tblVehicleEF	SBUS	3.36	4.55
tblVehicleEF	SBUS	0.05	0.05
tblVehicleEF	SBUS	0.15	0.13
tblVehicleEF	SBUS	3.4330e-003	5.5840e-003
tblVehicleEF	SBUS	3.83	3.12
tblVehicleEF	SBUS	5.68	3.92
tblVehicleEF	SBUS	0.65	1.00
tblVehicleEF	SBUS	5.1040e-003	2.7970e-003

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

tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.04	0.03
tblVehicleEF	SBUS	3.5000e-005	5.7000e-005
tblVehicleEF	SBUS	4.8840e-003	2.6760e-003
tblVehicleEF	SBUS	2.7600e-003	2.6950e-003
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	3.2000e-005	5.3000e-005
tblVehicleEF	SBUS	4.1000e-004	6.7700e-004
tblVehicleEF	SBUS	3.9010e-003	6.5220e-003
tblVehicleEF	SBUS	0.20	0.29
tblVehicleEF	SBUS	1.5300e-004	3.1500e-004
tblVehicleEF	SBUS	0.10	0.07
tblVehicleEF	SBUS	9.0390e-003	0.01
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	3.2940e-003	3.2730e-003
tblVehicleEF	SBUS	0.01	9.6760e-003
tblVehicleEF	SBUS	3.3000e-005	4.5000e-005
tblVehicleEF	SBUS	4.1000e-004	6.7700e-004
tblVehicleEF	SBUS	3.9010e-003	6.5220e-003
tblVehicleEF	SBUS	0.29	0.41
tblVehicleEF	SBUS	1.5300e-004	3.1500e-004
tblVehicleEF	SBUS	0.12	0.09
tblVehicleEF	SBUS	9.0390e-003	0.01
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	0.04	0.06
tblVehicleEF	SBUS	7.4210e-003	5.2150e-003
tblVehicleEF	SBUS	3.3840e-003	4.6670e-003
tblVehicleEF	SBUS	1.76	2.55
tblVehicleEF	SBUS	0.61	0.43

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

tblVehicleEF	SBUS	0.45	0.57
tblVehicleEF	SBUS	357.70	350.78
tblVehicleEF	SBUS	1,098.49	1,012.25
tblVehicleEF	SBUS	3.09	4.21
tblVehicleEF	SBUS	0.05	0.05
tblVehicleEF	SBUS	0.15	0.13
tblVehicleEF	SBUS	3.2680e-003	5.3140e-003
tblVehicleEF	SBUS	3.93	3.18
tblVehicleEF	SBUS	5.45	3.76
tblVehicleEF	SBUS	0.65	1.00
tblVehicleEF	SBUS	4.3100e-003	2.3670e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.04	0.03
tblVehicleEF	SBUS	3.5000e-005	5.7000e-005
tblVehicleEF	SBUS	4.1230e-003	2.2640e-003
tblVehicleEF	SBUS	2.7600e-003	2.6950e-003
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	3.2000e-005	5.3000e-005
tblVehicleEF	SBUS	9.4600e-004	1.4710e-003
tblVehicleEF	SBUS	4.1200e-003	6.6920e-003
tblVehicleEF	SBUS	0.20	0.29
tblVehicleEF	SBUS	3.4500e-004	6.3300e-004
tblVehicleEF	SBUS	0.10	0.07
tblVehicleEF	SBUS	7.6640e-003	0.01
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	3.3990e-003	3.3420e-003
tblVehicleEF	SBUS	0.01	9.6760e-003
tblVehicleEF	SBUS	3.1000e-005	4.2000e-005
tblVehicleEF	SBUS	9.4600e-004	1.4710e-003

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

tblVehicleEF	SBUS	4.1200e-003	6.6920e-003
tblVehicleEF	SBUS	0.28	0.41
tblVehicleEF	SBUS	3.4500e-004	6.3300e-004
tblVehicleEF	SBUS	0.12	0.09
tblVehicleEF	SBUS	7.6640e-003	0.01
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	0.04	0.06
tblVehicleEF	SBUS	7.2120e-003	5.0770e-003
tblVehicleEF	SBUS	4.6030e-003	6.3440e-003
tblVehicleEF	SBUS	1.87	2.63
tblVehicleEF	SBUS	0.59	0.42
tblVehicleEF	SBUS	0.78	0.98
tblVehicleEF	SBUS	331.13	333.40
tblVehicleEF	SBUS	1,098.45	1,012.22
tblVehicleEF	SBUS	3.64	4.89
tblVehicleEF	SBUS	0.05	0.04
tblVehicleEF	SBUS	0.15	0.13
tblVehicleEF	SBUS	3.5860e-003	5.8330e-003
tblVehicleEF	SBUS	3.69	3.04
tblVehicleEF	SBUS	5.78	3.99
tblVehicleEF	SBUS	0.66	1.01
tblVehicleEF	SBUS	6.2020e-003	3.3910e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.04	0.03
tblVehicleEF	SBUS	3.5000e-005	5.7000e-005
tblVehicleEF	SBUS	5.9330e-003	3.2450e-003
tblVehicleEF	SBUS	2.7600e-003	2.6950e-003
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	3.2000e-005	5.3000e-005

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

tblVehicleEF	SBUS	2.0900e-004	3.7800e-004
tblVehicleEF	SBUS	4.1250e-003	6.5940e-003
tblVehicleEF	SBUS	0.20	0.29
tblVehicleEF	SBUS	8.4000e-005	1.8400e-004
tblVehicleEF	SBUS	0.10	0.07
tblVehicleEF	SBUS	0.01	0.02
tblVehicleEF	SBUS	0.03	0.04
tblVehicleEF	SBUS	3.1480e-003	3.1770e-003
tblVehicleEF	SBUS	0.01	9.6760e-003
tblVehicleEF	SBUS	3.6000e-005	4.8000e-005
tblVehicleEF	SBUS	2.0900e-004	3.7800e-004
tblVehicleEF	SBUS	4.1250e-003	6.5940e-003
tblVehicleEF	SBUS	0.29	0.41
tblVehicleEF	SBUS	8.4000e-005	1.8400e-004
tblVehicleEF	SBUS	0.12	0.09
tblVehicleEF	SBUS	0.01	0.02
tblVehicleEF	SBUS	0.03	0.04
tblVehicleEF	UBUS	1.38	1.74
tblVehicleEF	UBUS	2.4590e-003	1.9120e-003
tblVehicleEF	UBUS	10.32	13.20
tblVehicleEF	UBUS	1,606.06	1,654.13
tblVehicleEF	UBUS	1.64	1.40
tblVehicleEF	UBUS	0.27	0.28
tblVehicleEF	UBUS	1.3370e-003	1.1770e-003
tblVehicleEF	UBUS	0.73	0.71
tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	5.2790e-003	5.1700e-003
tblVehicleEF	UBUS	2.0000e-006	1.5000e-005
tblVehicleEF	UBUS	5.0510e-003	4.9450e-003

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

tblVehicleEF	UBUS	1.0000e-006	1.4000e-005
tblVehicleEF	UBUS	1.3300e-004	3.2000e-005
tblVehicleEF	UBUS	1.9970e-003	3.3900e-004
tblVehicleEF	UBUS	8.3000e-005	1.6000e-005
tblVehicleEF	UBUS	0.02	0.03
tblVehicleEF	UBUS	4.8500e-004	6.9000e-005
tblVehicleEF	UBUS	0.01	8.0430e-003
tblVehicleEF	UBUS	0.01	0.01
tblVehicleEF	UBUS	1.6000e-005	1.4000e-005
tblVehicleEF	UBUS	1.3300e-004	3.2000e-005
tblVehicleEF	UBUS	1.9970e-003	3.3900e-004
tblVehicleEF	UBUS	8.3000e-005	1.6000e-005
tblVehicleEF	UBUS	1.40	1.78
tblVehicleEF	UBUS	4.8500e-004	6.9000e-005
tblVehicleEF	UBUS	0.01	8.8060e-003
tblVehicleEF	UBUS	1.38	1.74
tblVehicleEF	UBUS	2.1850e-003	1.6960e-003
tblVehicleEF	UBUS	10.32	13.20
tblVehicleEF	UBUS	1,606.06	1,654.13
tblVehicleEF	UBUS	1.59	1.35
tblVehicleEF	UBUS	0.27	0.28
tblVehicleEF	UBUS	1.2890e-003	1.1350e-003
tblVehicleEF	UBUS	0.73	0.71
tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	5.2790e-003	5.1700e-003
tblVehicleEF	UBUS	2.0000e-006	1.5000e-005
tblVehicleEF	UBUS	5.0510e-003	4.9450e-003
tblVehicleEF	UBUS	1.0000e-006	1.4000e-005
tblVehicleEF	UBUS	2.8800e-004	7.8000e-005

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

tblVehicleEF	UBUS	2.1720e-003	4.2200e-004
tblVehicleEF	UBUS	1.6200e-004	4.2000e-005
tblVehicleEF	UBUS	0.02	0.03
tblVehicleEF	UBUS	4.3600e-004	6.2000e-005
tblVehicleEF	UBUS	9.2860e-003	7.1170e-003
tblVehicleEF	UBUS	0.01	0.01
tblVehicleEF	UBUS	1.6000e-005	1.3000e-005
tblVehicleEF	UBUS	2.8800e-004	7.8000e-005
tblVehicleEF	UBUS	2.1720e-003	4.2200e-004
tblVehicleEF	UBUS	1.6200e-004	4.2000e-005
tblVehicleEF	UBUS	1.40	1.78
tblVehicleEF	UBUS	4.3600e-004	6.2000e-005
tblVehicleEF	UBUS	0.01	7.7920e-003
tblVehicleEF	UBUS	1.38	1.74
tblVehicleEF	UBUS	2.6890e-003	2.0920e-003
tblVehicleEF	UBUS	10.32	13.20
tblVehicleEF	UBUS	1,606.06	1,654.13
tblVehicleEF	UBUS	1.68	1.44
tblVehicleEF	UBUS	0.27	0.28
tblVehicleEF	UBUS	1.3850e-003	1.2190e-003
tblVehicleEF	UBUS	0.73	0.71
tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	5.2790e-003	5.1700e-003
tblVehicleEF	UBUS	2.0000e-006	1.5000e-005
tblVehicleEF	UBUS	5.0510e-003	4.9450e-003
tblVehicleEF	UBUS	1.0000e-006	1.4000e-005
tblVehicleEF	UBUS	7.8000e-005	1.7000e-005
tblVehicleEF	UBUS	2.0600e-003	3.6700e-004
tblVehicleEF	UBUS	5.0000e-005	8.0000e-006

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

tblVehicleEF	UBUS	0.02	0.03
tblVehicleEF	UBUS	6.1600e-004	8.6000e-005
tblVehicleEF	UBUS	0.01	8.8250e-003
tblVehicleEF	UBUS	0.01	0.01
tblVehicleEF	UBUS	1.7000e-005	1.4000e-005
tblVehicleEF	UBUS	7.8000e-005	1.7000e-005
tblVehicleEF	UBUS	2.0600e-003	3.6700e-004
tblVehicleEF	UBUS	5.0000e-005	8.0000e-006
tblVehicleEF	UBUS	1.40	1.78
tblVehicleEF	UBUS	6.1600e-004	8.6000e-005
tblVehicleEF	UBUS	0.01	9.6620e-003

2.0 Emissions Summary

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					
2016	0.1584	2.0331	0.7563	3.0700e-003	0.2000	0.0788	0.2788	0.0832	0.0738	0.1570	0.0000	296.7892	296.7892	0.0304	0.0338	307.6304
2017	0.8053	3.4363	2.5849	4.3800e-003	0.0786	0.2193	0.2979	0.0212	0.2060	0.2272	0.0000	397.1028	397.1028	0.0764	9.6600e-003	401.8899
2018	0.0774	3.0800e-003	3.5300e-003	1.0000e-005	1.7000e-004	2.3000e-004	3.9000e-004	4.0000e-005	2.3000e-004	2.7000e-004	0.0000	0.5297	0.5297	4.0000e-005	1.0000e-005	0.5324
Maximum	**0.8053**	**3.4363**	**2.5849**	**4.3800e-003**	**0.2000**	**0.2193**	**0.2979**	**0.0832**	**0.2060**	**0.2272**	**0.0000**	**397.1028**	**397.1028**	**0.0764**	**0.0338**	**401.8899**

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					
2016	0.1584	2.0330	0.7563	3.0700e-003	0.2000	0.0788	0.2788	0.0832	0.0738	0.1570	0.0000	296.7891	296.7891	0.0304	0.0338	307.6303
2017	0.8053	3.4363	2.5848	4.3800e-003	0.0786	0.2193	0.2979	0.0212	0.2060	0.2272	0.0000	397.1025	397.1025	0.0764	9.6600e-003	401.8896
2018	0.0774	3.0800e-003	3.5300e-003	1.0000e-005	1.7000e-004	2.3000e-004	3.9000e-004	4.0000e-005	2.3000e-004	2.7000e-004	0.0000	0.5297	0.5297	4.0000e-005	1.0000e-005	0.5324
Maximum	**0.8053**	**3.4363**	**2.5848**	**4.3800e-003**	**0.2000**	**0.2193**	**0.2979**	**0.0832**	**0.2060**	**0.2272**	**0.0000**	**397.1025**	**397.1025**	**0.0764**	**0.0338**	**401.8896**

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

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**11-1-2016**	**1-31-2017**	2.6414	2.6414
2	**2-1-2017**	**4-30-2017**	1.0279	1.0279
3	**5-1-2017**	**7-31-2017**	1.0592	1.0592
4	**8-1-2017**	**10-31-2017**	1.0609	1.0609
5	**11-1-2017**	**1-31-2018**	0.8239	0.8239
		Highest	2.6414	2.6414

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	0.4447	7.1300e-003	0.5442	3.4000e-004		0.0253	0.0253		0.0253	0.0253	2.3251	1.5768	3.9018	4.3500e-003	1.5000e-004	4.0561
Energy	3.7400e-003	0.0327	0.0193	2.0000e-004		2.5800e-003	2.5800e-003		2.5800e-003	2.5800e-003	0.0000	145.8514	145.8514	0.0116	2.9300e-003	147.0146
Mobile	0.1333	0.1400	1.2775	2.7400e-003	0.3319	1.8800e-003	0.3337	0.0886	1.7500e-003	0.0903	0.0000	252.2891	252.2891	0.0157	0.0117	256.1586
Waste						0.0000	0.0000		0.0000	0.0000	7.8578	0.0000	7.8578	0.4644	0.0000	19.4673
Water						0.0000	0.0000		0.0000	0.0000	1.9789	6.2268	8.2057	0.2039	4.9300e-003	14.7712
Total	**0.5818**	**0.1799**	**1.8410**	**3.2800e-003**	**0.3319**	**0.0297**	**0.3616**	**0.0886**	**0.0296**	**0.1182**	**12.1618**	**405.9440**	**418.1058**	**0.6999**	**0.0197**	**441.4678**

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	0.4447	7.1300e-003	0.5442	3.4000e-004		0.0253	0.0253		0.0253	0.0253	2.3251	1.5768	3.9018	4.3500e-003	1.5000e-004	4.0561
Energy	3.7400e-003	0.0327	0.0193	2.0000e-004		2.5800e-003	2.5800e-003		2.5800e-003	2.5800e-003	0.0000	145.8514	145.8514	0.0116	2.9300e-003	147.0146
Mobile	0.1333	0.1400	1.2775	2.7400e-003	0.3319	1.8800e-003	0.3337	0.0886	1.7500e-003	0.0903	0.0000	252.2891	252.2891	0.0157	0.0117	256.1586
Waste						0.0000	0.0000		0.0000	0.0000	7.8578	0.0000	7.8578	0.4644	0.0000	19.4673
Water						0.0000	0.0000		0.0000	0.0000	1.9789	6.2268	8.2057	0.2039	4.9300e-003	14.7712
Total	**0.5818**	**0.1799**	**1.8410**	**3.2800e-003**	**0.3319**	**0.0297**	**0.3616**	**0.0886**	**0.0296**	**0.1182**	**12.1618**	**405.9440**	**418.1058**	**0.6999**	**0.0197**	**441.4678**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	11/1/2016	11/28/2016	5	20	
2	Site Preparation	Site Preparation	11/29/2016	12/5/2016	5	5	
3	Grading	Grading	12/6/2016	12/15/2016	5	8	

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

4	Building Construction	Building Construction	12/28/2016	11/14/2017	5	230	
5	Paving	Paving	11/15/2017	12/8/2017	5	18	
6	Architectural Coating	Architectural Coating	12/9/2017	1/3/2018	5	18	
7	Excavation	Grading	12/16/2016	12/27/2016	5	8	

Acres of Grading (Site Preparation Phase): 7.5

Acres of Grading (Grading Phase): 8

Acres of Paving: 1.44

Residential Indoor: 104,192; Residential Outdoor: 34,731; Non-Residential Indoor: 24,600; Non-Residential Outdoor: 8,200; Striped Parking Area: 3,847 (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	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42

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

Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48
Excavation	Concrete/Industrial Saws	1	8.00	81	0.73
Excavation	Excavators	3	8.00	158	0.38
Excavation	Graders	1	8.00	187	0.41
Excavation	Rubber Tired Dozers	2	8.00	247	0.40
Excavation	Tractors/Loaders/Backhoes	3	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	6	15.00	0.00	95.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	69.00	19.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	14.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Excavation	10	25.00	0.00	5,937.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

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

3.2 Demolition - 2016

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					0.0103	0.0000	0.0103	1.5600e-003	0.0000	1.5600e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0435	0.4545	0.2332	3.9000e-004		0.0236	0.0236		0.0220	0.0220	0.0000	36.0805	36.0805	9.7800e-003	0.0000	36.3250
Total	**0.0435**	**0.4545**	**0.2332**	**3.9000e-004**	**0.0103**	**0.0236**	**0.0340**	**1.5600e-003**	**0.0220**	**0.0236**	**0.0000**	**36.0805**	**36.0805**	**9.7800e-003**	**0.0000**	**36.3250**

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	9.1000e-004	0.0157	3.3700e-003	3.0000e-005	8.1000e-004	3.7000e-004	1.1700e-003	2.2000e-004	3.5000e-004	5.7000e-004	0.0000	3.3451	3.3451	1.2000e-004	5.3000e-004	3.5057
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.1000e-004	7.1000e-004	6.9400e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	1.1018	1.1018	6.0000e-005	5.0000e-005	1.1179
Total	**1.6200e-003**	**0.0164**	**0.0103**	**4.0000e-005**	**2.0000e-003**	**3.8000e-004**	**2.3700e-003**	**5.4000e-004**	**3.6000e-004**	**8.9000e-004**	**0.0000**	**4.4469**	**4.4469**	**1.8000e-004**	**5.8000e-004**	**4.6237**

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

3.2 Demolition - 2016

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					0.0103	0.0000	0.0103	1.5600e-003	0.0000	1.5600e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0435	0.4545	0.2332	3.9000e-004		0.0236	0.0236		0.0220	0.0220	0.0000	36.0804	36.0804	9.7800e-003	0.0000	36.3250
Total	**0.0435**	**0.4545**	**0.2332**	**3.9000e-004**	**0.0103**	**0.0236**	**0.0340**	**1.5600e-003**	**0.0220**	**0.0236**	**0.0000**	**36.0804**	**36.0804**	**9.7800e-003**	**0.0000**	**36.3250**

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	9.1000e-004	0.0157	3.3700e-003	3.0000e-005	8.1000e-004	3.7000e-004	1.1700e-003	2.2000e-004	3.5000e-004	5.7000e-004	0.0000	3.3451	3.3451	1.2000e-004	5.3000e-004	3.5057
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.1000e-004	7.1000e-004	6.9400e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	1.1018	1.1018	6.0000e-005	5.0000e-005	1.1179
Total	**1.6200e-003**	**0.0164**	**0.0103**	**4.0000e-005**	**2.0000e-003**	**3.8000e-004**	**2.3700e-003**	**5.4000e-004**	**3.6000e-004**	**8.9000e-004**	**0.0000**	**4.4469**	**4.4469**	**1.8000e-004**	**5.8000e-004**	**4.6237**

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

3.3 Site Preparation - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0491	0.0000	0.0491	0.0253	0.0000	0.0253	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0130	0.1370	0.0598	1.0000e-004		7.6700e-003	7.6700e-003		7.0600e-003	7.0600e-003	0.0000	8.9765	8.9765	2.7100e-003	0.0000	9.0442
Total	**0.0130**	**0.1370**	**0.0598**	**1.0000e-004**	**0.0491**	**7.6700e-003**	**0.0568**	**0.0253**	**7.0600e-003**	**0.0323**	**0.0000**	**8.9765**	**8.9765**	**2.7100e-003**	**0.0000**	**9.0442**

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	2.1000e-004	2.1000e-004	2.0800e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	9.0000e-005	0.0000	1.0000e-004	0.0000	0.3306	0.3306	2.0000e-005	1.0000e-005	0.3354
Total	**2.1000e-004**	**2.1000e-004**	**2.0800e-003**	**0.0000**	**3.6000e-004**	**0.0000**	**3.6000e-004**	**9.0000e-005**	**0.0000**	**1.0000e-004**	**0.0000**	**0.3306**	**0.3306**	**2.0000e-005**	**1.0000e-005**	**0.3354**

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

3.3 Site Preparation - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0491	0.0000	0.0491	0.0253	0.0000	0.0253	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0130	0.1370	0.0598	1.0000e-004		7.6700e-003	7.6700e-003		7.0600e-003	7.0600e-003	0.0000	8.9765	8.9765	2.7100e-003	0.0000	9.0442
Total	**0.0130**	**0.1370**	**0.0598**	**1.0000e-004**	**0.0491**	**7.6700e-003**	**0.0568**	**0.0253**	**7.0600e-003**	**0.0323**	**0.0000**	**8.9765**	**8.9765**	**2.7100e-003**	**0.0000**	**9.0442**

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	2.1000e-004	2.1000e-004	2.0800e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	9.0000e-005	0.0000	1.0000e-004	0.0000	0.3306	0.3306	2.0000e-005	1.0000e-005	0.3354
Total	**2.1000e-004**	**2.1000e-004**	**2.0800e-003**	**0.0000**	**3.6000e-004**	**0.0000**	**3.6000e-004**	**9.0000e-005**	**0.0000**	**1.0000e-004**	**0.0000**	**0.3306**	**0.3306**	**2.0000e-005**	**1.0000e-005**	**0.3354**

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

3.4 Grading - 2016

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					0.0283	0.0000	0.0283	0.0137	0.0000	0.0137	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0129	0.1427	0.0692	1.2000e-004		7.6100e-003	7.6100e-003		7.0000e-003	7.0000e-003	0.0000	11.2021	11.2021	3.3800e-003	0.0000	11.2866
Total	**0.0129**	**0.1427**	**0.0692**	**1.2000e-004**	**0.0283**	**7.6100e-003**	**0.0359**	**0.0137**	**7.0000e-003**	**0.0207**	**0.0000**	**11.2021**	**11.2021**	**3.3800e-003**	**0.0000**	**11.2866**

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	2.9000e-004	2.8000e-004	2.7800e-003	0.0000	4.8000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4407	0.4407	2.0000e-005	2.0000e-005	0.4472
Total	**2.9000e-004**	**2.8000e-004**	**2.7800e-003**	**0.0000**	**4.8000e-004**	**0.0000**	**4.8000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.4407**	**0.4407**	**2.0000e-005**	**2.0000e-005**	**0.4472**

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

3.4 Grading - 2016

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					0.0283	0.0000	0.0283	0.0137	0.0000	0.0137	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0129	0.1427	0.0692	1.2000e-004		7.6100e-003	7.6100e-003		7.0000e-003	7.0000e-003	0.0000	11.2021	11.2021	3.3800e-003	0.0000	11.2866
Total	**0.0129**	**0.1427**	**0.0692**	**1.2000e-004**	**0.0283**	**7.6100e-003**	**0.0359**	**0.0137**	**7.0000e-003**	**0.0207**	**0.0000**	**11.2021**	**11.2021**	**3.3800e-003**	**0.0000**	**11.2866**

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	2.9000e-004	2.8000e-004	2.7800e-003	0.0000	4.8000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4407	0.4407	2.0000e-005	2.0000e-005	0.4472
Total	**2.9000e-004**	**2.8000e-004**	**2.7800e-003**	**0.0000**	**4.8000e-004**	**0.0000**	**4.8000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.4407**	**0.4407**	**2.0000e-005**	**2.0000e-005**	**0.4472**

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

3.5 Building Construction - 2016

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	5.1300e-003	0.0430	0.0279	4.0000e-005		2.9600e-003	2.9600e-003		2.7800e-003	2.7800e-003	0.0000	3.6478	3.6478	9.1000e-004	0.0000	3.6704
Total	**5.1300e-003**	**0.0430**	**0.0279**	**4.0000e-005**		**2.9600e-003**	**2.9600e-003**		**2.7800e-003**	**2.7800e-003**	**0.0000**	**3.6478**	**3.6478**	**9.1000e-004**	**0.0000**	**3.6704**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.6000e-004	3.3500e-003	1.0100e-003	1.0000e-005	1.9000e-004	1.0000e-004	2.9000e-004	5.0000e-005	9.0000e-005	1.5000e-004	0.0000	0.6523	0.6523	2.0000e-005	1.0000e-004	0.6821
Worker	4.9000e-004	4.9000e-004	4.7900e-003	1.0000e-005	8.2000e-004	1.0000e-005	8.3000e-004	2.2000e-004	1.0000e-005	2.2000e-004	0.0000	0.7603	0.7603	4.0000e-005	3.0000e-005	0.7714
Total	**7.5000e-004**	**3.8400e-003**	**5.8000e-003**	**2.0000e-005**	**1.0100e-003**	**1.1000e-004**	**1.1200e-003**	**2.7000e-004**	**1.0000e-004**	**3.7000e-004**	**0.0000**	**1.4126**	**1.4126**	**6.0000e-005**	**1.3000e-004**	**1.4535**

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

3.5 Building Construction - 2016

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	5.1300e-003	0.0430	0.0279	4.0000e-005		2.9600e-003	2.9600e-003		2.7800e-003	2.7800e-003	0.0000	3.6477	3.6477	9.1000e-004	0.0000	3.6704
Total	**5.1300e-003**	**0.0430**	**0.0279**	**4.0000e-005**		**2.9600e-003**	**2.9600e-003**		**2.7800e-003**	**2.7800e-003**	**0.0000**	**3.6477**	**3.6477**	**9.1000e-004**	**0.0000**	**3.6704**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.6000e-004	3.3500e-003	1.0100e-003	1.0000e-005	1.9000e-004	1.0000e-004	2.9000e-004	5.0000e-005	9.0000e-005	1.5000e-004	0.0000	0.6523	0.6523	2.0000e-005	1.0000e-004	0.6821
Worker	4.9000e-004	4.9000e-004	4.7900e-003	1.0000e-005	8.2000e-004	1.0000e-005	8.3000e-004	2.2000e-004	1.0000e-005	2.2000e-004	0.0000	0.7603	0.7603	4.0000e-005	3.0000e-005	0.7714
Total	**7.5000e-004**	**3.8400e-003**	**5.8000e-003**	**2.0000e-005**	**1.0100e-003**	**1.1000e-004**	**1.1200e-003**	**2.7000e-004**	**1.0000e-004**	**3.7000e-004**	**0.0000**	**1.4126**	**1.4126**	**6.0000e-005**	**1.3000e-004**	**1.4535**

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

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3535	3.0140	2.0637	3.0600e-003		0.2029	0.2029		0.1906	0.1906	0.0000	272.9594	272.9594	0.0673	0.0000	274.6406
Total	**0.3535**	**3.0140**	**2.0637**	**3.0600e-003**		**0.2029**	**0.2029**		**0.1906**	**0.1906**	**0.0000**	**272.9594**	**272.9594**	**0.0673**	**0.0000**	**274.6406**

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	0.0155	0.2200	0.0642	5.0000e-004	0.0142	5.5100e-003	0.0197	4.1000e-003	5.2700e-003	9.3700e-003	0.0000	48.5218	48.5218	1.4600e-003	7.2900e-003	50.7314
Worker	0.0332	0.0315	0.3175	6.1000e-004	0.0621	3.9000e-004	0.0625	0.0165	3.6000e-004	0.0169	0.0000	56.1365	56.1365	2.7200e-003	2.2800e-003	56.8846
Total	**0.0487**	**0.2515**	**0.3817**	**1.1100e-003**	**0.0763**	**5.9000e-003**	**0.0822**	**0.0206**	**5.6300e-003**	**0.0263**	**0.0000**	**104.6583**	**104.6583**	**4.1800e-003**	**9.5700e-003**	**107.6161**

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

3.5 Building Construction - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3535	3.0139	2.0637	3.0600e-003		0.2029	0.2029		0.1906	0.1906	0.0000	272.9590	272.9590	0.0673	0.0000	274.6403
Total	**0.3535**	**3.0139**	**2.0637**	**3.0600e-003**		**0.2029**	**0.2029**		**0.1906**	**0.1906**	**0.0000**	**272.9590**	**272.9590**	**0.0673**	**0.0000**	**274.6403**

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	0.0155	0.2200	0.0642	5.0000e-004	0.0142	5.5100e-003	0.0197	4.1000e-003	5.2700e-003	9.3700e-003	0.0000	48.5218	48.5218	1.4600e-003	7.2900e-003	50.7314
Worker	0.0332	0.0315	0.3175	6.1000e-004	0.0621	3.9000e-004	0.0625	0.0165	3.6000e-004	0.0169	0.0000	56.1365	56.1365	2.7200e-003	2.2800e-003	56.8846
Total	**0.0487**	**0.2515**	**0.3817**	**1.1100e-003**	**0.0763**	**5.9000e-003**	**0.0822**	**0.0206**	**5.6300e-003**	**0.0263**	**0.0000**	**104.6583**	**104.6583**	**4.1800e-003**	**9.5700e-003**	**107.6161**

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

3.6 Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0151	0.1534	0.1139	1.7000e-004		9.1500e-003	9.1500e-003		8.4400e-003	8.4400e-003	0.0000	15.5274	15.5274	4.6300e-003	0.0000	15.6432
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0151**	**0.1534**	**0.1139**	**1.7000e-004**		**9.1500e-003**	**9.1500e-003**		**8.4400e-003**	**8.4400e-003**	**0.0000**	**15.5274**	**15.5274**	**4.6300e-003**	**0.0000**	**15.6432**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.6000e-004	7.2000e-004	7.3000e-003	1.0000e-005	1.4300e-003	1.0000e-005	1.4400e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.2903	1.2903	6.0000e-005	5.0000e-005	1.3074
Total	**7.6000e-004**	**7.2000e-004**	**7.3000e-003**	**1.0000e-005**	**1.4300e-003**	**1.0000e-005**	**1.4400e-003**	**3.8000e-004**	**1.0000e-005**	**3.9000e-004**	**0.0000**	**1.2903**	**1.2903**	**6.0000e-005**	**5.0000e-005**	**1.3074**

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

3.6 Paving - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0151	0.1534	0.1139	1.7000e-004		9.1500e-003	9.1500e-003		8.4400e-003	8.4400e-003	0.0000	15.5274	15.5274	4.6300e-003	0.0000	15.6432
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0151**	**0.1534**	**0.1139**	**1.7000e-004**		**9.1500e-003**	**9.1500e-003**		**8.4400e-003**	**8.4400e-003**	**0.0000**	**15.5274**	**15.5274**	**4.6300e-003**	**0.0000**	**15.6432**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.6000e-004	7.2000e-004	7.3000e-003	1.0000e-005	1.4300e-003	1.0000e-005	1.4400e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.2903	1.2903	6.0000e-005	5.0000e-005	1.3074
Total	**7.6000e-004**	**7.2000e-004**	**7.3000e-003**	**1.0000e-005**	**1.4300e-003**	**1.0000e-005**	**1.4400e-003**	**3.8000e-004**	**1.0000e-005**	**3.9000e-004**	**0.0000**	**1.2903**	**1.2903**	**6.0000e-005**	**5.0000e-005**	**1.3074**

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

3.7 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.3842					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.4900e-003	0.0164	0.0140	2.0000e-005		1.3000e-003	1.3000e-003		1.3000e-003	1.3000e-003	0.0000	1.9149	1.9149	2.0000e-004	0.0000	1.9200
Total	**0.3867**	**0.0164**	**0.0140**	**2.0000e-005**		**1.3000e-003**	**1.3000e-003**		**1.3000e-003**	**1.3000e-003**	**0.0000**	**1.9149**	**1.9149**	**2.0000e-004**	**0.0000**	**1.9200**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.5000e-004	4.2000e-004	4.2600e-003	1.0000e-005	8.3000e-004	1.0000e-005	8.4000e-004	2.2000e-004	0.0000	2.3000e-004	0.0000	0.7526	0.7526	4.0000e-005	3.0000e-005	0.7627
Total	**4.5000e-004**	**4.2000e-004**	**4.2600e-003**	**1.0000e-005**	**8.3000e-004**	**1.0000e-005**	**8.4000e-004**	**2.2000e-004**	**0.0000**	**2.3000e-004**	**0.0000**	**0.7526**	**0.7526**	**4.0000e-005**	**3.0000e-005**	**0.7627**

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

3.7 Architectural Coating - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.3842					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.4900e-003	0.0164	0.0140	2.0000e-005		1.3000e-003	1.3000e-003		1.3000e-003	1.3000e-003	0.0000	1.9149	1.9149	2.0000e-004	0.0000	1.9200
Total	**0.3867**	**0.0164**	**0.0140**	**2.0000e-005**		**1.3000e-003**	**1.3000e-003**		**1.3000e-003**	**1.3000e-003**	**0.0000**	**1.9149**	**1.9149**	**2.0000e-004**	**0.0000**	**1.9200**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.5000e-004	4.2000e-004	4.2600e-003	1.0000e-005	8.3000e-004	1.0000e-005	8.4000e-004	2.2000e-004	0.0000	2.3000e-004	0.0000	0.7526	0.7526	4.0000e-005	3.0000e-005	0.7627
Total	**4.5000e-004**	**4.2000e-004**	**4.2600e-003**	**1.0000e-005**	**8.3000e-004**	**1.0000e-005**	**8.4000e-004**	**2.2000e-004**	**0.0000**	**2.3000e-004**	**0.0000**	**0.7526**	**0.7526**	**4.0000e-005**	**3.0000e-005**	**0.7627**

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

3.7 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0769					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	3.0100e-003	2.7800e-003	0.0000		2.3000e-004	2.3000e-004		2.3000e-004	2.3000e-004	0.0000	0.3830	0.3830	4.0000e-005	0.0000	0.3839
Total	**0.0773**	**3.0100e-003**	**2.7800e-003**	**0.0000**		**2.3000e-004**	**2.3000e-004**		**2.3000e-004**	**2.3000e-004**	**0.0000**	**0.3830**	**0.3830**	**4.0000e-005**	**0.0000**	**0.3839**

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	8.0000e-005	7.0000e-005	7.5000e-004	0.0000	1.7000e-004	0.0000	1.7000e-004	4.0000e-005	0.0000	5.0000e-005	0.0000	0.1467	0.1467	1.0000e-005	1.0000e-005	0.1485
Total	**8.0000e-005**	**7.0000e-005**	**7.5000e-004**	**0.0000**	**1.7000e-004**	**0.0000**	**1.7000e-004**	**4.0000e-005**	**0.0000**	**5.0000e-005**	**0.0000**	**0.1467**	**0.1467**	**1.0000e-005**	**1.0000e-005**	**0.1485**

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

3.7 Architectural Coating - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0769					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	3.0100e-003	2.7800e-003	0.0000		2.3000e-004	2.3000e-004		2.3000e-004	2.3000e-004	0.0000	0.3830	0.3830	4.0000e-005	0.0000	0.3839
Total	**0.0773**	**3.0100e-003**	**2.7800e-003**	**0.0000**		**2.3000e-004**	**2.3000e-004**		**2.3000e-004**	**2.3000e-004**	**0.0000**	**0.3830**	**0.3830**	**4.0000e-005**	**0.0000**	**0.3839**

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	8.0000e-005	7.0000e-005	7.5000e-004	0.0000	1.7000e-004	0.0000	1.7000e-004	4.0000e-005	0.0000	5.0000e-005	0.0000	0.1467	0.1467	1.0000e-005	1.0000e-005	0.1485
Total	**8.0000e-005**	**7.0000e-005**	**7.5000e-004**	**0.0000**	**1.7000e-004**	**0.0000**	**1.7000e-004**	**4.0000e-005**	**0.0000**	**5.0000e-005**	**0.0000**	**0.1467**	**0.1467**	**1.0000e-005**	**1.0000e-005**	**0.1485**

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

3.8 Excavation - 2016

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					0.0572	0.0000	0.0572	0.0276	0.0000	0.0276	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0236	0.2515	0.1301	2.2000e-004		0.0135	0.0135		0.0125	0.0125	0.0000	20.4667	20.4667	5.7300e-003	0.0000	20.6100
Total	**0.0236**	**0.2515**	**0.1301**	**2.2000e-004**	**0.0572**	**0.0135**	**0.0707**	**0.0276**	**0.0125**	**0.0401**	**0.0000**	**20.4667**	**20.4667**	**5.7300e-003**	**0.0000**	**20.6100**

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	0.0570	0.9831	0.2105	2.1300e-003	0.0503	0.0230	0.0734	0.0138	0.0220	0.0359	0.0000	209.0504	209.0504	7.5600e-003	0.0331	219.0893
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.8000e-004	4.7000e-004	4.6300e-003	1.0000e-005	7.9000e-004	1.0000e-005	8.0000e-004	2.1000e-004	0.0000	2.2000e-004	0.0000	0.7346	0.7346	4.0000e-005	3.0000e-005	0.7453
Total	**0.0574**	**0.9835**	**0.2151**	**2.1400e-003**	**0.0511**	**0.0230**	**0.0742**	**0.0141**	**0.0220**	**0.0361**	**0.0000**	**209.7849**	**209.7849**	**7.6000e-003**	**0.0331**	**219.8346**

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

3.8 Excavation - 2016

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					0.0572	0.0000	0.0572	0.0276	0.0000	0.0276	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0236	0.2515	0.1301	2.2000e-004		0.0135	0.0135		0.0125	0.0125	0.0000	20.4666	20.4666	5.7300e-003	0.0000	20.6099
Total	**0.0236**	**0.2515**	**0.1301**	**2.2000e-004**	**0.0572**	**0.0135**	**0.0707**	**0.0276**	**0.0125**	**0.0401**	**0.0000**	**20.4666**	**20.4666**	**5.7300e-003**	**0.0000**	**20.6099**

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	0.0570	0.9831	0.2105	2.1300e-003	0.0503	0.0230	0.0734	0.0138	0.0220	0.0359	0.0000	209.0504	209.0504	7.5600e-003	0.0331	219.0893
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.8000e-004	4.7000e-004	4.6300e-003	1.0000e-005	7.9000e-004	1.0000e-005	8.0000e-004	2.1000e-004	0.0000	2.2000e-004	0.0000	0.7346	0.7346	4.0000e-005	3.0000e-005	0.7453
Total	**0.0574**	**0.9835**	**0.2151**	**2.1400e-003**	**0.0511**	**0.0230**	**0.0742**	**0.0141**	**0.0220**	**0.0361**	**0.0000**	**209.7849**	**209.7849**	**7.6000e-003**	**0.0331**	**219.8346**

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	0.1333	0.1400	1.2775	2.7400e-003	0.3319	1.8800e-003	0.3337	0.0886	1.7500e-003	0.0903	0.0000	252.2891	252.2891	0.0157	0.0117	256.1586
Unmitigated	0.1333	0.1400	1.2775	2.7400e-003	0.3319	1.8800e-003	0.3337	0.0886	1.7500e-003	0.0903	0.0000	252.2891	252.2891	0.0157	0.0117	256.1586

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	277.44	250.41	208.59	609,142	609,142
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	159.74	36.24	11.48	288,957	288,957
Total	437.18	286.65	220.07	898,099	898,099

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
Enclosed Parking with Elevator	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4

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

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.575564	0.056293	0.184251	0.115043	0.020151	0.005257	0.008159	0.006240	0.000877	0.000356	0.024310	0.000874	0.002624
Enclosed Parking with Elevator	0.575564	0.056293	0.184251	0.115043	0.020151	0.005257	0.008159	0.006240	0.000877	0.000356	0.024310	0.000874	0.002624
General Office Building	0.575564	0.056293	0.184251	0.115043	0.020151	0.005257	0.008159	0.006240	0.000877	0.000356	0.024310	0.000874	0.002624

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	108.8625	108.8625	0.0109	2.2500e-003	109.8059
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	108.8625	108.8625	0.0109	2.2500e-003	109.8059
NaturalGas Mitigated	3.7400e-003	0.0327	0.0193	2.0000e-004		2.5800e-003	2.5800e-003		2.5800e-003	2.5800e-003	0.0000	36.9889	36.9889	7.1000e-004	6.8000e-004	37.2087
NaturalGas Unmitigated	3.7400e-003	0.0327	0.0193	2.0000e-004		2.5800e-003	2.5800e-003		2.5800e-003	2.5800e-003	0.0000	36.9889	36.9889	7.1000e-004	6.8000e-004	37.2087

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					
Apartments Mid Rise	427466	2.3000e-003	0.0197	8.3800e-003	1.3000e-004		1.5900e-003	1.5900e-003		1.5900e-003	1.5900e-003	0.0000	22.8112	22.8112	4.4000e-004	4.2000e-004	22.9468
Enclosed Parking with Elevator	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
General Office Building	265680	1.4300e-003	0.0130	0.0109	8.0000e-005		9.9000e-004	9.9000e-004		9.9000e-004	9.9000e-004	0.0000	14.1777	14.1777	2.7000e-004	2.6000e-004	14.2620
Total		**3.7300e-003**	**0.0327**	**0.0193**	**2.1000e-004**		**2.5800e-003**	**2.5800e-003**		**2.5800e-003**	**2.5800e-003**	**0.0000**	**36.9889**	**36.9889**	**7.1000e-004**	**6.8000e-004**	**37.2087**

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	427466	2.3000e-003	0.0197	8.3800e-003	1.3000e-004		1.5900e-003	1.5900e-003		1.5900e-003	1.5900e-003	0.0000	22.8112	22.8112	4.4000e-004	4.2000e-004	22.9468
Enclosed Parking with Elevator	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
General Office Building	265680	1.4300e-003	0.0130	0.0109	8.0000e-005		9.9000e-004	9.9000e-004		9.9000e-004	9.9000e-004	0.0000	14.1777	14.1777	2.7000e-004	2.6000e-004	14.2620
Total		**3.7300e-003**	**0.0327**	**0.0193**	**2.1000e-004**		**2.5800e-003**	**2.5800e-003**		**2.5800e-003**	**2.5800e-003**	**0.0000**	**36.9889**	**36.9889**	**7.1000e-004**	**6.8000e-004**	**37.2087**

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			
Apartments Mid Rise	197188	25.9385	2.5900e-003	5.4000e-004	26.1632
Enclosed Parking with Elevator	348813	45.8835	4.5900e-003	9.5000e-004	46.2811
General Office Building	281588	37.0406	3.7000e-003	7.7000e-004	37.3616
Total		**108.8625**	**0.0109**	**2.2600e-003**	**109.8058**

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			
Apartments Mid Rise	197188	25.9385	2.5900e-003	5.4000e-004	26.1632
Enclosed Parking with Elevator	348813	45.8835	4.5900e-003	9.5000e-004	46.2811
General Office Building	281588	37.0406	3.7000e-003	7.7000e-004	37.3616
Total		**108.8625**	**0.0109**	**2.2600e-003**	**109.8058**

6.0 Area Detail

6.1 Mitigation Measures Area

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	0.4447	7.1300e-003	0.5442	3.4000e-004		0.0253	0.0253		0.0253	0.0253	2.3251	1.5768	3.9018	4.3500e-003	1.5000e-004	4.0561
Unmitigated	0.4447	7.1300e-003	0.5442	3.4000e-004		0.0253	0.0253		0.0253	0.0253	2.3251	1.5768	3.9018	4.3500e-003	1.5000e-004	4.0561

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	0.0461					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2691					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.1177	2.7100e-003	0.1620	3.2000e-004		0.0232	0.0232		0.0232	0.0232	2.3251	0.9550	3.2801	3.7400e-003	1.5000e-004	3.4190
Landscaping	0.0118	4.4200e-003	0.3822	2.0000e-005		2.0900e-003	2.0900e-003		2.0900e-003	2.0900e-003	0.0000	0.6217	0.6217	6.2000e-004	0.0000	0.6371
Total	**0.4447**	**7.1300e-003**	**0.5442**	**3.4000e-004**		**0.0253**	**0.0253**		**0.0253**	**0.0253**	**2.3251**	**1.5768**	**3.9018**	**4.3600e-003**	**1.5000e-004**	**4.0561**

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	0.0461					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2691					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.1177	2.7100e-003	0.1620	3.2000e-004		0.0232	0.0232		0.0232	0.0232	2.3251	0.9550	3.2801	3.7400e-003	1.5000e-004	3.4190
Landscaping	0.0118	4.4200e-003	0.3822	2.0000e-005		2.0900e-003	2.0900e-003		2.0900e-003	2.0900e-003	0.0000	0.6217	0.6217	6.2000e-004	0.0000	0.6371
Total	**0.4447**	**7.1300e-003**	**0.5442**	**3.4000e-004**		**0.0253**	**0.0253**		**0.0253**	**0.0253**	**2.3251**	**1.5768**	**3.9018**	**4.3600e-003**	**1.5000e-004**	**4.0561**

7.0 Water Detail

7.1 Mitigation Measures Water

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

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	8.2057	0.2039	4.9300e-003	14.7712
Unmitigated	8.2057	0.2039	4.9300e-003	14.7712

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	3.32286 / 2.09484	4.3838	0.1086	2.6300e-003	7.8814
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	2.91483 / 1.78651	3.8219	0.0953	2.3000e-003	6.8899
Total		**8.2057**	**0.2039**	**4.9300e-003**	**14.7712**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	3.32286 / 2.09484	4.3838	0.1086	2.6300e-003	7.8814
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	2.91483 / 1.78651	3.8219	0.0953	2.3000e-003	6.8899
Total		**8.2057**	**0.2039**	**4.9300e-003**	**14.7712**

8.0 Waste Detail

8.1 Mitigation Measures Waste

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	7.8578	0.4644	0.0000	19.4673
Unmitigated	7.8578	0.4644	0.0000	19.4673

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	23.46	4.7622	0.2814	0.0000	11.7981
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
General Office Building	15.25	3.0956	0.1830	0.0000	7.6693
Total		**7.8578**	**0.4644**	**0.0000**	**19.4673**

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			
Apartments Mid Rise	23.46	4.7622	0.2814	0.0000	11.7981
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
General Office Building	15.25	3.0956	0.1830	0.0000	7.6693
Total		**7.8578**	**0.4644**	**0.0000**	**19.4673**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

CalEEMod Construction Phase Inputs*

6-Day Work Week/8 hours per day

Adjusted Phasing for 28-month Construction Period (November 2024 - February 2027)		
	Default	**Adjusted**
Demolition	20	41
Site Preparation	10	20
Grading	20	41
Excavation	20	41
Building Constructi	230	467
Paving	20	41
Arch Coating	20	41
Construction Start	11/1/2024	
Construction End D	2/1/2027	
Total Work Days	691.00	

CalEEMod Construction Schedule Inputs				
Phase Name	**Phase Type**	**Start Date**	**End Date**	**CalEEMod Total Days**
Demolition	Demolition	1/3/2022	3/30/2022	41
Site Preparation	Site Preparation	3/31/2022	5/23/2022	20
Grading	Grading	5/24/2022	10/5/2022	41
Excavation	Excavation			41
Building Constructi	Building Construc	10/6/2022	6/23/2026	467
Paving	Paving	6/24/2026	9/24/2026	41
Architectural Coati	Architectural Coa	9/25/2026	12/30/2026	41
				691

*Matt-match the date highlighted above with the caleemod construction schedule using the days in Column E 20-26 (highlighted orange)

*Based on overall construction schedule of 2 years provided by the Applicant, CalEEMod default phase lengths were normalized to meet this period

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

Block 20 Proposed Project Run

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	36.50	1000sqft	0.84	36,500.00	0
Enclosed Parking with Elevator	330.50	Space	2.97	132,200.00	0
Apartments Mid Rise	103.00	Dwelling Unit	2.71	103,915.00	295

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2027
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	115.3	**CH4 Intensity (lb/MWhr)**	0.03	**N2O Intensity (lb/MWhr)**	0.003

1.3 User Entered Comments & Non-Default Data

Project Characteristics - PG&E calculated intensity rate for 2027 operational year

Land Use - residential sf based on average size of 510-528 Mathilda Ave. Parking spaces calculated using Sunnyvale Zoning Requirements

Construction Phase - Based on overall construction schedule of 3 years provided by the Applicant, CalEEMod default phase lengths were normalized to meet this period

Demolition - Building square footage estimates using Google Earth Pro. CalEEMod input is sum of all building square footages

Grading -

Architectural Coating - values amended to reflect compliance with BAAQMD Rule 3 of Regulation 8

Fleet Mix -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	50.00

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

tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Residential_Interior	100.00	50.00
tblAreaCoating	Area_EF_Parking	150	0
tblAreaCoating	Area_Parking	7932	0
tblConstructionPhase	NumDays	20.00	41.00
tblConstructionPhase	NumDays	230.00	467.00
tblConstructionPhase	NumDays	20.00	41.00
tblConstructionPhase	NumDays	20.00	41.00
tblConstructionPhase	NumDays	20.00	41.00
tblConstructionPhase	NumDays	20.00	41.00
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblGrading	AcresOfGrading	41.00	20.00
tblGrading	AcresOfGrading	41.00	20.00
tblGrading	AcresOfGrading	30.00	15.00
tblGrading	MaterialExported	0.00	97,925.00
tblLandUse	LandUseSquareFeet	103,000.00	103,915.00
tblProjectCharacteristics	CH4IntensityFactor	0.033	0.03
tblProjectCharacteristics	CO2IntensityFactor	203.98	115.3
tblProjectCharacteristics	N2OIntensityFactor	0.004	0.003

2.0 Emissions Summary

Block 20 Proposed Project Run - 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	0.0617	0.5846	0.5148	1.0600e-003	0.1217	0.0265	0.1482	0.0581	0.0246	0.0827	0.0000	93.2687	93.2687	0.0256	5.1000e-004	94.0603
2025	0.2786	3.1683	3.0354	9.8100e-003	0.6249	0.0975	0.7225	0.2557	0.0912	0.3469	0.0000	908.9051	908.9051	0.1164	0.0707	932.8836
2026	0.5189	1.9525	2.6888	5.8100e-003	0.1739	0.0758	0.2496	0.0470	0.0711	0.1181	0.0000	517.3857	517.3857	0.0845	0.0157	524.1772
2027	0.1509	8.2500e-003	0.0161	3.0000e-005	1.5500e-003	3.7000e-004	1.9200e-003	4.1000e-004	3.7000e-004	7.8000e-004	0.0000	2.8310	2.8310	1.2000e-004	3.0000e-005	2.8418
Maximum	**0.5189**	**3.1683**	**3.0354**	**9.8100e-003**	**0.6249**	**0.0975**	**0.7225**	**0.2557**	**0.0912**	**0.3469**	**0.0000**	**908.9051**	**908.9051**	**0.1164**	**0.0707**	**932.8836**

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

2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2024	0.0617	0.5846	0.5148	1.0600e-003	0.1217	0.0265	0.1482	0.0581	0.0246	0.0827	0.0000	93.2686	93.2686	0.0256	5.1000e-004	94.0602
2025	0.2786	3.1683	3.0354	9.8100e-003	0.6249	0.0975	0.7225	0.2557	0.0912	0.3469	0.0000	908.9047	908.9047	0.1164	0.0707	932.8832
2026	0.5189	1.9525	2.6888	5.8100e-003	0.1739	0.0758	0.2496	0.0470	0.0711	0.1181	0.0000	517.3853	517.3853	0.0845	0.0157	524.1768
2027	0.1509	8.2500e-003	0.0161	3.0000e-005	1.5500e-003	3.7000e-004	1.9200e-003	4.1000e-004	3.7000e-004	7.8000e-004	0.0000	2.8310	2.8310	1.2000e-004	3.0000e-005	2.8418
Maximum	**0.5189**	**3.1683**	**3.0354**	**9.8100e-003**	**0.6249**	**0.0975**	**0.7225**	**0.2557**	**0.0912**	**0.3469**	**0.0000**	**908.9047**	**908.9047**	**0.1164**	**0.0707**	**932.8832**

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**11-1-2024**	**1-31-2025**	0.9214	0.9214
2	**2-1-2025**	**4-30-2025**	1.4831	1.4831
3	**5-1-2025**	**7-31-2025**	0.6329	0.6329
4	**8-1-2025**	**10-31-2025**	0.6349	0.6349
5	**11-1-2025**	**1-31-2026**	0.6380	0.6380
6	**2-1-2026**	**4-30-2026**	0.6142	0.6142
7	**5-1-2026**	**7-31-2026**	0.6312	0.6312
8	**8-1-2026**	**10-31-2026**	0.5822	0.5822

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

9	**11-1-2026**	**1-31-2027**	0.5810	0.5810
		Highest	1.4831	1.4831

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	0.9100	0.0143	1.0947	6.9000e-004		0.0510	0.0510		0.0510	0.0510	4.6957	3.1846	7.8803	8.7600e-003	3.1000e-004	8.1911
Energy	7.8400e-003	0.0688	0.0413	4.3000e-004		5.4200e-003	5.4200e-003		5.4200e-003	5.4200e-003	0.0000	168.8395	168.8395	0.0252	3.8000e-003	170.6014
Mobile	0.2780	0.2920	2.6641	5.7100e-003	0.6922	3.9300e-003	0.6962	0.1848	3.6500e-003	0.1884	0.0000	526.2345	526.2345	0.0327	0.0243	534.3041
Waste						0.0000	0.0000		0.0000	0.0000	16.5093	0.0000	16.5093	0.9757	0.0000	40.9010
Water						0.0000	0.0000		0.0000	0.0000	4.1872	5.2372	9.4244	0.4314	0.0103	23.2767
Total	**1.1958**	**0.3751**	**3.8001**	**6.8300e-003**	**0.6922**	**0.0604**	**0.7526**	**0.1848**	**0.0601**	**0.2449**	**25.3922**	**703.4958**	**728.8879**	**1.4738**	**0.0387**	**777.2742**

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	0.9100	0.0143	1.0947	6.9000e-004		0.0510	0.0510		0.0510	0.0510	4.6957	3.1846	7.8803	8.7600e-003	3.1000e-004	8.1911
Energy	7.8400e-003	0.0688	0.0413	4.3000e-004		5.4200e-003	5.4200e-003		5.4200e-003	5.4200e-003	0.0000	168.8395	168.8395	0.0252	3.8000e-003	170.6014
Mobile	0.2780	0.2920	2.6641	5.7100e-003	0.6922	3.9300e-003	0.6962	0.1848	3.6500e-003	0.1884	0.0000	526.2345	526.2345	0.0327	0.0243	534.3041
Waste						0.0000	0.0000		0.0000	0.0000	16.5093	0.0000	16.5093	0.9757	0.0000	40.9010
Water						0.0000	0.0000		0.0000	0.0000	4.1872	5.2372	9.4244	0.4314	0.0103	23.2767
Total	**1.1958**	**0.3751**	**3.8001**	**6.8300e-003**	**0.6922**	**0.0604**	**0.7526**	**0.1848**	**0.0601**	**0.2449**	**25.3922**	**703.4958**	**728.8879**	**1.4738**	**0.0387**	**777.2742**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	11/1/2024	12/18/2024	6	41	
2	Site Preparation	Site Preparation	12/19/2024	1/10/2025	6	20	
3	Grading	Grading	1/11/2025	2/27/2025	6	41	

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

4	Excavation	Grading	2/28/2025	4/16/2025	6	41	
5	Building Construction	Building Construction	4/17/2025	10/13/2026	6	467	
6	Paving	Paving	10/14/2026	11/30/2026	6	41	
7	Architectural Coating	Architectural Coating	12/1/2026	1/16/2027	6	41	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 20

Acres of Paving: 2.97

Residential Indoor: 210,428; Residential Outdoor: 70,143; Non-Residential Indoor: 54,750; Non-Residential Outdoor: 18,250; Striped Parking Area: 7,932 (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	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Excavation	Excavators	1	8.00	158	0.38
Excavation	Graders	1	8.00	187	0.41
Excavation	Rubber Tired Dozers	1	8.00	247	0.40
Excavation	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74

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

Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	95.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Excavation	6	15.00	0.00	12,241.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	141.00	39.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	28.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

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 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					0.0103	0.0000	0.0103	1.5600e-003	0.0000	1.5600e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0460	0.4280	0.4040	8.0000e-004		0.0197	0.0197		0.0183	0.0183	0.0000	69.6919	69.6919	0.0195	0.0000	70.1794
Total	**0.0460**	**0.4280**	**0.4040**	**8.0000e-004**	**0.0103**	**0.0197**	**0.0300**	**1.5600e-003**	**0.0183**	**0.0199**	**0.0000**	**69.6919**	**69.6919**	**0.0195**	**0.0000**	**70.1794**

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	1.0000e-004	6.4600e-003	1.5100e-003	3.0000e-005	8.1000e-004	5.0000e-005	8.6000e-004	2.2000e-004	5.0000e-005	2.7000e-004	0.0000	2.7995	2.7995	1.0000e-004	4.4000e-004	2.9342
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.2000e-004	4.8000e-004	6.4100e-003	2.0000e-005	2.4400e-003	1.0000e-005	2.4500e-003	6.5000e-004	1.0000e-005	6.6000e-004	0.0000	1.7973	1.7973	5.0000e-005	5.0000e-005	1.8129
Total	**8.2000e-004**	**6.9400e-003**	**7.9200e-003**	**5.0000e-005**	**3.2500e-003**	**6.0000e-005**	**3.3100e-003**	**8.7000e-004**	**6.0000e-005**	**9.3000e-004**	**0.0000**	**4.5968**	**4.5968**	**1.5000e-004**	**4.9000e-004**	**4.7471**

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 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					0.0103	0.0000	0.0103	1.5600e-003	0.0000	1.5600e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0460	0.4280	0.4040	8.0000e-004		0.0197	0.0197		0.0183	0.0183	0.0000	69.6918	69.6918	0.0195	0.0000	70.1793
Total	**0.0460**	**0.4280**	**0.4040**	**8.0000e-004**	**0.0103**	**0.0197**	**0.0300**	**1.5600e-003**	**0.0183**	**0.0199**	**0.0000**	**69.6918**	**69.6918**	**0.0195**	**0.0000**	**70.1793**

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	1.0000e-004	6.4600e-003	1.5100e-003	3.0000e-005	8.1000e-004	5.0000e-005	8.6000e-004	2.2000e-004	5.0000e-005	2.7000e-004	0.0000	2.7995	2.7995	1.0000e-004	4.4000e-004	2.9342
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.2000e-004	4.8000e-004	6.4100e-003	2.0000e-005	2.4400e-003	1.0000e-005	2.4500e-003	6.5000e-004	1.0000e-005	6.6000e-004	0.0000	1.7973	1.7973	5.0000e-005	5.0000e-005	1.8129
Total	**8.2000e-004**	**6.9400e-003**	**7.9200e-003**	**5.0000e-005**	**3.2500e-003**	**6.0000e-005**	**3.3100e-003**	**8.7000e-004**	**6.0000e-005**	**9.3000e-004**	**0.0000**	**4.5968**	**4.5968**	**1.5000e-004**	**4.9000e-004**	**4.7471**

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 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					0.1073	0.0000	0.1073	0.0555	0.0000	0.0555	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0146	0.1495	0.1009	2.1000e-004		6.7600e-003	6.7600e-003		6.2200e-003	6.2200e-003	0.0000	18.4014	18.4014	5.9500e-003	0.0000	18.5502
Total	**0.0146**	**0.1495**	**0.1009**	**2.1000e-004**	**0.1073**	**6.7600e-003**	**0.1141**	**0.0555**	**6.2200e-003**	**0.0617**	**0.0000**	**18.4014**	**18.4014**	**5.9500e-003**	**0.0000**	**18.5502**

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	2.3000e-004	1.5000e-004	2.0600e-003	1.0000e-005	7.9000e-004	0.0000	7.9000e-004	2.1000e-004	0.0000	2.1000e-004	0.0000	0.5787	0.5787	2.0000e-005	2.0000e-005	0.5837
Total	**2.3000e-004**	**1.5000e-004**	**2.0600e-003**	**1.0000e-005**	**7.9000e-004**	**0.0000**	**7.9000e-004**	**2.1000e-004**	**0.0000**	**2.1000e-004**	**0.0000**	**0.5787**	**0.5787**	**2.0000e-005**	**2.0000e-005**	**0.5837**

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 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					0.1073	0.0000	0.1073	0.0555	0.0000	0.0555	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0146	0.1495	0.1009	2.1000e-004		6.7600e-003	6.7600e-003		6.2200e-003	6.2200e-003	0.0000	18.4014	18.4014	5.9500e-003	0.0000	18.5502
Total	**0.0146**	**0.1495**	**0.1009**	**2.1000e-004**	**0.1073**	**6.7600e-003**	**0.1141**	**0.0555**	**6.2200e-003**	**0.0617**	**0.0000**	**18.4014**	**18.4014**	**5.9500e-003**	**0.0000**	**18.5502**

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	2.3000e-004	1.5000e-004	2.0600e-003	1.0000e-005	7.9000e-004	0.0000	7.9000e-004	2.1000e-004	0.0000	2.1000e-004	0.0000	0.5787	0.5787	2.0000e-005	2.0000e-005	0.5837
Total	**2.3000e-004**	**1.5000e-004**	**2.0600e-003**	**1.0000e-005**	**7.9000e-004**	**0.0000**	**7.9000e-004**	**2.1000e-004**	**0.0000**	**2.1000e-004**	**0.0000**	**0.5787**	**0.5787**	**2.0000e-005**	**2.0000e-005**	**0.5837**

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

3.3 Site Preparation - 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					
Fugitive Dust					0.0893	0.0000	0.0893	0.0456	0.0000	0.0456	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0111	0.1136	0.0806	1.7000e-004		4.8900e-003	4.8900e-003		4.5000e-003	4.5000e-003	0.0000	15.0601	15.0601	4.8700e-003	0.0000	15.1819
Total	**0.0111**	**0.1136**	**0.0806**	**1.7000e-004**	**0.0893**	**4.8900e-003**	**0.0941**	**0.0456**	**4.5000e-003**	**0.0501**	**0.0000**	**15.0601**	**15.0601**	**4.8700e-003**	**0.0000**	**15.1819**

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	1.8000e-004	1.1000e-004	1.5800e-003	0.0000	6.4000e-004	0.0000	6.5000e-004	1.7000e-004	0.0000	1.7000e-004	0.0000	0.4578	0.4578	1.0000e-005	1.0000e-005	0.4616
Total	**1.8000e-004**	**1.1000e-004**	**1.5800e-003**	**0.0000**	**6.4000e-004**	**0.0000**	**6.5000e-004**	**1.7000e-004**	**0.0000**	**1.7000e-004**	**0.0000**	**0.4578**	**0.4578**	**1.0000e-005**	**1.0000e-005**	**0.4616**

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

3.3 Site Preparation - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0893	0.0000	0.0893	0.0456	0.0000	0.0456	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0111	0.1136	0.0806	1.7000e-004		4.8900e-003	4.8900e-003		4.5000e-003	4.5000e-003	0.0000	15.0601	15.0601	4.8700e-003	0.0000	15.1819
Total	**0.0111**	**0.1136**	**0.0806**	**1.7000e-004**	**0.0893**	**4.8900e-003**	**0.0941**	**0.0456**	**4.5000e-003**	**0.0501**	**0.0000**	**15.0601**	**15.0601**	**4.8700e-003**	**0.0000**	**15.1819**

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	1.8000e-004	1.1000e-004	1.5800e-003	0.0000	6.4000e-004	0.0000	6.5000e-004	1.7000e-004	0.0000	1.7000e-004	0.0000	0.4578	0.4578	1.0000e-005	1.0000e-005	0.4616
Total	**1.8000e-004**	**1.1000e-004**	**1.5800e-003**	**0.0000**	**6.4000e-004**	**0.0000**	**6.5000e-004**	**1.7000e-004**	**0.0000**	**1.7000e-004**	**0.0000**	**0.4578**	**0.4578**	**1.0000e-005**	**1.0000e-005**	**0.4616**

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

3.4 Grading - 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					
Fugitive Dust					0.1341	0.0000	0.1341	0.0690	0.0000	0.0690	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0312	0.3140	0.2981	6.1000e-004		0.0128	0.0128		0.0118	0.0118	0.0000	53.4431	53.4431	0.0173	0.0000	53.8752
Total	**0.0312**	**0.3140**	**0.2981**	**6.1000e-004**	**0.1341**	**0.0128**	**0.1468**	**0.0690**	**0.0118**	**0.0808**	**0.0000**	**53.4431**	**53.4431**	**0.0173**	**0.0000**	**53.8752**

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	6.8000e-004	4.3000e-004	6.0100e-003	2.0000e-005	2.4400e-003	1.0000e-005	2.4500e-003	6.5000e-004	1.0000e-005	6.6000e-004	0.0000	1.7379	1.7379	4.0000e-005	5.0000e-005	1.7524
Total	**6.8000e-004**	**4.3000e-004**	**6.0100e-003**	**2.0000e-005**	**2.4400e-003**	**1.0000e-005**	**2.4500e-003**	**6.5000e-004**	**1.0000e-005**	**6.6000e-004**	**0.0000**	**1.7379**	**1.7379**	**4.0000e-005**	**5.0000e-005**	**1.7524**

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

3.4 Grading - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1341	0.0000	0.1341	0.0690	0.0000	0.0690	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0312	0.3140	0.2981	6.1000e-004		0.0128	0.0128		0.0118	0.0118	0.0000	53.4431	53.4431	0.0173	0.0000	53.8752
Total	**0.0312**	**0.3140**	**0.2981**	**6.1000e-004**	**0.1341**	**0.0128**	**0.1468**	**0.0690**	**0.0118**	**0.0808**	**0.0000**	**53.4431**	**53.4431**	**0.0173**	**0.0000**	**53.8752**

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	6.8000e-004	4.3000e-004	6.0100e-003	2.0000e-005	2.4400e-003	1.0000e-005	2.4500e-003	6.5000e-004	1.0000e-005	6.6000e-004	0.0000	1.7379	1.7379	4.0000e-005	5.0000e-005	1.7524
Total	**6.8000e-004**	**4.3000e-004**	**6.0100e-003**	**2.0000e-005**	**2.4400e-003**	**1.0000e-005**	**2.4500e-003**	**6.5000e-004**	**1.0000e-005**	**6.6000e-004**	**0.0000**	**1.7379**	**1.7379**	**4.0000e-005**	**5.0000e-005**	**1.7524**

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

3.5 Excavation - 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					
Fugitive Dust					0.1396	0.0000	0.1396	0.0698	0.0000	0.0698	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0312	0.3140	0.2981	6.1000e-004		0.0128	0.0128		0.0118	0.0118	0.0000	53.4431	53.4431	0.0173	0.0000	53.8752
Total	**0.0312**	**0.3140**	**0.2981**	**6.1000e-004**	**0.1396**	**0.0128**	**0.1524**	**0.0698**	**0.0118**	**0.0816**	**0.0000**	**53.4431**	**53.4431**	**0.0173**	**0.0000**	**53.8752**

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	0.0127	0.8276	0.1953	3.5700e-003	0.1039	6.8000e-003	0.1107	0.0286	6.5000e-003	0.0351	0.0000	353.7723	353.7723	0.0123	0.0561	370.7962
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	6.8000e-004	4.3000e-004	6.0100e-003	2.0000e-005	2.4400e-003	1.0000e-005	2.4500e-003	6.5000e-004	1.0000e-005	6.6000e-004	0.0000	1.7379	1.7379	4.0000e-005	5.0000e-005	1.7524
Total	**0.0134**	**0.8281**	**0.2013**	**3.5900e-003**	**0.1063**	**6.8100e-003**	**0.1131**	**0.0292**	**6.5100e-003**	**0.0357**	**0.0000**	**355.5101**	**355.5101**	**0.0123**	**0.0562**	**372.5487**

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

3.5 Excavation - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1396	0.0000	0.1396	0.0698	0.0000	0.0698	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0312	0.3140	0.2981	6.1000e-004		0.0128	0.0128		0.0118	0.0118	0.0000	53.4431	53.4431	0.0173	0.0000	53.8752
Total	**0.0312**	**0.3140**	**0.2981**	**6.1000e-004**	**0.1396**	**0.0128**	**0.1524**	**0.0698**	**0.0118**	**0.0816**	**0.0000**	**53.4431**	**53.4431**	**0.0173**	**0.0000**	**53.8752**

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	0.0127	0.8276	0.1953	3.5700e-003	0.1039	6.8000e-003	0.1107	0.0286	6.5000e-003	0.0351	0.0000	353.7723	353.7723	0.0123	0.0561	370.7962
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	6.8000e-004	4.3000e-004	6.0100e-003	2.0000e-005	2.4400e-003	1.0000e-005	2.4500e-003	6.5000e-004	1.0000e-005	6.6000e-004	0.0000	1.7379	1.7379	4.0000e-005	5.0000e-005	1.7524
Total	**0.0134**	**0.8281**	**0.2013**	**3.5900e-003**	**0.1063**	**6.8100e-003**	**0.1131**	**0.0292**	**6.5100e-003**	**0.0357**	**0.0000**	**355.5101**	**355.5101**	**0.0123**	**0.0562**	**372.5487**

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

3.6 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1518	1.3841	1.7854	2.9900e-003		0.0586	0.0586		0.0551	0.0551	0.0000	257.4306	257.4306	0.0605	0.0000	258.9434
Total	**0.1518**	**1.3841**	**1.7854**	**2.9900e-003**		**0.0586**	**0.0586**		**0.0551**	**0.0551**	**0.0000**	**257.4306**	**257.4306**	**0.0605**	**0.0000**	**258.9434**

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	4.5200e-003	0.1921	0.0587	8.6000e-004	0.0285	1.1400e-003	0.0296	8.2400e-003	1.0900e-003	9.3300e-003	0.0000	83.3703	83.3703	1.7700e-003	0.0122	87.0503
Worker	0.0345	0.0220	0.3057	9.6000e-004	0.1241	5.6000e-004	0.1247	0.0330	5.1000e-004	0.0335	0.0000	88.4522	88.4522	2.2500e-003	2.3000e-003	89.1948
Total	**0.0390**	**0.2140**	**0.3643**	**1.8200e-003**	**0.1526**	**1.7000e-003**	**0.1543**	**0.0413**	**1.6000e-003**	**0.0429**	**0.0000**	**171.8224**	**171.8224**	**4.0200e-003**	**0.0145**	**176.2451**

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

3.6 Building Construction - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1518	1.3841	1.7854	2.9900e-003		0.0586	0.0586		0.0551	0.0551	0.0000	257.4303	257.4303	0.0605	0.0000	258.9431
Total	**0.1518**	**1.3841**	**1.7854**	**2.9900e-003**		**0.0586**	**0.0586**		**0.0551**	**0.0551**	**0.0000**	**257.4303**	**257.4303**	**0.0605**	**0.0000**	**258.9431**

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	4.5200e-003	0.1921	0.0587	8.6000e-004	0.0285	1.1400e-003	0.0296	8.2400e-003	1.0900e-003	9.3300e-003	0.0000	83.3703	83.3703	1.7700e-003	0.0122	87.0503
Worker	0.0345	0.0220	0.3057	9.6000e-004	0.1241	5.6000e-004	0.1247	0.0330	5.1000e-004	0.0335	0.0000	88.4522	88.4522	2.2500e-003	2.3000e-003	89.1948
Total	**0.0390**	**0.2140**	**0.3643**	**1.8200e-003**	**0.1526**	**1.7000e-003**	**0.1543**	**0.0413**	**1.6000e-003**	**0.0429**	**0.0000**	**171.8224**	**171.8224**	**4.0200e-003**	**0.0145**	**176.2451**

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

3.6 Building Construction - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1675	1.5275	1.9704	3.3000e-003		0.0646	0.0646		0.0608	0.0608	0.0000	284.1013	284.1013	0.0668	0.0000	285.7709
Total	**0.1675**	**1.5275**	**1.9704**	**3.3000e-003**		**0.0646**	**0.0646**		**0.0608**	**0.0608**	**0.0000**	**284.1013**	**284.1013**	**0.0668**	**0.0000**	**285.7709**

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	4.8900e-003	0.2106	0.0639	9.3000e-004	0.0315	1.2600e-003	0.0327	9.0900e-003	1.2000e-003	0.0103	0.0000	90.3820	90.3820	1.9300e-003	0.0132	94.3633
Worker	0.0361	0.0221	0.3186	1.0300e-003	0.1370	5.9000e-004	0.1376	0.0364	5.4000e-004	0.0370	0.0000	94.6592	94.6592	2.2700e-003	2.4000e-003	95.4326
Total	**0.0410**	**0.2327**	**0.3826**	**1.9600e-003**	**0.1684**	**1.8500e-003**	**0.1703**	**0.0455**	**1.7400e-003**	**0.0473**	**0.0000**	**185.0412**	**185.0412**	**4.2000e-003**	**0.0156**	**189.7959**

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

3.6 Building Construction - 2026

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1675	1.5275	1.9704	3.3000e-003		0.0646	0.0646		0.0608	0.0608	0.0000	284.1010	284.1010	0.0668	0.0000	285.7706
Total	**0.1675**	**1.5275**	**1.9704**	**3.3000e-003**		**0.0646**	**0.0646**		**0.0608**	**0.0608**	**0.0000**	**284.1010**	**284.1010**	**0.0668**	**0.0000**	**285.7706**

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	4.8900e-003	0.2106	0.0639	9.3000e-004	0.0315	1.2600e-003	0.0327	9.0900e-003	1.2000e-003	0.0103	0.0000	90.3820	90.3820	1.9300e-003	0.0132	94.3633
Worker	0.0361	0.0221	0.3186	1.0300e-003	0.1370	5.9000e-004	0.1376	0.0364	5.4000e-004	0.0370	0.0000	94.6592	94.6592	2.2700e-003	2.4000e-003	95.4326
Total	**0.0410**	**0.2327**	**0.3826**	**1.9600e-003**	**0.1684**	**1.8500e-003**	**0.1703**	**0.0455**	**1.7400e-003**	**0.0473**	**0.0000**	**185.0412**	**185.0412**	**4.2000e-003**	**0.0156**	**189.7959**

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

3.7 Paving - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0188	0.1759	0.2989	4.7000e-004		8.5800e-003	8.5800e-003		7.8900e-003	7.8900e-003	0.0000	41.0395	41.0395	0.0133	0.0000	41.3713
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0188**	**0.1759**	**0.2989**	**4.7000e-004**		**8.5800e-003**	**8.5800e-003**		**7.8900e-003**	**7.8900e-003**	**0.0000**	**41.0395**	**41.0395**	**0.0133**	**0.0000**	**41.3713**

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	6.4000e-004	3.9000e-004	5.6700e-003	2.0000e-005	2.4400e-003	1.0000e-005	2.4500e-003	6.5000e-004	1.0000e-005	6.6000e-004	0.0000	1.6852	1.6852	4.0000e-005	4.0000e-005	1.6990
Total	**6.4000e-004**	**3.9000e-004**	**5.6700e-003**	**2.0000e-005**	**2.4400e-003**	**1.0000e-005**	**2.4500e-003**	**6.5000e-004**	**1.0000e-005**	**6.6000e-004**	**0.0000**	**1.6852**	**1.6852**	**4.0000e-005**	**4.0000e-005**	**1.6990**

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

3.7 Paving - 2026

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0188	0.1759	0.2989	4.7000e-004		8.5800e-003	8.5800e-003		7.8900e-003	7.8900e-003	0.0000	41.0394	41.0394	0.0133	0.0000	41.3713
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0188**	**0.1759**	**0.2989**	**4.7000e-004**		**8.5800e-003**	**8.5800e-003**		**7.8900e-003**	**7.8900e-003**	**0.0000**	**41.0394**	**41.0394**	**0.0133**	**0.0000**	**41.3713**

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	6.4000e-004	3.9000e-004	5.6700e-003	2.0000e-005	2.4400e-003	1.0000e-005	2.4500e-003	6.5000e-004	1.0000e-005	6.6000e-004	0.0000	1.6852	1.6852	4.0000e-005	4.0000e-005	1.6990
Total	**6.4000e-004**	**3.9000e-004**	**5.6700e-003**	**2.0000e-005**	**2.4400e-003**	**1.0000e-005**	**2.4500e-003**	**6.5000e-004**	**1.0000e-005**	**6.6000e-004**	**0.0000**	**1.6852**	**1.6852**	**4.0000e-005**	**4.0000e-005**	**1.6990**

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

3.8 Architectural Coating - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.2880					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.3100e-003	0.0155	0.0244	4.0000e-005		7.0000e-004	7.0000e-004		7.0000e-004	7.0000e-004	0.0000	3.4469	3.4469	1.9000e-004	0.0000	3.4516
Total	**0.2903**	**0.0155**	**0.0244**	**4.0000e-005**		**7.0000e-004**	**7.0000e-004**		**7.0000e-004**	**7.0000e-004**	**0.0000**	**3.4469**	**3.4469**	**1.9000e-004**	**0.0000**	**3.4516**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.9000e-004	4.8000e-004	6.9700e-003	2.0000e-005	3.0000e-003	1.0000e-005	3.0100e-003	8.0000e-004	1.0000e-005	8.1000e-004	0.0000	2.0716	2.0716	5.0000e-005	5.0000e-005	2.0885
Total	**7.9000e-004**	**4.8000e-004**	**6.9700e-003**	**2.0000e-005**	**3.0000e-003**	**1.0000e-005**	**3.0100e-003**	**8.0000e-004**	**1.0000e-005**	**8.1000e-004**	**0.0000**	**2.0716**	**2.0716**	**5.0000e-005**	**5.0000e-005**	**2.0885**

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

3.8 Architectural Coating - 2026

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.2880					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.3100e-003	0.0155	0.0244	4.0000e-005		7.0000e-004	7.0000e-004		7.0000e-004	7.0000e-004	0.0000	3.4469	3.4469	1.9000e-004	0.0000	3.4516
Total	**0.2903**	**0.0155**	**0.0244**	**4.0000e-005**		**7.0000e-004**	**7.0000e-004**		**7.0000e-004**	**7.0000e-004**	**0.0000**	**3.4469**	**3.4469**	**1.9000e-004**	**0.0000**	**3.4516**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.9000e-004	4.8000e-004	6.9700e-003	2.0000e-005	3.0000e-003	1.0000e-005	3.0100e-003	8.0000e-004	1.0000e-005	8.1000e-004	0.0000	2.0716	2.0716	5.0000e-005	5.0000e-005	2.0885
Total	**7.9000e-004**	**4.8000e-004**	**6.9700e-003**	**2.0000e-005**	**3.0000e-003**	**1.0000e-005**	**3.0100e-003**	**8.0000e-004**	**1.0000e-005**	**8.1000e-004**	**0.0000**	**2.0716**	**2.0716**	**5.0000e-005**	**5.0000e-005**	**2.0885**

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

3.8 Architectural Coating - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1493					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.2000e-003	8.0200e-003	0.0127	2.0000e-005		3.6000e-004	3.6000e-004		3.6000e-004	3.6000e-004	0.0000	1.7873	1.7873	1.0000e-004	0.0000	1.7897
Total	**0.1505**	**8.0200e-003**	**0.0127**	**2.0000e-005**		**3.6000e-004**	**3.6000e-004**		**3.6000e-004**	**3.6000e-004**	**0.0000**	**1.7873**	**1.7873**	**1.0000e-004**	**0.0000**	**1.7897**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.9000e-004	2.3000e-004	3.4300e-003	1.0000e-005	1.5500e-003	1.0000e-005	1.5600e-003	4.1000e-004	1.0000e-005	4.2000e-004	0.0000	1.0438	1.0438	2.0000e-005	3.0000e-005	1.0521
Total	**3.9000e-004**	**2.3000e-004**	**3.4300e-003**	**1.0000e-005**	**1.5500e-003**	**1.0000e-005**	**1.5600e-003**	**4.1000e-004**	**1.0000e-005**	**4.2000e-004**	**0.0000**	**1.0438**	**1.0438**	**2.0000e-005**	**3.0000e-005**	**1.0521**

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

3.8 Architectural Coating - 2027

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1493					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.2000e-003	8.0200e-003	0.0127	2.0000e-005		3.6000e-004	3.6000e-004		3.6000e-004	3.6000e-004	0.0000	1.7873	1.7873	1.0000e-004	0.0000	1.7897
Total	**0.1505**	**8.0200e-003**	**0.0127**	**2.0000e-005**		**3.6000e-004**	**3.6000e-004**		**3.6000e-004**	**3.6000e-004**	**0.0000**	**1.7873**	**1.7873**	**1.0000e-004**	**0.0000**	**1.7897**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.9000e-004	2.3000e-004	3.4300e-003	1.0000e-005	1.5500e-003	1.0000e-005	1.5600e-003	4.1000e-004	1.0000e-005	4.2000e-004	0.0000	1.0438	1.0438	2.0000e-005	3.0000e-005	1.0521
Total	**3.9000e-004**	**2.3000e-004**	**3.4300e-003**	**1.0000e-005**	**1.5500e-003**	**1.0000e-005**	**1.5600e-003**	**4.1000e-004**	**1.0000e-005**	**4.2000e-004**	**0.0000**	**1.0438**	**1.0438**	**2.0000e-005**	**3.0000e-005**	**1.0521**

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	0.2780	0.2920	2.6641	5.7100e-003	0.6922	3.9300e-003	0.6962	0.1848	3.6500e-003	0.1884	0.0000	526.2345	526.2345	0.0327	0.0243	534.3041
Unmitigated	0.2780	0.2920	2.6641	5.7100e-003	0.6922	3.9300e-003	0.6962	0.1848	3.6500e-003	0.1884	0.0000	526.2345	526.2345	0.0327	0.0243	534.3041

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	560.32	505.73	421.27	1,230,229	1,230,229
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	355.51	80.67	25.55	643,105	643,105
Total	915.83	586.40	446.82	1,873,333	1,873,333

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
Enclosed Parking with Elevator	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4

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

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.575564	0.056293	0.184251	0.115043	0.020151	0.005257	0.008159	0.006240	0.000877	0.000356	0.024310	0.000874	0.002624
Enclosed Parking with Elevator	0.575564	0.056293	0.184251	0.115043	0.020151	0.005257	0.008159	0.006240	0.000877	0.000356	0.024310	0.000874	0.002624
General Office Building	0.575564	0.056293	0.184251	0.115043	0.020151	0.005257	0.008159	0.006240	0.000877	0.000356	0.024310	0.000874	0.002624

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	91.2158	91.2158	0.0237	2.3700e-003	92.5164
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	91.2158	91.2158	0.0237	2.3700e-003	92.5164
NaturalGas Mitigated	7.8400e-003	0.0688	0.0413	4.3000e-004		5.4200e-003	5.4200e-003		5.4200e-003	5.4200e-003	0.0000	77.6237	77.6237	1.4900e-003	1.4200e-003	78.0850
NaturalGas Unmitigated	7.8400e-003	0.0688	0.0413	4.3000e-004		5.4200e-003	5.4200e-003		5.4200e-003	5.4200e-003	0.0000	77.6237	77.6237	1.4900e-003	1.4200e-003	78.0850

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					
Apartments Mid Rise	863313	4.6600e-003	0.0398	0.0169	2.5000e-004		3.2200e-003	3.2200e-003		3.2200e-003	3.2200e-003	0.0000	46.0697	46.0697	8.8000e-004	8.4000e-004	46.3434
Enclosed Parking with Elevator	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
General Office Building	591300	3.1900e-003	0.0290	0.0244	1.7000e-004		2.2000e-003	2.2000e-003		2.2000e-003	2.2000e-003	0.0000	31.5540	31.5540	6.0000e-004	5.8000e-004	31.7415
Total		**7.8500e-003**	**0.0688**	**0.0413**	**4.2000e-004**		**5.4200e-003**	**5.4200e-003**		**5.4200e-003**	**5.4200e-003**	**0.0000**	**77.6237**	**77.6237**	**1.4800e-003**	**1.4200e-003**	**78.0850**

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	863313	4.6600e-003	0.0398	0.0169	2.5000e-004		3.2200e-003	3.2200e-003		3.2200e-003	3.2200e-003	0.0000	46.0697	46.0697	8.8000e-004	8.4000e-004	46.3434
Enclosed Parking with Elevator	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
General Office Building	591300	3.1900e-003	0.0290	0.0244	1.7000e-004		2.2000e-003	2.2000e-003		2.2000e-003	2.2000e-003	0.0000	31.5540	31.5540	6.0000e-004	5.8000e-004	31.7415
Total		**7.8500e-003**	**0.0688**	**0.0413**	**4.2000e-004**		**5.4200e-003**	**5.4200e-003**		**5.4200e-003**	**5.4200e-003**	**0.0000**	**77.6237**	**77.6237**	**1.4800e-003**	**1.4200e-003**	**78.0850**

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			
Apartments Mid Rise	398242	20.8278	5.4200e-003	5.4000e-004	21.1247
Enclosed Parking with Elevator	719168	37.6119	9.7900e-003	9.8000e-004	38.1482
General Office Building	626705	32.7762	8.5300e-003	8.5000e-004	33.2435
Total		**91.2158**	**0.0237**	**2.3700e-003**	**92.5164**

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			
Apartments Mid Rise	398242	20.8278	5.4200e-003	5.4000e-004	21.1247
Enclosed Parking with Elevator	719168	37.6119	9.7900e-003	9.8000e-004	38.1482
General Office Building	626705	32.7762	8.5300e-003	8.5000e-004	33.2435
Total		**91.2158**	**0.0237**	**2.3700e-003**	**92.5164**

6.0 Area Detail

6.1 Mitigation Measures Area

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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	0.9100	0.0143	1.0947	6.9000e-004		0.0510	0.0510		0.0510	0.0510	4.6957	3.1846	7.8803	8.7600e-003	3.1000e-004	8.1911
Unmitigated	0.9100	0.0143	1.0947	6.9000e-004		0.0510	0.0510		0.0510	0.0510	4.6957	3.1846	7.8803	8.7600e-003	3.1000e-004	8.1911

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	0.0922					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.5569					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.2377	5.4700e-003	0.3273	6.5000e-004		0.0468	0.0468		0.0468	0.0468	4.6957	1.9288	6.6245	7.5500e-003	3.1000e-004	6.9050
Landscaping	0.0233	8.8300e-003	0.7674	4.0000e-005		4.2500e-003	4.2500e-003		4.2500e-003	4.2500e-003	0.0000	1.2558	1.2558	1.2100e-003	0.0000	1.2862
Total	**0.9100**	**0.0143**	**1.0947**	**6.9000e-004**		**0.0510**	**0.0510**		**0.0510**	**0.0510**	**4.6957**	**3.1846**	**7.8803**	**8.7600e-003**	**3.1000e-004**	**8.1911**

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	0.0922					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.5569					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.2377	5.4700e-003	0.3273	6.5000e-004		0.0468	0.0468		0.0468	0.0468	4.6957	1.9288	6.6245	7.5500e-003	3.1000e-004	6.9050
Landscaping	0.0233	8.8300e-003	0.7674	4.0000e-005		4.2500e-003	4.2500e-003		4.2500e-003	4.2500e-003	0.0000	1.2558	1.2558	1.2100e-003	0.0000	1.2862
Total	**0.9100**	**0.0143**	**1.0947**	**6.9000e-004**		**0.0510**	**0.0510**		**0.0510**	**0.0510**	**4.6957**	**3.1846**	**7.8803**	**8.7600e-003**	**3.1000e-004**	**8.1911**

7.0 Water Detail

7.1 Mitigation Measures Water

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

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	9.4244	0.4314	0.0103	23.2767
Unmitigated	9.4244	0.4314	0.0103	23.2767

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	6.71086 / 4.23076	4.8026	0.2194	5.2300e-003	11.8462
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	6.48728 / 3.97608	4.6218	0.2121	5.0600e-003	11.4304
Total		**9.4244**	**0.4314**	**0.0103**	**23.2767**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	6.71086 / 4.23076	4.8026	0.2194	5.2300e-003	11.8462
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	6.48728 / 3.97608	4.6218	0.2121	5.0600e-003	11.4304
Total		**9.4244**	**0.4314**	**0.0103**	**23.2767**

8.0 Waste Detail

8.1 Mitigation Measures Waste

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	16.5093	0.9757	0.0000	40.9010
Unmitigated	16.5093	0.9757	0.0000	40.9010

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	47.38	9.6177	0.5684	0.0000	23.8275
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
General Office Building	33.95	6.8915	0.4073	0.0000	17.0735
Total		**16.5093**	**0.9757**	**0.0000**	**40.9010**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	47.38	9.6177	0.5684	0.0000	23.8275
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
General Office Building	33.95	6.8915	0.4073	0.0000	17.0735
Total		**16.5093**	**0.9757**	**0.0000**	**40.9010**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

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
General Office Building	36.50	1000sqft	0.84	36,500.00	0
Enclosed Parking with Elevator	330.50	Space	2.97	132,200.00	0
Apartments Mid Rise	103.00	Dwelling Unit	2.71	103,915.00	295

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2027
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	115.3	**CH4 Intensity (lb/MWhr)**	0.03	**N2O Intensity (lb/MWhr)**	0.003

1.3 User Entered Comments & Non-Default Data

Project Characteristics - PG&E calculated intensity rate for 2027 operational year

Land Use - residential sf based on average size of 510-528 Mathilda Ave. Parking spaces calculated using Sunnyvale Zoning Requirements

Construction Phase -

Demolition - Building square footage estimates using Google Earth Pro. CalEEMod input is sum of all building square footages

Grading -

Fleet Mix -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	250.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	250.00

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

tblArchitecturalCoating	EF_Residential_Exterior	150.00	250.00
tblArchitecturalCoating	EF_Residential_Interior	100.00	250.00
tblAreaCoating	Area_EF_Parking	150	0
tblAreaCoating	Area_Parking	7932	0
tblGrading	MaterialExported	0.00	97,925.00
tblLandUse	LandUseSquareFeet	103,000.00	103,915.00
tblProjectCharacteristics	CH4IntensityFactor	0.033	0.03
tblProjectCharacteristics	CO2IntensityFactor	203.98	115.3
tblProjectCharacteristics	N2OIntensityFactor	0.004	0.003

2.0 Emissions Summary

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	0.0474	0.4624	0.3932	8.2000e-004	0.1618	0.0205	0.1824	0.0757	0.0190	0.0946	0.0000	72.4383	72.4383	0.0206	5.0000e-004	73.1001
2025	0.2333	2.7076	2.6525	9.0200e-003	0.3719	0.0785	0.4504	0.1196	0.0738	0.1934	0.0000	839.0059	839.0059	0.0919	0.0712	862.5073
2026	2.0859	0.0806	0.1421	2.4000e-004	3.1700e-003	3.8800e-003	7.0500e-003	8.4000e-004	3.6100e-003	4.4500e-003	0.0000	20.7608	20.7608	5.3700e-003	6.0000e-005	20.9117
Maximum	**2.0859**	**2.7076**	**2.6525**	**9.0200e-003**	**0.3719**	**0.0785**	**0.4504**	**0.1196**	**0.0738**	**0.1934**	**0.0000**	**839.0059**	**839.0059**	**0.0919**	**0.0712**	**862.5073**

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	0.0474	0.4624	0.3932	8.2000e-004	0.1618	0.0205	0.1824	0.0757	0.0190	0.0946	0.0000	72.4382	72.4382	0.0206	5.0000e-004	73.1000
2025	0.2333	2.7076	2.6525	9.0200e-003	0.3719	0.0785	0.4504	0.1196	0.0738	0.1934	0.0000	839.0056	839.0056	0.0919	0.0712	862.5069
2026	2.0859	0.0806	0.1421	2.4000e-004	3.1700e-003	3.8800e-003	7.0500e-003	8.4000e-004	3.6100e-003	4.4500e-003	0.0000	20.7608	20.7608	5.3700e-003	6.0000e-005	20.9117
Maximum	**2.0859**	**2.7076**	**2.6525**	**9.0200e-003**	**0.3719**	**0.0785**	**0.4504**	**0.1196**	**0.0738**	**0.1934**	**0.0000**	**839.0056**	**839.0056**	**0.0919**	**0.0712**	**862.5069**

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

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**11-1-2024**	**1-31-2025**	1.3748	1.3748
2	**2-1-2025**	**4-30-2025**	0.6982	0.6982
3	**5-1-2025**	**7-31-2025**	0.5274	0.5274
4	**8-1-2025**	**10-31-2025**	0.5291	0.5291
5	**11-1-2025**	**1-31-2026**	1.0856	1.0856
6	**2-1-2026**	**4-30-2026**	1.4184	1.4184
		Highest	1.4184	1.4184

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	0.9100	0.0143	1.0947	6.9000e-004		0.0510	0.0510		0.0510	0.0510	4.6957	3.1846	7.8803	8.7600e-003	3.1000e-004	8.1911
Energy	7.8400e-003	0.0688	0.0413	4.3000e-004		5.4200e-003	5.4200e-003		5.4200e-003	5.4200e-003	0.0000	168.8395	168.8395	0.0252	3.8000e-003	170.6014
Mobile	0.2780	0.2920	2.6641	5.7100e-003	0.6922	3.9300e-003	0.6962	0.1848	3.6500e-003	0.1884	0.0000	526.2345	526.2345	0.0327	0.0243	534.3041
Waste						0.0000	0.0000		0.0000	0.0000	16.5093	0.0000	16.5093	0.9757	0.0000	40.9010
Water						0.0000	0.0000		0.0000	0.0000	4.1872	5.2372	9.4244	0.4314	0.0103	23.2767
Total	**1.1958**	**0.3751**	**3.8001**	**6.8300e-003**	**0.6922**	**0.0604**	**0.7526**	**0.1848**	**0.0601**	**0.2449**	**25.3922**	**703.4958**	**728.8879**	**1.4738**	**0.0387**	**777.2742**

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	0.9100	0.0143	1.0947	6.9000e-004		0.0510	0.0510		0.0510	0.0510	4.6957	3.1846	7.8803	8.7600e-003	3.1000e-004	8.1911
Energy	7.8400e-003	0.0688	0.0413	4.3000e-004		5.4200e-003	5.4200e-003		5.4200e-003	5.4200e-003	0.0000	168.8395	168.8395	0.0252	3.8000e-003	170.6014
Mobile	0.2780	0.2920	2.6641	5.7100e-003	0.6922	3.9300e-003	0.6962	0.1848	3.6500e-003	0.1884	0.0000	526.2345	526.2345	0.0327	0.0243	534.3041
Waste						0.0000	0.0000		0.0000	0.0000	16.5093	0.0000	16.5093	0.9757	0.0000	40.9010
Water						0.0000	0.0000		0.0000	0.0000	4.1872	5.2372	9.4244	0.4314	0.0103	23.2767
Total	**1.1958**	**0.3751**	**3.8001**	**6.8300e-003**	**0.6922**	**0.0604**	**0.7526**	**0.1848**	**0.0601**	**0.2449**	**25.3922**	**703.4958**	**728.8879**	**1.4738**	**0.0387**	**777.2742**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	11/1/2024	11/28/2024	5	20	
2	Site Preparation	Site Preparation	11/29/2024	12/12/2024	5	10	
3	Grading	Grading	12/13/2024	1/9/2025	5	20	

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

4	Excavation	Grading	1/10/2025	2/6/2025	5	20	
5	Building Construction	Building Construction	2/7/2025	12/25/2025	5	230	
6	Paving	Paving	12/26/2025	1/22/2026	5	20	
7	Architectural Coating	Architectural Coating	1/23/2026	2/19/2026	5	20	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 20

Acres of Paving: 2.97

Residential Indoor: 210,428; Residential Outdoor: 70,143; Non-Residential Indoor: 54,750; Non-Residential Outdoor: 18,250; Striped Parking Area: 7,932 (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	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Excavation	Excavators	1	8.00	158	0.38
Excavation	Graders	1	8.00	187	0.41
Excavation	Rubber Tired Dozers	1	8.00	247	0.40
Excavation	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74

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

Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	95.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Excavation	6	15.00	0.00	12,241.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	141.00	39.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	28.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

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 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					0.0103	0.0000	0.0103	1.5600e-003	0.0000	1.5600e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0224	0.2088	0.1971	3.9000e-004		9.6000e-003	9.6000e-003		8.9200e-003	8.9200e-003	0.0000	33.9961	33.9961	9.5100e-003	0.0000	34.2338
Total	**0.0224**	**0.2088**	**0.1971**	**3.9000e-004**	**0.0103**	**9.6000e-003**	**0.0199**	**1.5600e-003**	**8.9200e-003**	**0.0105**	**0.0000**	**33.9961**	**33.9961**	**9.5100e-003**	**0.0000**	**34.2338**

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	1.0000e-004	6.4600e-003	1.5100e-003	3.0000e-005	8.1000e-004	5.0000e-005	8.6000e-004	2.2000e-004	5.0000e-005	2.7000e-004	0.0000	2.7995	2.7995	1.0000e-004	4.4000e-004	2.9342
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	3.5000e-004	2.3000e-004	3.1200e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.8767	0.8767	2.0000e-005	2.0000e-005	0.8843
Total	**4.5000e-004**	**6.6900e-003**	**4.6300e-003**	**4.0000e-005**	**2.0000e-003**	**6.0000e-005**	**2.0600e-003**	**5.4000e-004**	**6.0000e-005**	**5.9000e-004**	**0.0000**	**3.6762**	**3.6762**	**1.2000e-004**	**4.6000e-004**	**3.8185**

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 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					0.0103	0.0000	0.0103	1.5600e-003	0.0000	1.5600e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0224	0.2088	0.1971	3.9000e-004		9.6000e-003	9.6000e-003		8.9200e-003	8.9200e-003	0.0000	33.9960	33.9960	9.5100e-003	0.0000	34.2338
Total	**0.0224**	**0.2088**	**0.1971**	**3.9000e-004**	**0.0103**	**9.6000e-003**	**0.0199**	**1.5600e-003**	**8.9200e-003**	**0.0105**	**0.0000**	**33.9960**	**33.9960**	**9.5100e-003**	**0.0000**	**34.2338**

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	1.0000e-004	6.4600e-003	1.5100e-003	3.0000e-005	8.1000e-004	5.0000e-005	8.6000e-004	2.2000e-004	5.0000e-005	2.7000e-004	0.0000	2.7995	2.7995	1.0000e-004	4.4000e-004	2.9342
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	3.5000e-004	2.3000e-004	3.1200e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.8767	0.8767	2.0000e-005	2.0000e-005	0.8843
Total	**4.5000e-004**	**6.6900e-003**	**4.6300e-003**	**4.0000e-005**	**2.0000e-003**	**6.0000e-005**	**2.0600e-003**	**5.4000e-004**	**6.0000e-005**	**5.9000e-004**	**0.0000**	**3.6762**	**3.6762**	**1.2000e-004**	**4.6000e-004**	**3.8185**

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 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					0.0983	0.0000	0.0983	0.0505	0.0000	0.0505	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0133	0.1359	0.0917	1.9000e-004		6.1500e-003	6.1500e-003		5.6600e-003	5.6600e-003	0.0000	16.7285	16.7285	5.4100e-003	0.0000	16.8638
Total	**0.0133**	**0.1359**	**0.0917**	**1.9000e-004**	**0.0983**	**6.1500e-003**	**0.1044**	**0.0505**	**5.6600e-003**	**0.0562**	**0.0000**	**16.7285**	**16.7285**	**5.4100e-003**	**0.0000**	**16.8638**

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	2.1000e-004	1.4000e-004	1.8700e-003	1.0000e-005	7.1000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5260	0.5260	1.0000e-005	1.0000e-005	0.5306
Total	**2.1000e-004**	**1.4000e-004**	**1.8700e-003**	**1.0000e-005**	**7.1000e-004**	**0.0000**	**7.2000e-004**	**1.9000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**0.5260**	**0.5260**	**1.0000e-005**	**1.0000e-005**	**0.5306**

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 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					0.0983	0.0000	0.0983	0.0505	0.0000	0.0505	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0133	0.1359	0.0917	1.9000e-004		6.1500e-003	6.1500e-003		5.6500e-003	5.6500e-003	0.0000	16.7285	16.7285	5.4100e-003	0.0000	16.8638
Total	**0.0133**	**0.1359**	**0.0917**	**1.9000e-004**	**0.0983**	**6.1500e-003**	**0.1044**	**0.0505**	**5.6500e-003**	**0.0562**	**0.0000**	**16.7285**	**16.7285**	**5.4100e-003**	**0.0000**	**16.8638**

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	2.1000e-004	1.4000e-004	1.8700e-003	1.0000e-005	7.1000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5260	0.5260	1.0000e-005	1.0000e-005	0.5306
Total	**2.1000e-004**	**1.4000e-004**	**1.8700e-003**	**1.0000e-005**	**7.1000e-004**	**0.0000**	**7.2000e-004**	**1.9000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**0.5260**	**0.5260**	**1.0000e-005**	**1.0000e-005**	**0.5306**

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 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					0.0498	0.0000	0.0498	0.0227	0.0000	0.0227	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0108	0.1107	0.0959	1.9000e-004		4.7100e-003	4.7100e-003		4.3300e-003	4.3300e-003	0.0000	16.9415	16.9415	5.4800e-003	0.0000	17.0785
Total	**0.0108**	**0.1107**	**0.0959**	**1.9000e-004**	**0.0498**	**4.7100e-003**	**0.0545**	**0.0227**	**4.3300e-003**	**0.0270**	**0.0000**	**16.9415**	**16.9415**	**5.4800e-003**	**0.0000**	**17.0785**

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	2.3000e-004	1.5000e-004	2.0300e-003	1.0000e-005	7.7000e-004	0.0000	7.8000e-004	2.1000e-004	0.0000	2.1000e-004	0.0000	0.5699	0.5699	2.0000e-005	2.0000e-005	0.5748
Total	**2.3000e-004**	**1.5000e-004**	**2.0300e-003**	**1.0000e-005**	**7.7000e-004**	**0.0000**	**7.8000e-004**	**2.1000e-004**	**0.0000**	**2.1000e-004**	**0.0000**	**0.5699**	**0.5699**	**2.0000e-005**	**2.0000e-005**	**0.5748**

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 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					0.0498	0.0000	0.0498	0.0227	0.0000	0.0227	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0108	0.1107	0.0959	1.9000e-004		4.7100e-003	4.7100e-003		4.3300e-003	4.3300e-003	0.0000	16.9415	16.9415	5.4800e-003	0.0000	17.0785
Total	**0.0108**	**0.1107**	**0.0959**	**1.9000e-004**	**0.0498**	**4.7100e-003**	**0.0545**	**0.0227**	**4.3300e-003**	**0.0270**	**0.0000**	**16.9415**	**16.9415**	**5.4800e-003**	**0.0000**	**17.0785**

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	2.3000e-004	1.5000e-004	2.0300e-003	1.0000e-005	7.7000e-004	0.0000	7.8000e-004	2.1000e-004	0.0000	2.1000e-004	0.0000	0.5699	0.5699	2.0000e-005	2.0000e-005	0.5748
Total	**2.3000e-004**	**1.5000e-004**	**2.0300e-003**	**1.0000e-005**	**7.7000e-004**	**0.0000**	**7.8000e-004**	**2.1000e-004**	**0.0000**	**2.1000e-004**	**0.0000**	**0.5699**	**0.5699**	**2.0000e-005**	**2.0000e-005**	**0.5748**

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

3.4 Grading - 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					
Fugitive Dust					0.0317	0.0000	0.0317	0.0127	0.0000	0.0127	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.3300e-003	0.0536	0.0509	1.0000e-004		2.1800e-003	2.1800e-003		2.0100e-003	2.0100e-003	0.0000	9.1244	9.1244	2.9500e-003	0.0000	9.1982
Total	**5.3300e-003**	**0.0536**	**0.0509**	**1.0000e-004**	**0.0317**	**2.1800e-003**	**0.0339**	**0.0127**	**2.0100e-003**	**0.0147**	**0.0000**	**9.1244**	**9.1244**	**2.9500e-003**	**0.0000**	**9.1982**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2000e-004	7.0000e-005	1.0300e-003	0.0000	4.2000e-004	0.0000	4.2000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.2967	0.2967	1.0000e-005	1.0000e-005	0.2992
Total	**1.2000e-004**	**7.0000e-005**	**1.0300e-003**	**0.0000**	**4.2000e-004**	**0.0000**	**4.2000e-004**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**0.2967**	**0.2967**	**1.0000e-005**	**1.0000e-005**	**0.2992**

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

3.4 Grading - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0317	0.0000	0.0317	0.0127	0.0000	0.0127	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.3300e-003	0.0536	0.0509	1.0000e-004		2.1800e-003	2.1800e-003		2.0100e-003	2.0100e-003	0.0000	9.1244	9.1244	2.9500e-003	0.0000	9.1982
Total	**5.3300e-003**	**0.0536**	**0.0509**	**1.0000e-004**	**0.0317**	**2.1800e-003**	**0.0339**	**0.0127**	**2.0100e-003**	**0.0147**	**0.0000**	**9.1244**	**9.1244**	**2.9500e-003**	**0.0000**	**9.1982**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2000e-004	7.0000e-005	1.0300e-003	0.0000	4.2000e-004	0.0000	4.2000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.2967	0.2967	1.0000e-005	1.0000e-005	0.2992
Total	**1.2000e-004**	**7.0000e-005**	**1.0300e-003**	**0.0000**	**4.2000e-004**	**0.0000**	**4.2000e-004**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**0.2967**	**0.2967**	**1.0000e-005**	**1.0000e-005**	**0.2992**

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

3.5 Excavation - 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					
Fugitive Dust					0.0764	0.0000	0.0764	0.0351	0.0000	0.0351	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0152	0.1532	0.1454	3.0000e-004		6.2400e-003	6.2400e-003		5.7400e-003	5.7400e-003	0.0000	26.0698	26.0698	8.4300e-003	0.0000	26.2806
Total	**0.0152**	**0.1532**	**0.1454**	**3.0000e-004**	**0.0764**	**6.2400e-003**	**0.0826**	**0.0351**	**5.7400e-003**	**0.0408**	**0.0000**	**26.0698**	**26.0698**	**8.4300e-003**	**0.0000**	**26.2806**

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	0.0127	0.8276	0.1953	3.5700e-003	0.1039	6.8000e-003	0.1107	0.0286	6.5000e-003	0.0351	0.0000	353.7723	353.7723	0.0123	0.0561	370.7962
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	3.3000e-004	2.1000e-004	2.9300e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.2000e-003	3.2000e-004	0.0000	3.2000e-004	0.0000	0.8477	0.8477	2.0000e-005	2.0000e-005	0.8549
Total	**0.0130**	**0.8279**	**0.1983**	**3.5800e-003**	**0.1051**	**6.8100e-003**	**0.1119**	**0.0289**	**6.5000e-003**	**0.0354**	**0.0000**	**354.6200**	**354.6200**	**0.0123**	**0.0561**	**371.6511**

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

3.5 Excavation - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0764	0.0000	0.0764	0.0351	0.0000	0.0351	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0152	0.1532	0.1454	3.0000e-004		6.2400e-003	6.2400e-003		5.7400e-003	5.7400e-003	0.0000	26.0698	26.0698	8.4300e-003	0.0000	26.2806
Total	**0.0152**	**0.1532**	**0.1454**	**3.0000e-004**	**0.0764**	**6.2400e-003**	**0.0826**	**0.0351**	**5.7400e-003**	**0.0408**	**0.0000**	**26.0698**	**26.0698**	**8.4300e-003**	**0.0000**	**26.2806**

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	0.0127	0.8276	0.1953	3.5700e-003	0.1039	6.8000e-003	0.1107	0.0286	6.5000e-003	0.0351	0.0000	353.7723	353.7723	0.0123	0.0561	370.7962
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	3.3000e-004	2.1000e-004	2.9300e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.2000e-003	3.2000e-004	0.0000	3.2000e-004	0.0000	0.8477	0.8477	2.0000e-005	2.0000e-005	0.8549
Total	**0.0130**	**0.8279**	**0.1983**	**3.5800e-003**	**0.1051**	**6.8100e-003**	**0.1119**	**0.0289**	**6.5000e-003**	**0.0354**	**0.0000**	**354.6200**	**354.6200**	**0.0123**	**0.0561**	**371.6511**

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

3.6 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1573	1.4340	1.8497	3.1000e-003		0.0607	0.0607		0.0571	0.0571	0.0000	266.7074	266.7074	0.0627	0.0000	268.2747
Total	**0.1573**	**1.4340**	**1.8497**	**3.1000e-003**		**0.0607**	**0.0607**		**0.0571**	**0.0571**	**0.0000**	**266.7074**	**266.7074**	**0.0627**	**0.0000**	**268.2747**

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	4.6800e-003	0.1990	0.0608	8.9000e-004	0.0295	1.1900e-003	0.0307	8.5400e-003	1.1300e-003	9.6700e-003	0.0000	86.3746	86.3746	1.8300e-003	0.0126	90.1872
Worker	0.0358	0.0228	0.3167	1.0000e-003	0.1286	5.8000e-004	0.1292	0.0342	5.3000e-004	0.0347	0.0000	91.6396	91.6396	2.3300e-003	2.3900e-003	92.4090
Total	**0.0405**	**0.2218**	**0.3775**	**1.8900e-003**	**0.1581**	**1.7700e-003**	**0.1599**	**0.0427**	**1.6600e-003**	**0.0444**	**0.0000**	**178.0142**	**178.0142**	**4.1600e-003**	**0.0150**	**182.5963**

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

3.6 Building Construction - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1573	1.4340	1.8497	3.1000e-003		0.0607	0.0607		0.0571	0.0571	0.0000	266.7071	266.7071	0.0627	0.0000	268.2744
Total	**0.1573**	**1.4340**	**1.8497**	**3.1000e-003**		**0.0607**	**0.0607**		**0.0571**	**0.0571**	**0.0000**	**266.7071**	**266.7071**	**0.0627**	**0.0000**	**268.2744**

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	4.6800e-003	0.1990	0.0608	8.9000e-004	0.0295	1.1900e-003	0.0307	8.5400e-003	1.1300e-003	9.6700e-003	0.0000	86.3746	86.3746	1.8300e-003	0.0126	90.1872
Worker	0.0358	0.0228	0.3167	1.0000e-003	0.1286	5.8000e-004	0.1292	0.0342	5.3000e-004	0.0347	0.0000	91.6396	91.6396	2.3300e-003	2.3900e-003	92.4090
Total	**0.0405**	**0.2218**	**0.3775**	**1.8900e-003**	**0.1581**	**1.7700e-003**	**0.1599**	**0.0427**	**1.6600e-003**	**0.0444**	**0.0000**	**178.0142**	**178.0142**	**4.1600e-003**	**0.0150**	**182.5963**

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 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	1.8300e-003	0.0172	0.0292	5.0000e-005		8.4000e-004	8.4000e-004		7.7000e-004	7.7000e-004	0.0000	4.0039	4.0039	1.2900e-003	0.0000	4.0362
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.8300e-003**	**0.0172**	**0.0292**	**5.0000e-005**		**8.4000e-004**	**8.4000e-004**		**7.7000e-004**	**7.7000e-004**	**0.0000**	**4.0039**	**4.0039**	**1.2900e-003**	**0.0000**	**4.0362**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.0000e-005	4.0000e-005	5.9000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.1696	0.1696	0.0000	0.0000	0.1710
Total	**7.0000e-005**	**4.0000e-005**	**5.9000e-004**	**0.0000**	**2.4000e-004**	**0.0000**	**2.4000e-004**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**0.0000**	**0.1696**	**0.1696**	**0.0000**	**0.0000**	**0.1710**

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 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	1.8300e-003	0.0172	0.0292	5.0000e-005		8.4000e-004	8.4000e-004		7.7000e-004	7.7000e-004	0.0000	4.0039	4.0039	1.2900e-003	0.0000	4.0362
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.8300e-003**	**0.0172**	**0.0292**	**5.0000e-005**		**8.4000e-004**	**8.4000e-004**		**7.7000e-004**	**7.7000e-004**	**0.0000**	**4.0039**	**4.0039**	**1.2900e-003**	**0.0000**	**4.0362**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.0000e-005	4.0000e-005	5.9000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.1696	0.1696	0.0000	0.0000	0.1710
Total	**7.0000e-005**	**4.0000e-005**	**5.9000e-004**	**0.0000**	**2.4000e-004**	**0.0000**	**2.4000e-004**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**0.0000**	**0.1696**	**0.1696**	**0.0000**	**0.0000**	**0.1710**

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

3.7 Paving - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.3200e-003	0.0687	0.1166	1.8000e-004		3.3500e-003	3.3500e-003		3.0800e-003	3.0800e-003	0.0000	16.0154	16.0154	5.1800e-003	0.0000	16.1449
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**7.3200e-003**	**0.0687**	**0.1166**	**1.8000e-004**		**3.3500e-003**	**3.3500e-003**		**3.0800e-003**	**3.0800e-003**	**0.0000**	**16.0154**	**16.0154**	**5.1800e-003**	**0.0000**	**16.1449**

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	2.5000e-004	1.5000e-004	2.2100e-003	1.0000e-005	9.5000e-004	0.0000	9.6000e-004	2.5000e-004	0.0000	2.6000e-004	0.0000	0.6576	0.6576	2.0000e-005	2.0000e-005	0.6630
Total	**2.5000e-004**	**1.5000e-004**	**2.2100e-003**	**1.0000e-005**	**9.5000e-004**	**0.0000**	**9.6000e-004**	**2.5000e-004**	**0.0000**	**2.6000e-004**	**0.0000**	**0.6576**	**0.6576**	**2.0000e-005**	**2.0000e-005**	**0.6630**

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

3.7 Paving - 2026

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.3200e-003	0.0687	0.1166	1.8000e-004		3.3500e-003	3.3500e-003		3.0800e-003	3.0800e-003	0.0000	16.0154	16.0154	5.1800e-003	0.0000	16.1449
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**7.3200e-003**	**0.0687**	**0.1166**	**1.8000e-004**		**3.3500e-003**	**3.3500e-003**		**3.0800e-003**	**3.0800e-003**	**0.0000**	**16.0154**	**16.0154**	**5.1800e-003**	**0.0000**	**16.1449**

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	2.5000e-004	1.5000e-004	2.2100e-003	1.0000e-005	9.5000e-004	0.0000	9.6000e-004	2.5000e-004	0.0000	2.6000e-004	0.0000	0.6576	0.6576	2.0000e-005	2.0000e-005	0.6630
Total	**2.5000e-004**	**1.5000e-004**	**2.2100e-003**	**1.0000e-005**	**9.5000e-004**	**0.0000**	**9.6000e-004**	**2.5000e-004**	**0.0000**	**2.6000e-004**	**0.0000**	**0.6576**	**0.6576**	**2.0000e-005**	**2.0000e-005**	**0.6630**

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

3.8 Architectural Coating - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	2.0761					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.7100e-003	0.0115	0.0181	3.0000e-005		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004	0.0000	2.5533	2.5533	1.4000e-004	0.0000	2.5567
Total	**2.0778**	**0.0115**	**0.0181**	**3.0000e-005**		**5.2000e-004**	**5.2000e-004**		**5.2000e-004**	**5.2000e-004**	**0.0000**	**2.5533**	**2.5533**	**1.4000e-004**	**0.0000**	**2.5567**

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	5.8000e-004	3.6000e-004	5.1700e-003	2.0000e-005	2.2200e-003	1.0000e-005	2.2300e-003	5.9000e-004	1.0000e-005	6.0000e-004	0.0000	1.5345	1.5345	4.0000e-005	4.0000e-005	1.5470
Total	**5.8000e-004**	**3.6000e-004**	**5.1700e-003**	**2.0000e-005**	**2.2200e-003**	**1.0000e-005**	**2.2300e-003**	**5.9000e-004**	**1.0000e-005**	**6.0000e-004**	**0.0000**	**1.5345**	**1.5345**	**4.0000e-005**	**4.0000e-005**	**1.5470**

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

3.8 Architectural Coating - 2026

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	2.0761					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.7100e-003	0.0115	0.0181	3.0000e-005		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004	0.0000	2.5533	2.5533	1.4000e-004	0.0000	2.5567
Total	**2.0778**	**0.0115**	**0.0181**	**3.0000e-005**		**5.2000e-004**	**5.2000e-004**		**5.2000e-004**	**5.2000e-004**	**0.0000**	**2.5533**	**2.5533**	**1.4000e-004**	**0.0000**	**2.5567**

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	5.8000e-004	3.6000e-004	5.1700e-003	2.0000e-005	2.2200e-003	1.0000e-005	2.2300e-003	5.9000e-004	1.0000e-005	6.0000e-004	0.0000	1.5345	1.5345	4.0000e-005	4.0000e-005	1.5470
Total	**5.8000e-004**	**3.6000e-004**	**5.1700e-003**	**2.0000e-005**	**2.2200e-003**	**1.0000e-005**	**2.2300e-003**	**5.9000e-004**	**1.0000e-005**	**6.0000e-004**	**0.0000**	**1.5345**	**1.5345**	**4.0000e-005**	**4.0000e-005**	**1.5470**

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	0.2780	0.2920	2.6641	5.7100e-003	0.6922	3.9300e-003	0.6962	0.1848	3.6500e-003	0.1884	0.0000	526.2345	526.2345	0.0327	0.0243	534.3041
Unmitigated	0.2780	0.2920	2.6641	5.7100e-003	0.6922	3.9300e-003	0.6962	0.1848	3.6500e-003	0.1884	0.0000	526.2345	526.2345	0.0327	0.0243	534.3041

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	560.32	505.73	421.27	1,230,229	1,230,229
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	355.51	80.67	25.55	643,105	643,105
Total	915.83	586.40	446.82	1,873,333	1,873,333

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
Enclosed Parking with Elevator	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4

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

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.575564	0.056293	0.184251	0.115043	0.020151	0.005257	0.008159	0.006240	0.000877	0.000356	0.024310	0.000874	0.002624
Enclosed Parking with Elevator	0.575564	0.056293	0.184251	0.115043	0.020151	0.005257	0.008159	0.006240	0.000877	0.000356	0.024310	0.000874	0.002624
General Office Building	0.575564	0.056293	0.184251	0.115043	0.020151	0.005257	0.008159	0.006240	0.000877	0.000356	0.024310	0.000874	0.002624

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	91.2158	91.2158	0.0237	2.3700e-003	92.5164
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	91.2158	91.2158	0.0237	2.3700e-003	92.5164
NaturalGas Mitigated	7.8400e-003	0.0688	0.0413	4.3000e-004		5.4200e-003	5.4200e-003		5.4200e-003	5.4200e-003	0.0000	77.6237	77.6237	1.4900e-003	1.4200e-003	78.0850
NaturalGas Unmitigated	7.8400e-003	0.0688	0.0413	4.3000e-004		5.4200e-003	5.4200e-003		5.4200e-003	5.4200e-003	0.0000	77.6237	77.6237	1.4900e-003	1.4200e-003	78.0850

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					
Apartments Mid Rise	863313	4.6600e-003	0.0398	0.0169	2.5000e-004		3.2200e-003	3.2200e-003		3.2200e-003	3.2200e-003	0.0000	46.0697	46.0697	8.8000e-004	8.4000e-004	46.3434
Enclosed Parking with Elevator	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
General Office Building	591300	3.1900e-003	0.0290	0.0244	1.7000e-004		2.2000e-003	2.2000e-003		2.2000e-003	2.2000e-003	0.0000	31.5540	31.5540	6.0000e-004	5.8000e-004	31.7415
Total		**7.8500e-003**	**0.0688**	**0.0413**	**4.2000e-004**		**5.4200e-003**	**5.4200e-003**		**5.4200e-003**	**5.4200e-003**	**0.0000**	**77.6237**	**77.6237**	**1.4800e-003**	**1.4200e-003**	**78.0850**

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	863313	4.6600e-003	0.0398	0.0169	2.5000e-004		3.2200e-003	3.2200e-003		3.2200e-003	3.2200e-003	0.0000	46.0697	46.0697	8.8000e-004	8.4000e-004	46.3434
Enclosed Parking with Elevator	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
General Office Building	591300	3.1900e-003	0.0290	0.0244	1.7000e-004		2.2000e-003	2.2000e-003		2.2000e-003	2.2000e-003	0.0000	31.5540	31.5540	6.0000e-004	5.8000e-004	31.7415
Total		**7.8500e-003**	**0.0688**	**0.0413**	**4.2000e-004**		**5.4200e-003**	**5.4200e-003**		**5.4200e-003**	**5.4200e-003**	**0.0000**	**77.6237**	**77.6237**	**1.4800e-003**	**1.4200e-003**	**78.0850**

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			
Apartments Mid Rise	398242	20.8278	5.4200e-003	5.4000e-004	21.1247
Enclosed Parking with Elevator	719168	37.6119	9.7900e-003	9.8000e-004	38.1482
General Office Building	626705	32.7762	8.5300e-003	8.5000e-004	33.2435
Total		**91.2158**	**0.0237**	**2.3700e-003**	**92.5164**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	398242	20.8278	5.4200e-003	5.4000e-004	21.1247
Enclosed Parking with Elevator	719168	37.6119	9.7900e-003	9.8000e-004	38.1482
General Office Building	626705	32.7762	8.5300e-003	8.5000e-004	33.2435
Total		**91.2158**	**0.0237**	**2.3700e-003**	**92.5164**

6.0 Area Detail

6.1 Mitigation Measures Area

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	0.9100	0.0143	1.0947	6.9000e-004		0.0510	0.0510		0.0510	0.0510	4.6957	3.1846	7.8803	8.7600e-003	3.1000e-004	8.1911
Unmitigated	0.9100	0.0143	1.0947	6.9000e-004		0.0510	0.0510		0.0510	0.0510	4.6957	3.1846	7.8803	8.7600e-003	3.1000e-004	8.1911

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	0.0922					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.5569					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.2377	5.4700e-003	0.3273	6.5000e-004		0.0468	0.0468		0.0468	0.0468	4.6957	1.9288	6.6245	7.5500e-003	3.1000e-004	6.9050
Landscaping	0.0233	8.8300e-003	0.7674	4.0000e-005		4.2500e-003	4.2500e-003		4.2500e-003	4.2500e-003	0.0000	1.2558	1.2558	1.2100e-003	0.0000	1.2862
Total	**0.9100**	**0.0143**	**1.0947**	**6.9000e-004**		**0.0510**	**0.0510**		**0.0510**	**0.0510**	**4.6957**	**3.1846**	**7.8803**	**8.7600e-003**	**3.1000e-004**	**8.1911**

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	0.0922					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.5569					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.2377	5.4700e-003	0.3273	6.5000e-004		0.0468	0.0468		0.0468	0.0468	4.6957	1.9288	6.6245	7.5500e-003	3.1000e-004	6.9050
Landscaping	0.0233	8.8300e-003	0.7674	4.0000e-005		4.2500e-003	4.2500e-003		4.2500e-003	4.2500e-003	0.0000	1.2558	1.2558	1.2100e-003	0.0000	1.2862
Total	**0.9100**	**0.0143**	**1.0947**	**6.9000e-004**		**0.0510**	**0.0510**		**0.0510**	**0.0510**	**4.6957**	**3.1846**	**7.8803**	**8.7600e-003**	**3.1000e-004**	**8.1911**

7.0 Water Detail

7.1 Mitigation Measures Water

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

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	9.4244	0.4314	0.0103	23.2767
Unmitigated	9.4244	0.4314	0.0103	23.2767

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	6.71086 / 4.23076	4.8026	0.2194	5.2300e-003	11.8462
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	6.48728 / 3.97608	4.6218	0.2121	5.0600e-003	11.4304
Total		**9.4244**	**0.4314**	**0.0103**	**23.2767**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	6.71086 / 4.23076	4.8026	0.2194	5.2300e-003	11.8462
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	6.48728 / 3.97608	4.6218	0.2121	5.0600e-003	11.4304
Total		**9.4244**	**0.4314**	**0.0103**	**23.2767**

8.0 Waste Detail

8.1 Mitigation Measures Waste

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	16.5093	0.9757	0.0000	40.9010
Unmitigated	16.5093	0.9757	0.0000	40.9010

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	47.38	9.6177	0.5684	0.0000	23.8275
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
General Office Building	33.95	6.8915	0.4073	0.0000	17.0735
Total		**16.5093**	**0.9757**	**0.0000**	**40.9010**

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			
Apartments Mid Rise	47.38	9.6177	0.5684	0.0000	23.8275
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
General Office Building	33.95	6.8915	0.4073	0.0000	17.0735
Total		**16.5093**	**0.9757**	**0.0000**	**40.9010**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

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

11.0 Vegetation

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

Block 20 Approved Project Run

Santa Clara County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	16.40	1000sqft	0.38	16,400.00	0
Enclosed Parking with Elevator	160.30	Space	1.44	64,120.00	0
Apartments Mid Rise	51.00	Dwelling Unit	1.34	51,453.00	146

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2019
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	290	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Intensity factors from most recent approved DSP used

Land Use - residential sf based on weighted average unit size of 510-528 Mathilda Ave. Parking sq ft based on Sunnyvale Zoning requirements

Construction Phase - Based on overall construction schedule of 3 years outlined in the DSP, CalEEMod default phase lengths were normalized to meet this period

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Block 20 Approved Project Run - Santa Clara County, Summer

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

Trips and VMT - Based on parking structure excavation calculations

Demolition - building square footage estimates using Google Earth Pro. CalEEMod input is sum of all building square footages

Grading - excavated material based on underground parking sq ft multiplied by 20 ft maximum allowed excavation depth

Architectural Coating - values amended to reflect compliance with BAAQMD Rule 3 of Regulation 8

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblArchitecturalCoating	EF_Parking	150.00	50.00
tblArchitecturalCoating	EF_Residential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Residential_Interior	100.00	50.00
tblConstructionPhase	NumDays	18.00	41.00
tblConstructionPhase	NumDays	230.00	469.00
tblConstructionPhase	NumDays	20.00	41.00
tblConstructionPhase	NumDays	8.00	41.00
tblConstructionPhase	NumDays	8.00	41.00
tblConstructionPhase	NumDays	18.00	41.00
tblConstructionPhase	NumDays	5.00	20.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	PhaseEndDate	1/3/2018	1/18/2019
tblConstructionPhase	PhaseEndDate	11/14/2017	10/15/2018
tblConstructionPhase	PhaseEndDate	11/28/2016	12/17/2016
tblConstructionPhase	PhaseEndDate	12/15/2016	2/27/2017

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

tblConstructionPhase	PhaseEndDate	12/27/2016	4/15/2017
tblConstructionPhase	PhaseEndDate	12/8/2017	12/1/2018
tblConstructionPhase	PhaseEndDate	12/5/2016	1/10/2017
tblConstructionPhase	PhaseStartDate	12/9/2017	12/3/2018
tblConstructionPhase	PhaseStartDate	12/28/2016	4/17/2017
tblConstructionPhase	PhaseStartDate	12/6/2016	1/11/2017
tblConstructionPhase	PhaseStartDate	12/16/2016	2/28/2017
tblConstructionPhase	PhaseStartDate	11/15/2017	10/16/2018
tblConstructionPhase	PhaseStartDate	11/29/2016	12/18/2016
tblFleetMix	HHD	6.4840e-003	6.2400e-003
tblFleetMix	HHD	6.4840e-003	6.2400e-003
tblFleetMix	HHD	6.4840e-003	6.2400e-003
tblFleetMix	LDA	0.56	0.58
tblFleetMix	LDA	0.56	0.58
tblFleetMix	LDA	0.56	0.58
tblFleetMix	LDT1	0.05	0.06
tblFleetMix	LDT1	0.05	0.06
tblFleetMix	LDT1	0.05	0.06
tblFleetMix	LDT2	0.19	0.18
tblFleetMix	LDT2	0.19	0.18
tblFleetMix	LDT2	0.19	0.18
tblFleetMix	LHD1	0.02	0.02
tblFleetMix	LHD1	0.02	0.02
tblFleetMix	LHD1	0.02	0.02
tblFleetMix	LHD2	4.7270e-003	5.2570e-003
tblFleetMix	LHD2	4.7270e-003	5.2570e-003
tblFleetMix	LHD2	4.7270e-003	5.2570e-003
tblFleetMix	MCY	0.02	0.02
tblFleetMix	MCY	0.02	0.02

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

tblFleetMix	MCY	0.02	0.02
tblFleetMix	MDV	0.12	0.12
tblFleetMix	MDV	0.12	0.12
tblFleetMix	MDV	0.12	0.12
tblFleetMix	MH	3.1430e-003	2.6240e-003
tblFleetMix	MH	3.1430e-003	2.6240e-003
tblFleetMix	MH	3.1430e-003	2.6240e-003
tblFleetMix	MHD	8.6330e-003	8.1590e-003
tblFleetMix	MHD	8.6330e-003	8.1590e-003
tblFleetMix	MHD	8.6330e-003	8.1590e-003
tblFleetMix	OBUS	1.0120e-003	8.7700e-004
tblFleetMix	OBUS	1.0120e-003	8.7700e-004
tblFleetMix	OBUS	1.0120e-003	8.7700e-004
tblFleetMix	SBUS	9.6700e-004	8.7400e-004
tblFleetMix	SBUS	9.6700e-004	8.7400e-004
tblFleetMix	SBUS	9.6700e-004	8.7400e-004
tblFleetMix	UBUS	4.2200e-004	3.5600e-004
tblFleetMix	UBUS	4.2200e-004	3.5600e-004
tblFleetMix	UBUS	4.2200e-004	3.5600e-004
tblGrading	AcresOfGrading	41.00	8.00
tblGrading	AcresOfGrading	61.50	12.00
tblGrading	AcresOfGrading	30.00	7.50
tblGrading	MaterialExported	0.00	47,496.00
tblLandUse	LandUseSquareFeet	51,000.00	51,453.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblProjectCharacteristics	CH4IntensityFactor	0.033	0.029
tblProjectCharacteristics	CO2IntensityFactor	203.98	290
tblProjectCharacteristics	N2OIntensityFactor	0.004	0.006

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

tblVehicleEF	HHD	0.03	0.02
tblVehicleEF	HHD	0.06	0.05
tblVehicleEF	HHD	5.00	6.31
tblVehicleEF	HHD	0.89	0.41
tblVehicleEF	HHD	5.5610e-003	6.0890e-003
tblVehicleEF	HHD	1,042.77	991.82
tblVehicleEF	HHD	1,611.11	1,327.03
tblVehicleEF	HHD	0.06	0.05
tblVehicleEF	HHD	0.16	0.16
tblVehicleEF	HHD	0.26	0.21
tblVehicleEF	HHD	2.4000e-005	4.0000e-006
tblVehicleEF	HHD	6.10	5.29
tblVehicleEF	HHD	5.24	2.62
tblVehicleEF	HHD	1.44	2.32
tblVehicleEF	HHD	0.02	2.3520e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.09	0.02
tblVehicleEF	HHD	0.02	2.2500e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8600e-003	8.8950e-003
tblVehicleEF	HHD	0.09	0.02
tblVehicleEF	HHD	6.0000e-006	2.0000e-006
tblVehicleEF	HHD	2.5100e-004	7.1000e-005
tblVehicleEF	HHD	0.44	0.42
tblVehicleEF	HHD	3.0000e-006	1.0000e-006
tblVehicleEF	HHD	0.22	0.02
tblVehicleEF	HHD	1.3400e-004	3.1000e-005
tblVehicleEF	HHD	3.0000e-006	2.0000e-006

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

tblVehicleEF	HHD	9.7070e-003	9.2270e-003
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	6.0000e-006	2.0000e-006
tblVehicleEF	HHD	2.5100e-004	7.1000e-005
tblVehicleEF	HHD	0.51	0.49
tblVehicleEF	HHD	3.0000e-006	1.0000e-006
tblVehicleEF	HHD	0.30	0.07
tblVehicleEF	HHD	1.3400e-004	3.1000e-005
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.06	0.05
tblVehicleEF	HHD	4.83	6.22
tblVehicleEF	HHD	0.89	0.41
tblVehicleEF	HHD	5.1120e-003	5.5970e-003
tblVehicleEF	HHD	1,045.92	980.16
tblVehicleEF	HHD	1,611.11	1,327.03
tblVehicleEF	HHD	0.06	0.05
tblVehicleEF	HHD	0.17	0.15
tblVehicleEF	HHD	0.26	0.21
tblVehicleEF	HHD	2.3000e-005	4.0000e-006
tblVehicleEF	HHD	6.00	5.04
tblVehicleEF	HHD	5.04	2.52
tblVehicleEF	HHD	1.44	2.32
tblVehicleEF	HHD	0.02	2.0660e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.09	0.02
tblVehicleEF	HHD	0.02	1.9770e-003
tblVehicleEF	HHD	0.03	0.03

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

tblVehicleEF	HHD	8.8600e-003	8.8950e-003
tblVehicleEF	HHD	0.09	0.02
tblVehicleEF	HHD	1.5000e-005	4.0000e-006
tblVehicleEF	HHD	2.7800e-004	7.8000e-005
tblVehicleEF	HHD	0.46	0.45
tblVehicleEF	HHD	8.0000e-006	2.0000e-006
tblVehicleEF	HHD	0.22	0.02
tblVehicleEF	HHD	1.3400e-004	3.0000e-005
tblVehicleEF	HHD	9.7370e-003	9.1180e-003
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	1.5000e-005	4.0000e-006
tblVehicleEF	HHD	2.7800e-004	7.8000e-005
tblVehicleEF	HHD	0.52	0.52
tblVehicleEF	HHD	8.0000e-006	2.0000e-006
tblVehicleEF	HHD	0.30	0.07
tblVehicleEF	HHD	1.3400e-004	3.0000e-005
tblVehicleEF	HHD	3.0000e-006	2.0000e-006
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	0.06	0.05
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	5.24	6.43
tblVehicleEF	HHD	0.89	0.41
tblVehicleEF	HHD	5.9680e-003	6.5340e-003
tblVehicleEF	HHD	1,038.43	1,007.92
tblVehicleEF	HHD	1,611.11	1,327.03
tblVehicleEF	HHD	0.06	0.05
tblVehicleEF	HHD	0.16	0.16
tblVehicleEF	HHD	0.26	0.21

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

tblVehicleEF	HHD	2.5000e-005	4.0000e-006
tblVehicleEF	HHD	6.24	5.62
tblVehicleEF	HHD	5.32	2.66
tblVehicleEF	HHD	1.44	2.32
tblVehicleEF	HHD	0.02	2.7480e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.09	0.02
tblVehicleEF	HHD	0.02	2.6290e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8600e-003	8.8950e-003
tblVehicleEF	HHD	0.09	0.02
tblVehicleEF	HHD	3.0000e-006	1.0000e-006
tblVehicleEF	HHD	2.8900e-004	7.7000e-005
tblVehicleEF	HHD	0.43	0.39
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	0.22	0.02
tblVehicleEF	HHD	1.4400e-004	3.4000e-005
tblVehicleEF	HHD	3.0000e-006	2.0000e-006
tblVehicleEF	HHD	9.6650e-003	9.3770e-003
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	3.0000e-006	1.0000e-006
tblVehicleEF	HHD	2.8900e-004	7.7000e-005
tblVehicleEF	HHD	0.49	0.45
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	0.30	0.07
tblVehicleEF	HHD	1.4400e-004	3.4000e-005
tblVehicleEF	LDA	3.6360e-003	1.2360e-003

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

tblVehicleEF	LDA	0.07	0.04
tblVehicleEF	LDA	0.83	0.45
tblVehicleEF	LDA	2.44	1.86
tblVehicleEF	LDA	272.05	214.18
tblVehicleEF	LDA	57.64	45.42
tblVehicleEF	LDA	6.0990e-003	3.4320e-003
tblVehicleEF	LDA	0.03	0.02
tblVehicleEF	LDA	0.06	0.02
tblVehicleEF	LDA	0.24	0.14
tblVehicleEF	LDA	1.5960e-003	1.1160e-003
tblVehicleEF	LDA	2.0220e-003	1.5010e-003
tblVehicleEF	LDA	1.4710e-003	1.0270e-003
tblVehicleEF	LDA	1.8600e-003	1.3800e-003
tblVehicleEF	LDA	0.06	0.03
tblVehicleEF	LDA	0.12	0.07
tblVehicleEF	LDA	0.05	0.03
tblVehicleEF	LDA	0.02	4.3670e-003
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.32	0.15
tblVehicleEF	LDA	2.6910e-003	2.1190e-003
tblVehicleEF	LDA	5.7000e-004	4.5000e-004
tblVehicleEF	LDA	0.06	0.03
tblVehicleEF	LDA	0.12	0.07
tblVehicleEF	LDA	0.05	0.03
tblVehicleEF	LDA	0.02	6.3460e-003
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.35	0.16
tblVehicleEF	LDA	4.0910e-003	1.3990e-003
tblVehicleEF	LDA	0.06	0.03

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

tblVehicleEF	LDA	0.98	0.53
tblVehicleEF	LDA	1.92	1.47
tblVehicleEF	LDA	292.94	230.43
tblVehicleEF	LDA	56.63	44.72
tblVehicleEF	LDA	5.6920e-003	3.2160e-003
tblVehicleEF	LDA	0.03	0.02
tblVehicleEF	LDA	0.05	0.02
tblVehicleEF	LDA	0.21	0.12
tblVehicleEF	LDA	1.5960e-003	1.1160e-003
tblVehicleEF	LDA	2.0220e-003	1.5010e-003
tblVehicleEF	LDA	1.4710e-003	1.0270e-003
tblVehicleEF	LDA	1.8600e-003	1.3800e-003
tblVehicleEF	LDA	0.13	0.07
tblVehicleEF	LDA	0.14	0.08
tblVehicleEF	LDA	0.10	0.05
tblVehicleEF	LDA	0.02	4.8560e-003
tblVehicleEF	LDA	0.03	0.02
tblVehicleEF	LDA	0.27	0.12
tblVehicleEF	LDA	2.8980e-003	2.2790e-003
tblVehicleEF	LDA	5.6000e-004	4.4300e-004
tblVehicleEF	LDA	0.13	0.07
tblVehicleEF	LDA	0.14	0.08
tblVehicleEF	LDA	0.10	0.05
tblVehicleEF	LDA	0.02	7.0600e-003
tblVehicleEF	LDA	0.03	0.02
tblVehicleEF	LDA	0.29	0.13
tblVehicleEF	LDA	3.5030e-003	1.1850e-003
tblVehicleEF	LDA	0.08	0.04
tblVehicleEF	LDA	0.81	0.44

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

tblVehicleEF	LDA	2.86	2.17
tblVehicleEF	LDA	268.62	211.51
tblVehicleEF	LDA	58.46	45.99
tblVehicleEF	LDA	6.4750e-003	3.6350e-003
tblVehicleEF	LDA	0.03	0.02
tblVehicleEF	LDA	0.07	0.02
tblVehicleEF	LDA	0.26	0.15
tblVehicleEF	LDA	1.5960e-003	1.1160e-003
tblVehicleEF	LDA	2.0220e-003	1.5010e-003
tblVehicleEF	LDA	1.4710e-003	1.0270e-003
tblVehicleEF	LDA	1.8600e-003	1.3800e-003
tblVehicleEF	LDA	0.03	0.01
tblVehicleEF	LDA	0.13	0.07
tblVehicleEF	LDA	0.02	0.01
tblVehicleEF	LDA	0.01	4.2440e-003
tblVehicleEF	LDA	0.04	0.03
tblVehicleEF	LDA	0.36	0.17
tblVehicleEF	LDA	2.6570e-003	2.0920e-003
tblVehicleEF	LDA	5.7800e-004	4.5500e-004
tblVehicleEF	LDA	0.03	0.01
tblVehicleEF	LDA	0.13	0.07
tblVehicleEF	LDA	0.02	0.01
tblVehicleEF	LDA	0.02	6.1660e-003
tblVehicleEF	LDA	0.04	0.03
tblVehicleEF	LDA	0.40	0.18
tblVehicleEF	LDT1	7.7820e-003	2.3950e-003
tblVehicleEF	LDT1	0.09	0.04
tblVehicleEF	LDT1	1.55	0.65
tblVehicleEF	LDT1	2.72	2.00

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

tblVehicleEF	LDT1	322.02	258.06
tblVehicleEF	LDT1	69.31	55.33
tblVehicleEF	LDT1	0.01	4.5300e-003
tblVehicleEF	LDT1	0.03	0.02
tblVehicleEF	LDT1	0.15	0.05
tblVehicleEF	LDT1	0.32	0.17
tblVehicleEF	LDT1	2.4110e-003	1.3260e-003
tblVehicleEF	LDT1	2.9430e-003	1.7710e-003
tblVehicleEF	LDT1	2.2200e-003	1.2200e-003
tblVehicleEF	LDT1	2.7060e-003	1.6290e-003
tblVehicleEF	LDT1	0.12	0.06
tblVehicleEF	LDT1	0.23	0.12
tblVehicleEF	LDT1	0.09	0.05
tblVehicleEF	LDT1	0.04	9.7520e-003
tblVehicleEF	LDT1	0.11	0.07
tblVehicleEF	LDT1	0.48	0.20
tblVehicleEF	LDT1	3.1870e-003	2.5540e-003
tblVehicleEF	LDT1	6.8600e-004	5.4800e-004
tblVehicleEF	LDT1	0.12	0.06
tblVehicleEF	LDT1	0.23	0.12
tblVehicleEF	LDT1	0.09	0.05
tblVehicleEF	LDT1	0.05	0.01
tblVehicleEF	LDT1	0.11	0.07
tblVehicleEF	LDT1	0.53	0.22
tblVehicleEF	LDT1	8.6420e-003	2.6850e-003
tblVehicleEF	LDT1	0.08	0.04
tblVehicleEF	LDT1	1.79	0.76
tblVehicleEF	LDT1	2.12	1.58
tblVehicleEF	LDT1	343.55	274.84

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

tblVehicleEF	LDT1	68.08	54.55
tblVehicleEF	LDT1	9.5150e-003	4.2030e-003
tblVehicleEF	LDT1	0.03	0.02
tblVehicleEF	LDT1	0.13	0.04
tblVehicleEF	LDT1	0.29	0.16
tblVehicleEF	LDT1	2.4110e-003	1.3260e-003
tblVehicleEF	LDT1	2.9430e-003	1.7710e-003
tblVehicleEF	LDT1	2.2200e-003	1.2200e-003
tblVehicleEF	LDT1	2.7060e-003	1.6290e-003
tblVehicleEF	LDT1	0.28	0.13
tblVehicleEF	LDT1	0.26	0.13
tblVehicleEF	LDT1	0.19	0.10
tblVehicleEF	LDT1	0.04	0.01
tblVehicleEF	LDT1	0.10	0.06
tblVehicleEF	LDT1	0.40	0.17
tblVehicleEF	LDT1	3.4000e-003	2.7200e-003
tblVehicleEF	LDT1	6.7400e-004	5.4000e-004
tblVehicleEF	LDT1	0.28	0.13
tblVehicleEF	LDT1	0.26	0.13
tblVehicleEF	LDT1	0.19	0.10
tblVehicleEF	LDT1	0.06	0.02
tblVehicleEF	LDT1	0.10	0.06
tblVehicleEF	LDT1	0.43	0.18
tblVehicleEF	LDT1	7.5590e-003	2.3060e-003
tblVehicleEF	LDT1	0.10	0.05
tblVehicleEF	LDT1	1.53	0.64
tblVehicleEF	LDT1	3.20	2.34
tblVehicleEF	LDT1	318.51	255.31
tblVehicleEF	LDT1	70.30	55.96

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

tblVehicleEF	LDT1	0.01	4.8250e-003
tblVehicleEF	LDT1	0.03	0.02
tblVehicleEF	LDT1	0.16	0.05
tblVehicleEF	LDT1	0.35	0.19
tblVehicleEF	LDT1	2.4110e-003	1.3260e-003
tblVehicleEF	LDT1	2.9430e-003	1.7710e-003
tblVehicleEF	LDT1	2.2200e-003	1.2200e-003
tblVehicleEF	LDT1	2.7060e-003	1.6290e-003
tblVehicleEF	LDT1	0.06	0.03
tblVehicleEF	LDT1	0.25	0.12
tblVehicleEF	LDT1	0.04	0.03
tblVehicleEF	LDT1	0.03	9.4930e-003
tblVehicleEF	LDT1	0.13	0.08
tblVehicleEF	LDT1	0.55	0.23
tblVehicleEF	LDT1	3.1520e-003	2.5260e-003
tblVehicleEF	LDT1	6.9600e-004	5.5400e-004
tblVehicleEF	LDT1	0.06	0.03
tblVehicleEF	LDT1	0.25	0.12
tblVehicleEF	LDT1	0.04	0.03
tblVehicleEF	LDT1	0.05	0.01
tblVehicleEF	LDT1	0.13	0.08
tblVehicleEF	LDT1	0.60	0.25
tblVehicleEF	LDT2	5.1010e-003	2.2120e-003
tblVehicleEF	LDT2	0.09	0.05
tblVehicleEF	LDT2	1.11	0.62
tblVehicleEF	LDT2	3.19	2.44
tblVehicleEF	LDT2	358.04	271.88
tblVehicleEF	LDT2	77.38	58.84
tblVehicleEF	LDT2	8.9490e-003	4.6700e-003

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

tblVehicleEF	LDT2	0.04	0.03
tblVehicleEF	LDT2	0.11	0.04
tblVehicleEF	LDT2	0.39	0.20
tblVehicleEF	LDT2	1.5750e-003	1.1980e-003
tblVehicleEF	LDT2	1.9640e-003	1.5540e-003
tblVehicleEF	LDT2	1.4490e-003	1.1030e-003
tblVehicleEF	LDT2	1.8060e-003	1.4290e-003
tblVehicleEF	LDT2	0.07	0.05
tblVehicleEF	LDT2	0.14	0.10
tblVehicleEF	LDT2	0.06	0.05
tblVehicleEF	LDT2	0.02	8.6200e-003
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.43	0.23
tblVehicleEF	LDT2	3.5420e-003	2.6900e-003
tblVehicleEF	LDT2	7.6600e-004	5.8200e-004
tblVehicleEF	LDT2	0.07	0.05
tblVehicleEF	LDT2	0.14	0.10
tblVehicleEF	LDT2	0.06	0.05
tblVehicleEF	LDT2	0.03	0.01
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.47	0.25
tblVehicleEF	LDT2	5.7110e-003	2.4920e-003
tblVehicleEF	LDT2	0.07	0.04
tblVehicleEF	LDT2	1.29	0.73
tblVehicleEF	LDT2	2.50	1.92
tblVehicleEF	LDT2	380.00	287.92
tblVehicleEF	LDT2	76.04	57.89
tblVehicleEF	LDT2	8.3240e-003	4.3620e-003
tblVehicleEF	LDT2	0.04	0.02

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

tblVehicleEF	LDT2	0.10	0.04
tblVehicleEF	LDT2	0.34	0.18
tblVehicleEF	LDT2	1.5750e-003	1.1980e-003
tblVehicleEF	LDT2	1.9640e-003	1.5540e-003
tblVehicleEF	LDT2	1.4490e-003	1.1030e-003
tblVehicleEF	LDT2	1.8060e-003	1.4290e-003
tblVehicleEF	LDT2	0.16	0.12
tblVehicleEF	LDT2	0.16	0.11
tblVehicleEF	LDT2	0.13	0.10
tblVehicleEF	LDT2	0.02	9.5610e-003
tblVehicleEF	LDT2	0.06	0.05
tblVehicleEF	LDT2	0.35	0.19
tblVehicleEF	LDT2	3.7600e-003	2.8480e-003
tblVehicleEF	LDT2	7.5200e-004	5.7300e-004
tblVehicleEF	LDT2	0.16	0.12
tblVehicleEF	LDT2	0.16	0.11
tblVehicleEF	LDT2	0.13	0.10
tblVehicleEF	LDT2	0.03	0.01
tblVehicleEF	LDT2	0.06	0.05
tblVehicleEF	LDT2	0.39	0.20
tblVehicleEF	LDT2	4.9260e-003	2.1260e-003
tblVehicleEF	LDT2	0.10	0.06
tblVehicleEF	LDT2	1.09	0.61
tblVehicleEF	LDT2	3.75	2.86
tblVehicleEF	LDT2	354.45	269.25
tblVehicleEF	LDT2	78.45	59.60
tblVehicleEF	LDT2	9.5130e-003	4.9520e-003
tblVehicleEF	LDT2	0.04	0.03
tblVehicleEF	LDT2	0.13	0.05

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

tblVehicleEF	LDT2	0.42	0.22
tblVehicleEF	LDT2	1.5750e-003	1.1980e-003
tblVehicleEF	LDT2	1.9640e-003	1.5540e-003
tblVehicleEF	LDT2	1.4490e-003	1.1030e-003
tblVehicleEF	LDT2	1.8060e-003	1.4290e-003
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.15	0.11
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.02	8.3810e-003
tblVehicleEF	LDT2	0.08	0.07
tblVehicleEF	LDT2	0.48	0.25
tblVehicleEF	LDT2	3.5070e-003	2.6630e-003
tblVehicleEF	LDT2	7.7600e-004	5.9000e-004
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.15	0.11
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.03	0.01
tblVehicleEF	LDT2	0.08	0.07
tblVehicleEF	LDT2	0.53	0.28
tblVehicleEF	LHD1	5.8300e-003	4.5230e-003
tblVehicleEF	LHD1	0.01	6.3000e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.19	0.18
tblVehicleEF	LHD1	1.15	0.57
tblVehicleEF	LHD1	1.29	0.96
tblVehicleEF	LHD1	9.16	8.56
tblVehicleEF	LHD1	851.61	734.83
tblVehicleEF	LHD1	13.11	10.77
tblVehicleEF	LHD1	7.0800e-004	7.3900e-004

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

tblVehicleEF	LHD1	0.05	0.04
tblVehicleEF	LHD1	0.03	0.02
tblVehicleEF	LHD1	0.06	0.05
tblVehicleEF	LHD1	1.17	0.44
tblVehicleEF	LHD1	0.39	0.26
tblVehicleEF	LHD1	7.5000e-004	8.8400e-004
tblVehicleEF	LHD1	9.5680e-003	9.8520e-003
tblVehicleEF	LHD1	0.01	8.1460e-003
tblVehicleEF	LHD1	3.3100e-004	2.2600e-004
tblVehicleEF	LHD1	7.1800e-004	8.4600e-004
tblVehicleEF	LHD1	2.3920e-003	2.4630e-003
tblVehicleEF	LHD1	0.01	7.7480e-003
tblVehicleEF	LHD1	3.0500e-004	2.0700e-004
tblVehicleEF	LHD1	2.5380e-003	1.6310e-003
tblVehicleEF	LHD1	0.09	0.06
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.2250e-003	8.6800e-004
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.25	0.18
tblVehicleEF	LHD1	0.11	0.06
tblVehicleEF	LHD1	8.9000e-005	8.3000e-005
tblVehicleEF	LHD1	8.3290e-003	7.1690e-003
tblVehicleEF	LHD1	1.3000e-004	1.0700e-004
tblVehicleEF	LHD1	2.5380e-003	1.6310e-003
tblVehicleEF	LHD1	0.09	0.06
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	1.2250e-003	8.6800e-004
tblVehicleEF	LHD1	0.15	0.10
tblVehicleEF	LHD1	0.25	0.18

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

tblVehicleEF	LHD1	0.12	0.06
tblVehicleEF	LHD1	5.8460e-003	4.5360e-003
tblVehicleEF	LHD1	0.01	6.4100e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.19	0.18
tblVehicleEF	LHD1	1.17	0.58
tblVehicleEF	LHD1	1.20	0.90
tblVehicleEF	LHD1	9.16	8.56
tblVehicleEF	LHD1	851.66	734.84
tblVehicleEF	LHD1	12.94	10.66
tblVehicleEF	LHD1	7.1200e-004	7.4200e-004
tblVehicleEF	LHD1	0.05	0.04
tblVehicleEF	LHD1	0.03	0.02
tblVehicleEF	LHD1	0.06	0.05
tblVehicleEF	LHD1	1.12	0.42
tblVehicleEF	LHD1	0.36	0.24
tblVehicleEF	LHD1	7.5000e-004	8.8400e-004
tblVehicleEF	LHD1	9.5680e-003	9.8520e-003
tblVehicleEF	LHD1	0.01	8.1460e-003
tblVehicleEF	LHD1	3.3100e-004	2.2600e-004
tblVehicleEF	LHD1	7.1800e-004	8.4600e-004
tblVehicleEF	LHD1	2.3920e-003	2.4630e-003
tblVehicleEF	LHD1	0.01	7.7480e-003
tblVehicleEF	LHD1	3.0500e-004	2.0700e-004
tblVehicleEF	LHD1	5.8300e-003	3.6370e-003
tblVehicleEF	LHD1	0.11	0.07
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	2.6300e-003	1.7590e-003
tblVehicleEF	LHD1	0.12	0.08

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

tblVehicleEF	LHD1	0.24	0.18
tblVehicleEF	LHD1	0.10	0.05
tblVehicleEF	LHD1	8.9000e-005	8.3000e-005
tblVehicleEF	LHD1	8.3290e-003	7.1690e-003
tblVehicleEF	LHD1	1.2800e-004	1.0500e-004
tblVehicleEF	LHD1	5.8300e-003	3.6370e-003
tblVehicleEF	LHD1	0.11	0.07
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.6300e-003	1.7590e-003
tblVehicleEF	LHD1	0.15	0.10
tblVehicleEF	LHD1	0.24	0.18
tblVehicleEF	LHD1	0.11	0.06
tblVehicleEF	LHD1	5.8160e-003	4.5120e-003
tblVehicleEF	LHD1	0.01	6.2120e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.19	0.18
tblVehicleEF	LHD1	1.13	0.57
tblVehicleEF	LHD1	1.38	1.03
tblVehicleEF	LHD1	9.16	8.56
tblVehicleEF	LHD1	851.58	734.81
tblVehicleEF	LHD1	13.27	10.89
tblVehicleEF	LHD1	7.0600e-004	7.3700e-004
tblVehicleEF	LHD1	0.05	0.04
tblVehicleEF	LHD1	0.03	0.02
tblVehicleEF	LHD1	0.06	0.05
tblVehicleEF	LHD1	1.20	0.45
tblVehicleEF	LHD1	0.41	0.28
tblVehicleEF	LHD1	7.5000e-004	8.8400e-004
tblVehicleEF	LHD1	9.5680e-003	9.8520e-003

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

tblVehicleEF	LHD1	0.01	8.1460e-003
tblVehicleEF	LHD1	3.3100e-004	2.2600e-004
tblVehicleEF	LHD1	7.1800e-004	8.4600e-004
tblVehicleEF	LHD1	2.3920e-003	2.4630e-003
tblVehicleEF	LHD1	0.01	7.7480e-003
tblVehicleEF	LHD1	3.0500e-004	2.0700e-004
tblVehicleEF	LHD1	1.2500e-003	8.3300e-004
tblVehicleEF	LHD1	0.11	0.07
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	6.2500e-004	4.6300e-004
tblVehicleEF	LHD1	0.11	0.08
tblVehicleEF	LHD1	0.28	0.20
tblVehicleEF	LHD1	0.11	0.06
tblVehicleEF	LHD1	8.9000e-005	8.3000e-005
tblVehicleEF	LHD1	8.3290e-003	7.1690e-003
tblVehicleEF	LHD1	1.3100e-004	1.0800e-004
tblVehicleEF	LHD1	1.2500e-003	8.3300e-004
tblVehicleEF	LHD1	0.11	0.07
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	6.2500e-004	4.6300e-004
tblVehicleEF	LHD1	0.14	0.09
tblVehicleEF	LHD1	0.28	0.20
tblVehicleEF	LHD1	0.12	0.06
tblVehicleEF	LHD2	3.6620e-003	2.7350e-003
tblVehicleEF	LHD2	9.6210e-003	5.8140e-003
tblVehicleEF	LHD2	0.01	6.0230e-003
tblVehicleEF	LHD2	0.14	0.13
tblVehicleEF	LHD2	0.85	0.52
tblVehicleEF	LHD2	0.80	0.53

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

tblVehicleEF	LHD2	14.30	13.44
tblVehicleEF	LHD2	822.59	713.12
tblVehicleEF	LHD2	8.92	6.94
tblVehicleEF	LHD2	1.7270e-003	1.7040e-003
tblVehicleEF	LHD2	0.07	0.07
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	0.11	0.08
tblVehicleEF	LHD2	1.47	0.54
tblVehicleEF	LHD2	0.23	0.15
tblVehicleEF	LHD2	1.3630e-003	1.4770e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	1.7400e-004	1.1400e-004
tblVehicleEF	LHD2	1.3040e-003	1.4140e-003
tblVehicleEF	LHD2	2.6610e-003	2.7030e-003
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	1.6000e-004	1.0400e-004
tblVehicleEF	LHD2	1.4760e-003	7.8300e-004
tblVehicleEF	LHD2	0.06	0.03
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	6.9400e-004	4.3200e-004
tblVehicleEF	LHD2	0.13	0.10
tblVehicleEF	LHD2	0.14	0.07
tblVehicleEF	LHD2	0.06	0.03
tblVehicleEF	LHD2	1.3700e-004	1.2800e-004
tblVehicleEF	LHD2	7.9540e-003	6.8810e-003
tblVehicleEF	LHD2	8.8000e-005	6.9000e-005
tblVehicleEF	LHD2	1.4760e-003	7.8300e-004
tblVehicleEF	LHD2	0.06	0.03

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

tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	6.9400e-004	4.3200e-004
tblVehicleEF	LHD2	0.16	0.12
tblVehicleEF	LHD2	0.14	0.07
tblVehicleEF	LHD2	0.07	0.03
tblVehicleEF	LHD2	3.6720e-003	2.7430e-003
tblVehicleEF	LHD2	9.7690e-003	5.8580e-003
tblVehicleEF	LHD2	0.01	5.6970e-003
tblVehicleEF	LHD2	0.14	0.13
tblVehicleEF	LHD2	0.86	0.53
tblVehicleEF	LHD2	0.74	0.49
tblVehicleEF	LHD2	14.30	13.44
tblVehicleEF	LHD2	822.62	713.12
tblVehicleEF	LHD2	8.82	6.88
tblVehicleEF	LHD2	1.7290e-003	1.7060e-003
tblVehicleEF	LHD2	0.07	0.06
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	0.11	0.08
tblVehicleEF	LHD2	1.41	0.52
tblVehicleEF	LHD2	0.21	0.14
tblVehicleEF	LHD2	1.3630e-003	1.4770e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	1.7400e-004	1.1400e-004
tblVehicleEF	LHD2	1.3040e-003	1.4140e-003
tblVehicleEF	LHD2	2.6610e-003	2.7030e-003
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	1.6000e-004	1.0400e-004
tblVehicleEF	LHD2	3.4040e-003	1.7440e-003

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

tblVehicleEF	LHD2	0.06	0.03
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	1.5000e-003	8.7600e-004
tblVehicleEF	LHD2	0.13	0.10
tblVehicleEF	LHD2	0.14	0.07
tblVehicleEF	LHD2	0.06	0.03
tblVehicleEF	LHD2	1.3700e-004	1.2800e-004
tblVehicleEF	LHD2	7.9540e-003	6.8810e-003
tblVehicleEF	LHD2	8.7000e-005	6.8000e-005
tblVehicleEF	LHD2	3.4040e-003	1.7440e-003
tblVehicleEF	LHD2	0.06	0.03
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	1.5000e-003	8.7600e-004
tblVehicleEF	LHD2	0.16	0.12
tblVehicleEF	LHD2	0.14	0.07
tblVehicleEF	LHD2	0.06	0.03
tblVehicleEF	LHD2	3.6540e-003	2.7290e-003
tblVehicleEF	LHD2	9.5040e-003	5.7780e-003
tblVehicleEF	LHD2	0.01	6.3030e-003
tblVehicleEF	LHD2	0.14	0.13
tblVehicleEF	LHD2	0.84	0.52
tblVehicleEF	LHD2	0.85	0.56
tblVehicleEF	LHD2	14.30	13.44
tblVehicleEF	LHD2	822.58	713.11
tblVehicleEF	LHD2	9.02	7.00
tblVehicleEF	LHD2	1.7260e-003	1.7030e-003
tblVehicleEF	LHD2	0.07	0.07
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	0.11	0.08

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

tblVehicleEF	LHD2	1.49	0.55
tblVehicleEF	LHD2	0.24	0.15
tblVehicleEF	LHD2	1.3630e-003	1.4770e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	1.7400e-004	1.1400e-004
tblVehicleEF	LHD2	1.3040e-003	1.4140e-003
tblVehicleEF	LHD2	2.6610e-003	2.7030e-003
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	1.6000e-004	1.0400e-004
tblVehicleEF	LHD2	7.2800e-004	4.0700e-004
tblVehicleEF	LHD2	0.06	0.03
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	3.5700e-004	2.3300e-004
tblVehicleEF	LHD2	0.13	0.10
tblVehicleEF	LHD2	0.16	0.08
tblVehicleEF	LHD2	0.06	0.03
tblVehicleEF	LHD2	1.3700e-004	1.2800e-004
tblVehicleEF	LHD2	7.9530e-003	6.8810e-003
tblVehicleEF	LHD2	8.9000e-005	6.9000e-005
tblVehicleEF	LHD2	7.2800e-004	4.0700e-004
tblVehicleEF	LHD2	0.06	0.03
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	3.5700e-004	2.3300e-004
tblVehicleEF	LHD2	0.16	0.12
tblVehicleEF	LHD2	0.16	0.08
tblVehicleEF	LHD2	0.07	0.03
tblVehicleEF	MCY	0.34	0.32
tblVehicleEF	MCY	0.26	0.25

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

tblVehicleEF	MCY	20.50	17.99
tblVehicleEF	MCY	8.91	9.14
tblVehicleEF	MCY	210.68	209.89
tblVehicleEF	MCY	62.57	59.90
tblVehicleEF	MCY	0.07	0.07
tblVehicleEF	MCY	0.02	0.02
tblVehicleEF	MCY	1.16	1.14
tblVehicleEF	MCY	0.27	0.27
tblVehicleEF	MCY	1.7860e-003	2.0840e-003
tblVehicleEF	MCY	3.3400e-003	2.9100e-003
tblVehicleEF	MCY	1.6750e-003	1.9450e-003
tblVehicleEF	MCY	3.1570e-003	2.7280e-003
tblVehicleEF	MCY	0.92	0.90
tblVehicleEF	MCY	0.74	0.65
tblVehicleEF	MCY	0.51	0.48
tblVehicleEF	MCY	2.31	2.15
tblVehicleEF	MCY	0.60	0.49
tblVehicleEF	MCY	2.00	1.90
tblVehicleEF	MCY	2.0850e-003	2.0770e-003
tblVehicleEF	MCY	6.1900e-004	5.9300e-004
tblVehicleEF	MCY	0.92	0.90
tblVehicleEF	MCY	0.74	0.65
tblVehicleEF	MCY	0.51	0.48
tblVehicleEF	MCY	2.83	2.69
tblVehicleEF	MCY	0.60	0.49
tblVehicleEF	MCY	2.17	2.07
tblVehicleEF	MCY	0.33	0.31
tblVehicleEF	MCY	0.22	0.21
tblVehicleEF	MCY	19.69	17.40

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

tblVehicleEF	MCY	7.84	7.92
tblVehicleEF	MCY	209.06	208.72
tblVehicleEF	MCY	59.73	56.94
tblVehicleEF	MCY	0.06	0.06
tblVehicleEF	MCY	0.01	0.01
tblVehicleEF	MCY	1.02	1.01
tblVehicleEF	MCY	0.25	0.25
tblVehicleEF	MCY	1.7860e-003	2.0840e-003
tblVehicleEF	MCY	3.3400e-003	2.9100e-003
tblVehicleEF	MCY	1.6750e-003	1.9450e-003
tblVehicleEF	MCY	3.1570e-003	2.7280e-003
tblVehicleEF	MCY	2.36	2.30
tblVehicleEF	MCY	0.97	0.88
tblVehicleEF	MCY	1.37	1.29
tblVehicleEF	MCY	2.22	2.09
tblVehicleEF	MCY	0.56	0.46
tblVehicleEF	MCY	1.65	1.59
tblVehicleEF	MCY	2.0690e-003	2.0650e-003
tblVehicleEF	MCY	5.9100e-004	5.6300e-004
tblVehicleEF	MCY	2.36	2.30
tblVehicleEF	MCY	0.97	0.88
tblVehicleEF	MCY	1.37	1.29
tblVehicleEF	MCY	2.71	2.61
tblVehicleEF	MCY	0.56	0.46
tblVehicleEF	MCY	1.80	1.74
tblVehicleEF	MCY	0.35	0.33
tblVehicleEF	MCY	0.30	0.29
tblVehicleEF	MCY	22.21	19.31
tblVehicleEF	MCY	10.19	10.49

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

tblVehicleEF	MCY	213.78	212.26
tblVehicleEF	MCY	65.73	63.05
tblVehicleEF	MCY	0.07	0.07
tblVehicleEF	MCY	0.02	0.02
tblVehicleEF	MCY	1.25	1.22
tblVehicleEF	MCY	0.29	0.29
tblVehicleEF	MCY	1.7860e-003	2.0840e-003
tblVehicleEF	MCY	3.3400e-003	2.9100e-003
tblVehicleEF	MCY	1.6750e-003	1.9450e-003
tblVehicleEF	MCY	3.1570e-003	2.7280e-003
tblVehicleEF	MCY	0.40	0.39
tblVehicleEF	MCY	0.90	0.76
tblVehicleEF	MCY	0.19	0.19
tblVehicleEF	MCY	2.43	2.23
tblVehicleEF	MCY	0.70	0.60
tblVehicleEF	MCY	2.34	2.20
tblVehicleEF	MCY	2.1150e-003	2.1000e-003
tblVehicleEF	MCY	6.5000e-004	6.2400e-004
tblVehicleEF	MCY	0.40	0.39
tblVehicleEF	MCY	0.90	0.76
tblVehicleEF	MCY	0.19	0.19
tblVehicleEF	MCY	2.96	2.78
tblVehicleEF	MCY	0.70	0.60
tblVehicleEF	MCY	2.54	2.40
tblVehicleEF	MDV	7.1070e-003	2.3750e-003
tblVehicleEF	MDV	0.11	0.05
tblVehicleEF	MDV	1.37	0.63
tblVehicleEF	MDV	3.86	2.55
tblVehicleEF	MDV	433.87	327.97

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

tblVehicleEF	MDV	93.26	69.67
tblVehicleEF	MDV	0.01	6.1060e-003
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.16	0.05
tblVehicleEF	MDV	0.48	0.22
tblVehicleEF	MDV	1.8100e-003	1.2330e-003
tblVehicleEF	MDV	2.3190e-003	1.5830e-003
tblVehicleEF	MDV	1.6700e-003	1.1370e-003
tblVehicleEF	MDV	2.1340e-003	1.4560e-003
tblVehicleEF	MDV	0.08	0.06
tblVehicleEF	MDV	0.17	0.11
tblVehicleEF	MDV	0.07	0.06
tblVehicleEF	MDV	0.03	9.5210e-003
tblVehicleEF	MDV	0.07	0.06
tblVehicleEF	MDV	0.57	0.26
tblVehicleEF	MDV	4.2900e-003	3.2410e-003
tblVehicleEF	MDV	9.2300e-004	6.8900e-004
tblVehicleEF	MDV	0.08	0.06
tblVehicleEF	MDV	0.17	0.11
tblVehicleEF	MDV	0.07	0.06
tblVehicleEF	MDV	0.05	0.01
tblVehicleEF	MDV	0.07	0.06
tblVehicleEF	MDV	0.62	0.28
tblVehicleEF	MDV	7.8650e-003	2.6770e-003
tblVehicleEF	MDV	0.09	0.05
tblVehicleEF	MDV	1.58	0.74
tblVehicleEF	MDV	3.04	2.01
tblVehicleEF	MDV	456.88	343.91
tblVehicleEF	MDV	91.62	68.66

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

tblVehicleEF	MDV	0.01	5.7810e-003
tblVehicleEF	MDV	0.04	0.02
tblVehicleEF	MDV	0.14	0.04
tblVehicleEF	MDV	0.43	0.20
tblVehicleEF	MDV	1.8100e-003	1.2330e-003
tblVehicleEF	MDV	2.3190e-003	1.5830e-003
tblVehicleEF	MDV	1.6700e-003	1.1370e-003
tblVehicleEF	MDV	2.1340e-003	1.4560e-003
tblVehicleEF	MDV	0.19	0.14
tblVehicleEF	MDV	0.18	0.12
tblVehicleEF	MDV	0.15	0.12
tblVehicleEF	MDV	0.04	0.01
tblVehicleEF	MDV	0.07	0.05
tblVehicleEF	MDV	0.47	0.21
tblVehicleEF	MDV	4.5170e-003	3.3990e-003
tblVehicleEF	MDV	9.0700e-004	6.7900e-004
tblVehicleEF	MDV	0.19	0.14
tblVehicleEF	MDV	0.18	0.12
tblVehicleEF	MDV	0.15	0.12
tblVehicleEF	MDV	0.05	0.02
tblVehicleEF	MDV	0.07	0.05
tblVehicleEF	MDV	0.52	0.23
tblVehicleEF	MDV	6.9270e-003	2.2830e-003
tblVehicleEF	MDV	0.12	0.06
tblVehicleEF	MDV	1.36	0.62
tblVehicleEF	MDV	4.54	2.99
tblVehicleEF	MDV	430.12	325.36
tblVehicleEF	MDV	94.58	70.47
tblVehicleEF	MDV	0.01	6.4040e-003

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

tblVehicleEF	MDV	0.05	0.03
tblVehicleEF	MDV	0.17	0.05
tblVehicleEF	MDV	0.53	0.24
tblVehicleEF	MDV	1.8100e-003	1.2330e-003
tblVehicleEF	MDV	2.3190e-003	1.5830e-003
tblVehicleEF	MDV	1.6700e-003	1.1370e-003
tblVehicleEF	MDV	2.1340e-003	1.4560e-003
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.17	0.12
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.03	9.2720e-003
tblVehicleEF	MDV	0.09	0.07
tblVehicleEF	MDV	0.65	0.29
tblVehicleEF	MDV	4.2530e-003	3.2150e-003
tblVehicleEF	MDV	9.3600e-004	6.9700e-004
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.17	0.12
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.05	0.01
tblVehicleEF	MDV	0.09	0.07
tblVehicleEF	MDV	0.71	0.32
tblVehicleEF	MH	0.02	6.9300e-003
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	2.54	0.58
tblVehicleEF	MH	2.63	1.80
tblVehicleEF	MH	1,628.06	1,418.06
tblVehicleEF	MH	21.20	16.70
tblVehicleEF	MH	0.07	0.06
tblVehicleEF	MH	0.02	0.03

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

tblVehicleEF	MH	1.70	1.17
tblVehicleEF	MH	0.25	0.24
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.9700e-004	2.3200e-004
tblVehicleEF	MH	3.2540e-003	3.2900e-003
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.6700e-004	2.1400e-004
tblVehicleEF	MH	1.05	0.47
tblVehicleEF	MH	0.09	0.04
tblVehicleEF	MH	0.34	0.18
tblVehicleEF	MH	0.12	0.05
tblVehicleEF	MH	0.02	9.6720e-003
tblVehicleEF	MH	0.13	0.08
tblVehicleEF	MH	0.02	0.01
tblVehicleEF	MH	2.1000e-004	1.6500e-004
tblVehicleEF	MH	1.05	0.47
tblVehicleEF	MH	0.09	0.04
tblVehicleEF	MH	0.34	0.18
tblVehicleEF	MH	0.16	0.06
tblVehicleEF	MH	0.02	9.6720e-003
tblVehicleEF	MH	0.14	0.09
tblVehicleEF	MH	0.02	7.1210e-003
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	2.62	0.60
tblVehicleEF	MH	2.40	1.64
tblVehicleEF	MH	1,628.20	1,418.10
tblVehicleEF	MH	20.79	16.43
tblVehicleEF	MH	0.07	0.05

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

tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	1.60	1.11
tblVehicleEF	MH	0.23	0.22
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.9700e-004	2.3200e-004
tblVehicleEF	MH	3.2540e-003	3.2900e-003
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.6700e-004	2.1400e-004
tblVehicleEF	MH	2.40	1.05
tblVehicleEF	MH	0.09	0.04
tblVehicleEF	MH	0.74	0.37
tblVehicleEF	MH	0.12	0.05
tblVehicleEF	MH	0.02	9.4280e-003
tblVehicleEF	MH	0.12	0.08
tblVehicleEF	MH	0.02	0.01
tblVehicleEF	MH	2.0600e-004	1.6300e-004
tblVehicleEF	MH	2.40	1.05
tblVehicleEF	MH	0.09	0.04
tblVehicleEF	MH	0.74	0.37
tblVehicleEF	MH	0.17	0.06
tblVehicleEF	MH	0.02	9.4280e-003
tblVehicleEF	MH	0.13	0.08
tblVehicleEF	MH	0.02	6.7830e-003
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	2.50	0.56
tblVehicleEF	MH	2.85	1.94
tblVehicleEF	MH	1,627.99	1,418.04
tblVehicleEF	MH	21.56	16.94

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

tblVehicleEF	MH	0.07	0.06
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	1.75	1.20
tblVehicleEF	MH	0.27	0.25
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.9700e-004	2.3200e-004
tblVehicleEF	MH	3.2540e-003	3.2900e-003
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.6700e-004	2.1400e-004
tblVehicleEF	MH	0.51	0.25
tblVehicleEF	MH	0.10	0.05
tblVehicleEF	MH	0.19	0.10
tblVehicleEF	MH	0.12	0.05
tblVehicleEF	MH	0.03	0.01
tblVehicleEF	MH	0.13	0.09
tblVehicleEF	MH	0.02	0.01
tblVehicleEF	MH	2.1300e-004	1.6800e-004
tblVehicleEF	MH	0.51	0.25
tblVehicleEF	MH	0.10	0.05
tblVehicleEF	MH	0.19	0.10
tblVehicleEF	MH	0.16	0.06
tblVehicleEF	MH	0.03	0.01
tblVehicleEF	MH	0.15	0.09
tblVehicleEF	MHD	3.2500e-003	3.6950e-003
tblVehicleEF	MHD	0.02	1.2530e-003
tblVehicleEF	MHD	0.01	8.5300e-003
tblVehicleEF	MHD	0.36	0.40
tblVehicleEF	MHD	1.13	0.18

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

tblVehicleEF	MHD	1.33	0.94
tblVehicleEF	MHD	79.20	68.38
tblVehicleEF	MHD	1,193.87	1,034.78
tblVehicleEF	MHD	9.26	8.72
tblVehicleEF	MHD	0.01	9.8750e-003
tblVehicleEF	MHD	0.16	0.13
tblVehicleEF	MHD	6.1120e-003	7.4170e-003
tblVehicleEF	MHD	0.80	0.37
tblVehicleEF	MHD	3.91	1.44
tblVehicleEF	MHD	0.96	1.70
tblVehicleEF	MHD	3.2810e-003	2.4000e-004
tblVehicleEF	MHD	0.12	7.0420e-003
tblVehicleEF	MHD	1.4600e-004	1.1100e-004
tblVehicleEF	MHD	3.1390e-003	2.3000e-004
tblVehicleEF	MHD	0.11	6.7300e-003
tblVehicleEF	MHD	1.3500e-004	1.0200e-004
tblVehicleEF	MHD	6.0800e-004	3.1800e-004
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	2.8500e-004	1.7500e-004
tblVehicleEF	MHD	0.30	0.01
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	0.06	0.04
tblVehicleEF	MHD	7.5100e-004	6.4900e-004
tblVehicleEF	MHD	0.01	9.8700e-003
tblVehicleEF	MHD	9.2000e-005	8.6000e-005
tblVehicleEF	MHD	6.0800e-004	3.1800e-004
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	0.03	0.02

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

tblVehicleEF	MHD	2.8500e-004	1.7500e-004
tblVehicleEF	MHD	0.35	0.02
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	0.07	0.05
tblVehicleEF	MHD	3.0500e-003	3.4830e-003
tblVehicleEF	MHD	0.02	1.2830e-003
tblVehicleEF	MHD	9.6540e-003	8.0480e-003
tblVehicleEF	MHD	0.29	0.33
tblVehicleEF	MHD	1.15	0.18
tblVehicleEF	MHD	1.22	0.86
tblVehicleEF	MHD	81.35	68.21
tblVehicleEF	MHD	1,193.89	1,034.78
tblVehicleEF	MHD	9.07	8.59
tblVehicleEF	MHD	0.01	9.8080e-003
tblVehicleEF	MHD	0.16	0.13
tblVehicleEF	MHD	5.8740e-003	7.1120e-003
tblVehicleEF	MHD	0.81	0.36
tblVehicleEF	MHD	3.75	1.38
tblVehicleEF	MHD	0.95	1.69
tblVehicleEF	MHD	2.7680e-003	2.0600e-004
tblVehicleEF	MHD	0.12	7.0420e-003
tblVehicleEF	MHD	1.4600e-004	1.1100e-004
tblVehicleEF	MHD	2.6490e-003	1.9700e-004
tblVehicleEF	MHD	0.11	6.7300e-003
tblVehicleEF	MHD	1.3500e-004	1.0200e-004
tblVehicleEF	MHD	1.4510e-003	7.2000e-004
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	6.5900e-004	3.6600e-004

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

tblVehicleEF	MHD	0.30	0.01
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	0.06	0.04
tblVehicleEF	MHD	7.7100e-004	6.4700e-004
tblVehicleEF	MHD	0.01	9.8700e-003
tblVehicleEF	MHD	9.0000e-005	8.5000e-005
tblVehicleEF	MHD	1.4510e-003	7.2000e-004
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	6.5900e-004	3.6600e-004
tblVehicleEF	MHD	0.35	0.02
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	0.06	0.04
tblVehicleEF	MHD	3.4570e-003	3.9020e-003
tblVehicleEF	MHD	0.02	1.2290e-003
tblVehicleEF	MHD	0.01	8.9220e-003
tblVehicleEF	MHD	0.45	0.46
tblVehicleEF	MHD	1.12	0.18
tblVehicleEF	MHD	1.42	1.01
tblVehicleEF	MHD	76.35	68.72
tblVehicleEF	MHD	1,193.85	1,034.77
tblVehicleEF	MHD	9.42	8.84
tblVehicleEF	MHD	0.01	9.9720e-003
tblVehicleEF	MHD	0.16	0.13
tblVehicleEF	MHD	6.3460e-003	7.7050e-003
tblVehicleEF	MHD	0.78	0.39
tblVehicleEF	MHD	3.97	1.46
tblVehicleEF	MHD	0.96	1.70
tblVehicleEF	MHD	3.9890e-003	2.8800e-004

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

tblVehicleEF	MHD	0.12	7.0420e-003
tblVehicleEF	MHD	1.4600e-004	1.1100e-004
tblVehicleEF	MHD	3.8160e-003	2.7600e-004
tblVehicleEF	MHD	0.11	6.7300e-003
tblVehicleEF	MHD	1.3500e-004	1.0200e-004
tblVehicleEF	MHD	2.8900e-004	1.6200e-004
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	1.3800e-004	9.2000e-005
tblVehicleEF	MHD	0.30	0.01
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	0.06	0.05
tblVehicleEF	MHD	7.2400e-004	6.5200e-004
tblVehicleEF	MHD	0.01	9.8700e-003
tblVehicleEF	MHD	9.3000e-005	8.8000e-005
tblVehicleEF	MHD	2.8900e-004	1.6200e-004
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	0.03	0.03
tblVehicleEF	MHD	1.3800e-004	9.2000e-005
tblVehicleEF	MHD	0.35	0.02
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	0.07	0.05
tblVehicleEF	OBUS	7.7600e-003	7.0730e-003
tblVehicleEF	OBUS	0.01	2.7540e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.57	0.62
tblVehicleEF	OBUS	1.06	0.33
tblVehicleEF	OBUS	2.07	1.69
tblVehicleEF	OBUS	99.84	96.38

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

tblVehicleEF	OBUS	1,414.23	1,261.24
tblVehicleEF	OBUS	16.28	14.17
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.14	0.13
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.75	0.41
tblVehicleEF	OBUS	2.55	1.44
tblVehicleEF	OBUS	0.88	1.12
tblVehicleEF	OBUS	3.8820e-003	1.3500e-004
tblVehicleEF	OBUS	0.05	7.6000e-003
tblVehicleEF	OBUS	1.5500e-004	1.5100e-004
tblVehicleEF	OBUS	3.7150e-003	1.3000e-004
tblVehicleEF	OBUS	0.05	7.2580e-003
tblVehicleEF	OBUS	1.4300e-004	1.3900e-004
tblVehicleEF	OBUS	1.0980e-003	1.0730e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.06	0.05
tblVehicleEF	OBUS	4.6700e-004	4.8500e-004
tblVehicleEF	OBUS	0.16	0.02
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	0.10	0.08
tblVehicleEF	OBUS	9.4800e-004	9.1500e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	1.6100e-004	1.4000e-004
tblVehicleEF	OBUS	1.0980e-003	1.0730e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.08	0.06
tblVehicleEF	OBUS	4.6700e-004	4.8500e-004
tblVehicleEF	OBUS	0.19	0.03

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

tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	0.11	0.09
tblVehicleEF	OBUS	7.7450e-003	7.1720e-003
tblVehicleEF	OBUS	0.01	2.8370e-003
tblVehicleEF	OBUS	0.02	0.01
tblVehicleEF	OBUS	0.52	0.62
tblVehicleEF	OBUS	1.08	0.33
tblVehicleEF	OBUS	1.89	1.54
tblVehicleEF	OBUS	101.06	95.21
tblVehicleEF	OBUS	1,414.26	1,261.26
tblVehicleEF	OBUS	15.96	13.92
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.14	0.13
tblVehicleEF	OBUS	0.02	0.01
tblVehicleEF	OBUS	0.75	0.39
tblVehicleEF	OBUS	2.44	1.38
tblVehicleEF	OBUS	0.86	1.11
tblVehicleEF	OBUS	3.2780e-003	1.2000e-004
tblVehicleEF	OBUS	0.05	7.6000e-003
tblVehicleEF	OBUS	1.5500e-004	1.5100e-004
tblVehicleEF	OBUS	3.1360e-003	1.1500e-004
tblVehicleEF	OBUS	0.05	7.2580e-003
tblVehicleEF	OBUS	1.4300e-004	1.3900e-004
tblVehicleEF	OBUS	2.4640e-003	2.3400e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.06	0.05
tblVehicleEF	OBUS	9.9400e-004	9.7700e-004
tblVehicleEF	OBUS	0.16	0.02
tblVehicleEF	OBUS	0.03	0.04

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

tblVehicleEF	OBUS	0.10	0.08
tblVehicleEF	OBUS	9.6000e-004	9.0400e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	1.5800e-004	1.3800e-004
tblVehicleEF	OBUS	2.4640e-003	2.3400e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.08	0.06
tblVehicleEF	OBUS	9.9400e-004	9.7700e-004
tblVehicleEF	OBUS	0.19	0.03
tblVehicleEF	OBUS	0.03	0.04
tblVehicleEF	OBUS	0.11	0.08
tblVehicleEF	OBUS	7.7920e-003	6.9500e-003
tblVehicleEF	OBUS	0.01	2.6900e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.62	0.63
tblVehicleEF	OBUS	1.05	0.32
tblVehicleEF	OBUS	2.24	1.82
tblVehicleEF	OBUS	98.15	98.01
tblVehicleEF	OBUS	1,414.21	1,261.23
tblVehicleEF	OBUS	16.55	14.40
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.14	0.13
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.74	0.44
tblVehicleEF	OBUS	2.60	1.47
tblVehicleEF	OBUS	0.89	1.13
tblVehicleEF	OBUS	4.7180e-003	1.5600e-004
tblVehicleEF	OBUS	0.05	7.6000e-003
tblVehicleEF	OBUS	1.5500e-004	1.5100e-004

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

tblVehicleEF	OBUS	4.5140e-003	1.4900e-004
tblVehicleEF	OBUS	0.05	7.2580e-003
tblVehicleEF	OBUS	1.4300e-004	1.3900e-004
tblVehicleEF	OBUS	5.8500e-004	5.9400e-004
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.06	0.05
tblVehicleEF	OBUS	2.6200e-004	2.8100e-004
tblVehicleEF	OBUS	0.16	0.02
tblVehicleEF	OBUS	0.04	0.05
tblVehicleEF	OBUS	0.11	0.09
tblVehicleEF	OBUS	9.3200e-004	9.3100e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	1.6400e-004	1.4200e-004
tblVehicleEF	OBUS	5.8500e-004	5.9400e-004
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.08	0.06
tblVehicleEF	OBUS	2.6200e-004	2.8100e-004
tblVehicleEF	OBUS	0.19	0.03
tblVehicleEF	OBUS	0.04	0.05
tblVehicleEF	OBUS	0.12	0.09
tblVehicleEF	SBUS	0.04	0.06
tblVehicleEF	SBUS	7.3050e-003	5.1390e-003
tblVehicleEF	SBUS	4.0260e-003	5.5510e-003
tblVehicleEF	SBUS	1.81	2.58
tblVehicleEF	SBUS	0.60	0.42
tblVehicleEF	SBUS	0.62	0.77
tblVehicleEF	SBUS	346.54	343.48
tblVehicleEF	SBUS	1,098.46	1,012.23
tblVehicleEF	SBUS	3.36	4.55

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

tblVehicleEF	SBUS	0.05	0.05
tblVehicleEF	SBUS	0.15	0.13
tblVehicleEF	SBUS	3.4330e-003	5.5840e-003
tblVehicleEF	SBUS	3.83	3.12
tblVehicleEF	SBUS	5.68	3.92
tblVehicleEF	SBUS	0.65	1.00
tblVehicleEF	SBUS	5.1040e-003	2.7970e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.04	0.03
tblVehicleEF	SBUS	3.5000e-005	5.7000e-005
tblVehicleEF	SBUS	4.8840e-003	2.6760e-003
tblVehicleEF	SBUS	2.7600e-003	2.6950e-003
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	3.2000e-005	5.3000e-005
tblVehicleEF	SBUS	4.1000e-004	6.7700e-004
tblVehicleEF	SBUS	3.9010e-003	6.5220e-003
tblVehicleEF	SBUS	0.20	0.29
tblVehicleEF	SBUS	1.5300e-004	3.1500e-004
tblVehicleEF	SBUS	0.10	0.07
tblVehicleEF	SBUS	9.0390e-003	0.01
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	3.2940e-003	3.2730e-003
tblVehicleEF	SBUS	0.01	9.6760e-003
tblVehicleEF	SBUS	3.3000e-005	4.5000e-005
tblVehicleEF	SBUS	4.1000e-004	6.7700e-004
tblVehicleEF	SBUS	3.9010e-003	6.5220e-003
tblVehicleEF	SBUS	0.29	0.41
tblVehicleEF	SBUS	1.5300e-004	3.1500e-004
tblVehicleEF	SBUS	0.12	0.09

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

tblVehicleEF	SBUS	9.0390e-003	0.01
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	0.04	0.06
tblVehicleEF	SBUS	7.4210e-003	5.2150e-003
tblVehicleEF	SBUS	3.3840e-003	4.6670e-003
tblVehicleEF	SBUS	1.76	2.55
tblVehicleEF	SBUS	0.61	0.43
tblVehicleEF	SBUS	0.45	0.57
tblVehicleEF	SBUS	357.70	350.78
tblVehicleEF	SBUS	1,098.49	1,012.25
tblVehicleEF	SBUS	3.09	4.21
tblVehicleEF	SBUS	0.05	0.05
tblVehicleEF	SBUS	0.15	0.13
tblVehicleEF	SBUS	3.2680e-003	5.3140e-003
tblVehicleEF	SBUS	3.93	3.18
tblVehicleEF	SBUS	5.45	3.76
tblVehicleEF	SBUS	0.65	1.00
tblVehicleEF	SBUS	4.3100e-003	2.3670e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.04	0.03
tblVehicleEF	SBUS	3.5000e-005	5.7000e-005
tblVehicleEF	SBUS	4.1230e-003	2.2640e-003
tblVehicleEF	SBUS	2.7600e-003	2.6950e-003
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	3.2000e-005	5.3000e-005
tblVehicleEF	SBUS	9.4600e-004	1.4710e-003
tblVehicleEF	SBUS	4.1200e-003	6.6920e-003
tblVehicleEF	SBUS	0.20	0.29
tblVehicleEF	SBUS	3.4500e-004	6.3300e-004

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

tblVehicleEF	SBUS	0.10	0.07
tblVehicleEF	SBUS	7.6640e-003	0.01
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	3.3990e-003	3.3420e-003
tblVehicleEF	SBUS	0.01	9.6760e-003
tblVehicleEF	SBUS	3.1000e-005	4.2000e-005
tblVehicleEF	SBUS	9.4600e-004	1.4710e-003
tblVehicleEF	SBUS	4.1200e-003	6.6920e-003
tblVehicleEF	SBUS	0.28	0.41
tblVehicleEF	SBUS	3.4500e-004	6.3300e-004
tblVehicleEF	SBUS	0.12	0.09
tblVehicleEF	SBUS	7.6640e-003	0.01
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	0.04	0.06
tblVehicleEF	SBUS	7.2120e-003	5.0770e-003
tblVehicleEF	SBUS	4.6030e-003	6.3440e-003
tblVehicleEF	SBUS	1.87	2.63
tblVehicleEF	SBUS	0.59	0.42
tblVehicleEF	SBUS	0.78	0.98
tblVehicleEF	SBUS	331.13	333.40
tblVehicleEF	SBUS	1,098.45	1,012.22
tblVehicleEF	SBUS	3.64	4.89
tblVehicleEF	SBUS	0.05	0.04
tblVehicleEF	SBUS	0.15	0.13
tblVehicleEF	SBUS	3.5860e-003	5.8330e-003
tblVehicleEF	SBUS	3.69	3.04
tblVehicleEF	SBUS	5.78	3.99
tblVehicleEF	SBUS	0.66	1.01
tblVehicleEF	SBUS	6.2020e-003	3.3910e-003

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

tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.04	0.03
tblVehicleEF	SBUS	3.5000e-005	5.7000e-005
tblVehicleEF	SBUS	5.9330e-003	3.2450e-003
tblVehicleEF	SBUS	2.7600e-003	2.6950e-003
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	3.2000e-005	5.3000e-005
tblVehicleEF	SBUS	2.0900e-004	3.7800e-004
tblVehicleEF	SBUS	4.1250e-003	6.5940e-003
tblVehicleEF	SBUS	0.20	0.29
tblVehicleEF	SBUS	8.4000e-005	1.8400e-004
tblVehicleEF	SBUS	0.10	0.07
tblVehicleEF	SBUS	0.01	0.02
tblVehicleEF	SBUS	0.03	0.04
tblVehicleEF	SBUS	3.1480e-003	3.1770e-003
tblVehicleEF	SBUS	0.01	9.6760e-003
tblVehicleEF	SBUS	3.6000e-005	4.8000e-005
tblVehicleEF	SBUS	2.0900e-004	3.7800e-004
tblVehicleEF	SBUS	4.1250e-003	6.5940e-003
tblVehicleEF	SBUS	0.29	0.41
tblVehicleEF	SBUS	8.4000e-005	1.8400e-004
tblVehicleEF	SBUS	0.12	0.09
tblVehicleEF	SBUS	0.01	0.02
tblVehicleEF	SBUS	0.03	0.04
tblVehicleEF	UBUS	1.38	1.74
tblVehicleEF	UBUS	2.4590e-003	1.9120e-003
tblVehicleEF	UBUS	10.32	13.20
tblVehicleEF	UBUS	1,606.06	1,654.13
tblVehicleEF	UBUS	1.64	1.40

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

tblVehicleEF	UBUS	0.27	0.28
tblVehicleEF	UBUS	1.3370e-003	1.1770e-003
tblVehicleEF	UBUS	0.73	0.71
tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	5.2790e-003	5.1700e-003
tblVehicleEF	UBUS	2.0000e-006	1.5000e-005
tblVehicleEF	UBUS	5.0510e-003	4.9450e-003
tblVehicleEF	UBUS	1.0000e-006	1.4000e-005
tblVehicleEF	UBUS	1.3300e-004	3.2000e-005
tblVehicleEF	UBUS	1.9970e-003	3.3900e-004
tblVehicleEF	UBUS	8.3000e-005	1.6000e-005
tblVehicleEF	UBUS	0.02	0.03
tblVehicleEF	UBUS	4.8500e-004	6.9000e-005
tblVehicleEF	UBUS	0.01	8.0430e-003
tblVehicleEF	UBUS	0.01	0.01
tblVehicleEF	UBUS	1.6000e-005	1.4000e-005
tblVehicleEF	UBUS	1.3300e-004	3.2000e-005
tblVehicleEF	UBUS	1.9970e-003	3.3900e-004
tblVehicleEF	UBUS	8.3000e-005	1.6000e-005
tblVehicleEF	UBUS	1.40	1.78
tblVehicleEF	UBUS	4.8500e-004	6.9000e-005
tblVehicleEF	UBUS	0.01	8.8060e-003
tblVehicleEF	UBUS	1.38	1.74
tblVehicleEF	UBUS	2.1850e-003	1.6960e-003
tblVehicleEF	UBUS	10.32	13.20
tblVehicleEF	UBUS	1,606.06	1,654.13
tblVehicleEF	UBUS	1.59	1.35
tblVehicleEF	UBUS	0.27	0.28
tblVehicleEF	UBUS	1.2890e-003	1.1350e-003

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

tblVehicleEF	UBUS	0.73	0.71
tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	5.2790e-003	5.1700e-003
tblVehicleEF	UBUS	2.0000e-006	1.5000e-005
tblVehicleEF	UBUS	5.0510e-003	4.9450e-003
tblVehicleEF	UBUS	1.0000e-006	1.4000e-005
tblVehicleEF	UBUS	2.8800e-004	7.8000e-005
tblVehicleEF	UBUS	2.1720e-003	4.2200e-004
tblVehicleEF	UBUS	1.6200e-004	4.2000e-005
tblVehicleEF	UBUS	0.02	0.03
tblVehicleEF	UBUS	4.3600e-004	6.2000e-005
tblVehicleEF	UBUS	9.2860e-003	7.1170e-003
tblVehicleEF	UBUS	0.01	0.01
tblVehicleEF	UBUS	1.6000e-005	1.3000e-005
tblVehicleEF	UBUS	2.8800e-004	7.8000e-005
tblVehicleEF	UBUS	2.1720e-003	4.2200e-004
tblVehicleEF	UBUS	1.6200e-004	4.2000e-005
tblVehicleEF	UBUS	1.40	1.78
tblVehicleEF	UBUS	4.3600e-004	6.2000e-005
tblVehicleEF	UBUS	0.01	7.7920e-003
tblVehicleEF	UBUS	1.38	1.74
tblVehicleEF	UBUS	2.6890e-003	2.0920e-003
tblVehicleEF	UBUS	10.32	13.20
tblVehicleEF	UBUS	1,606.06	1,654.13
tblVehicleEF	UBUS	1.68	1.44
tblVehicleEF	UBUS	0.27	0.28
tblVehicleEF	UBUS	1.3850e-003	1.2190e-003
tblVehicleEF	UBUS	0.73	0.71
tblVehicleEF	UBUS	0.02	0.01

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

tblVehicleEF	UBUS	5.2790e-003	5.1700e-003
tblVehicleEF	UBUS	2.0000e-006	1.5000e-005
tblVehicleEF	UBUS	5.0510e-003	4.9450e-003
tblVehicleEF	UBUS	1.0000e-006	1.4000e-005
tblVehicleEF	UBUS	7.8000e-005	1.7000e-005
tblVehicleEF	UBUS	2.0600e-003	3.6700e-004
tblVehicleEF	UBUS	5.0000e-005	8.0000e-006
tblVehicleEF	UBUS	0.02	0.03
tblVehicleEF	UBUS	6.1600e-004	8.6000e-005
tblVehicleEF	UBUS	0.01	8.8250e-003
tblVehicleEF	UBUS	0.01	0.01
tblVehicleEF	UBUS	1.7000e-005	1.4000e-005
tblVehicleEF	UBUS	7.8000e-005	1.7000e-005
tblVehicleEF	UBUS	2.0600e-003	3.6700e-004
tblVehicleEF	UBUS	5.0000e-005	8.0000e-006
tblVehicleEF	UBUS	1.40	1.78
tblVehicleEF	UBUS	6.1600e-004	8.6000e-005
tblVehicleEF	UBUS	0.01	9.6620e-003

2.0 Emissions Summary

Block 20 Approved Project Run - Santa Clara County, Summer

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

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	5.2994	54.8914	24.8386	0.0418	18.6118	3.0698	21.6816	10.0128	2.8242	12.8371	0.0000	4,286.9131	4,286.9131	1.2015	0.0335	4,324.1597
2017	7.9208	100.5687	42.0401	0.1587	18.6118	3.9932	21.4913	10.0128	3.7302	12.6620	0.0000	16,802.4551	16,802.4551	1.9869	1.7530	17,374.5111
2018	10.2792	25.3036	20.7919	0.0369	0.6955	1.5432	2.2387	0.1874	1.4512	1.6386	0.0000	3,653.4640	3,653.4640	0.6774	0.0880	3,696.6090
2019	10.2415	1.8722	2.3304	4.0800e-003	0.1150	0.1294	0.2444	0.0305	0.1294	0.1599	0.0000	393.5643	393.5643	0.0277	3.3700e-003	395.2623
Maximum	**10.2792**	**100.5687**	**42.0401**	**0.1587**	**18.6118**	**3.9932**	**21.6816**	**10.0128**	**3.7302**	**12.8371**	**0.0000**	**16,802.4551**	**16,802.4551**	**1.9869**	**1.7530**	**17,374.5111**

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

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	5.2994	54.8914	24.8386	0.0418	18.6118	3.0698	21.6816	10.0128	2.8242	12.8371	0.0000	4,286.9131	4,286.9131	1.2015	0.0335	4,324.1597
2017	7.9208	100.5687	42.0401	0.1587	18.6118	3.9932	21.4913	10.0128	3.7302	12.6620	0.0000	16,802.4551	16,802.4551	1.9869	1.7530	17,374.5110
2018	10.2792	25.3036	20.7919	0.0369	0.6955	1.5432	2.2387	0.1874	1.4512	1.6386	0.0000	3,653.4640	3,653.4640	0.6774	0.0880	3,696.6090
2019	10.2415	1.8722	2.3304	4.0800e-003	0.1150	0.1294	0.2444	0.0305	0.1294	0.1599	0.0000	393.5643	393.5643	0.0277	3.3700e-003	395.2623
Maximum	**10.2792**	**100.5687**	**42.0401**	**0.1587**	**18.6118**	**3.9932**	**21.6816**	**10.0128**	**3.7302**	**12.8371**	**0.0000**	**16,802.4551**	**16,802.4551**	**1.9869**	**1.7530**	**17,374.5110**

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

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	lb/day										lb/day					
Area	22.8328	0.5128	31.9578	0.0536		3.9572	3.9572		3.9572	3.9572	426.9132	196.6148	623.5280	0.5918	0.0302	647.3140
Energy	0.0205	0.1793	0.1059	1.1200e-003		0.0142	0.0142		0.0142	0.0142		223.4152	223.4152	4.2800e-003	4.1000e-003	224.7429
Mobile	0.9332	0.8074	8.0177	0.0180	2.1498	0.0118	2.1616	0.5722	0.0110	0.5832		1,834.0521	1,834.0521	0.1017	0.0765	1,859.3855
Total	**23.7865**	**1.4995**	**40.0814**	**0.0728**	**2.1498**	**3.9832**	**6.1329**	**0.5722**	**3.9824**	**4.5546**	**426.9132**	**2,254.0821**	**2,680.9953**	**0.6977**	**0.1108**	**2,731.4424**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	22.8328	0.5128	31.9578	0.0536		3.9572	3.9572		3.9572	3.9572	426.9132	196.6148	623.5280	0.5918	0.0302	647.3140
Energy	0.0205	0.1793	0.1059	1.1200e-003		0.0142	0.0142		0.0142	0.0142		223.4152	223.4152	4.2800e-003	4.1000e-003	224.7429
Mobile	0.9332	0.8074	8.0177	0.0180	2.1498	0.0118	2.1616	0.5722	0.0110	0.5832		1,834.0521	1,834.0521	0.1017	0.0765	1,859.3855
Total	**23.7865**	**1.4995**	**40.0814**	**0.0728**	**2.1498**	**3.9832**	**6.1329**	**0.5722**	**3.9824**	**4.5546**	**426.9132**	**2,254.0821**	**2,680.9953**	**0.6977**	**0.1108**	**2,731.4424**

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

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

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	11/1/2016	12/17/2016	6	41	
2	Site Preparation	Site Preparation	12/18/2016	1/10/2017	6	20	
3	Grading	Grading	1/11/2017	2/27/2017	6	41	
4	Excavation	Grading	2/28/2017	4/15/2017	6	41	
5	Building Construction	Building Construction	4/17/2017	10/15/2018	6	469	
6	Paving	Paving	10/16/2018	12/1/2018	6	41	
7	Architectural Coating	Architectural Coating	12/3/2018	1/18/2019	6	41	

Acres of Grading (Site Preparation Phase): 7.5

Acres of Grading (Grading Phase): 8

Acres of Paving: 1.44

Residential Indoor: 104,192; Residential Outdoor: 34,731; Non-Residential Indoor: 24,600; Non-Residential Outdoor: 8,200; Striped Parking Area: 3,847 (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	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40

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

Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48
Excavation	Concrete/Industrial Saws	1	8.00	81	0.73
Excavation	Excavators	3	8.00	158	0.38
Excavation	Graders	1	8.00	187	0.41
Excavation	Rubber Tired Dozers	2	8.00	247	0.40
Excavation	Tractors/Loaders/Backhoes	3	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	6	15.00	0.00	95.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

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

Building Construction	9	69.00	19.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	14.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Excavation	10	25.00	0.00	5,937.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5036	0.0000	0.5036	0.0763	0.0000	0.0763			0.0000			0.0000
Off-Road	4.3463	45.4497	23.3188	0.0388		2.3628	2.3628		2.2015	2.2015		3,977.1928	3,977.1928	1.0783		4,004.1491
Total	**4.3463**	**45.4497**	**23.3188**	**0.0388**	**0.5036**	**2.3628**	**2.8663**	**0.0763**	**2.2015**	**2.2778**		**3,977.1928**	**3,977.1928**	**1.0783**		**4,004.1491**

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

3.2 Demolition - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0445	0.7406	0.1632	1.6700e-003	0.0405	0.0180	0.0585	0.0111	0.0172	0.0283		179.9295	179.9295	6.5100e-003	0.0285	188.5696
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
Worker	0.0760	0.0634	0.7665	1.2800e-003	0.1232	7.9000e-004	0.1240	0.0327	7.3000e-004	0.0334		129.7908	129.7908	6.3200e-003	5.0100e-003	131.4410
Total	**0.1205**	**0.8039**	**0.9296**	**2.9500e-003**	**0.1637**	**0.0188**	**0.1825**	**0.0438**	**0.0179**	**0.0617**		**309.7203**	**309.7203**	**0.0128**	**0.0335**	**320.0106**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5036	0.0000	0.5036	0.0763	0.0000	0.0763			0.0000			0.0000
Off-Road	4.3463	45.4497	23.3188	0.0388		2.3628	2.3628		2.2015	2.2015	0.0000	3,977.1928	3,977.1928	1.0783		4,004.1491
Total	**4.3463**	**45.4497**	**23.3188**	**0.0388**	**0.5036**	**2.3628**	**2.8663**	**0.0763**	**2.2015**	**2.2778**	**0.0000**	**3,977.1928**	**3,977.1928**	**1.0783**		**4,004.1491**

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

3.2 Demolition - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0445	0.7406	0.1632	1.6700e-003	0.0405	0.0180	0.0585	0.0111	0.0172	0.0283		179.9295	179.9295	6.5100e-003	0.0285	188.5696
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
Worker	0.0760	0.0634	0.7665	1.2800e-003	0.1232	7.9000e-004	0.1240	0.0327	7.3000e-004	0.0334		129.7908	129.7908	6.3200e-003	5.0100e-003	131.4410
Total	**0.1205**	**0.8039**	**0.9296**	**2.9500e-003**	**0.1637**	**0.0188**	**0.1825**	**0.0438**	**0.0179**	**0.0617**		**309.7203**	**309.7203**	**0.0128**	**0.0335**	**320.0106**

3.3 Site Preparation - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.4640	0.0000	18.4640	9.9736	0.0000	9.9736			0.0000			0.0000
Off-Road	5.2082	54.8153	23.9189	0.0381		3.0688	3.0688		2.8233	2.8233		3,957.9704	3,957.9704	1.1939		3,987.8170
Total	**5.2082**	**54.8153**	**23.9189**	**0.0381**	**18.4640**	**3.0688**	**21.5328**	**9.9736**	**2.8233**	**12.7970**		**3,957.9704**	**3,957.9704**	**1.1939**		**3,987.8170**

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

3.3 Site Preparation - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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
Worker	0.0912	0.0761	0.9197	1.5400e-003	0.1479	9.5000e-004	0.1488	0.0392	8.7000e-004	0.0401		155.7490	155.7490	7.5900e-003	6.0100e-003	157.7292
Total	**0.0912**	**0.0761**	**0.9197**	**1.5400e-003**	**0.1479**	**9.5000e-004**	**0.1488**	**0.0392**	**8.7000e-004**	**0.0401**		**155.7490**	**155.7490**	**7.5900e-003**	**6.0100e-003**	**157.7292**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.4640	0.0000	18.4640	9.9736	0.0000	9.9736			0.0000			0.0000
Off-Road	5.2082	54.8153	23.9189	0.0381		3.0688	3.0688		2.8233	2.8233	0.0000	3,957.9704	3,957.9704	1.1939		3,987.8170
Total	**5.2082**	**54.8153**	**23.9189**	**0.0381**	**18.4640**	**3.0688**	**21.5328**	**9.9736**	**2.8233**	**12.7970**	**0.0000**	**3,957.9704**	**3,957.9704**	**1.1939**		**3,987.8170**

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

3.3 Site Preparation - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
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
Worker	0.0912	0.0761	0.9197	1.5400e-003	0.1479	9.5000e-004	0.1488	0.0392	8.7000e-004	0.0401		155.7490	155.7490	7.5900e-003	6.0100e-003	157.7292
Total	**0.0912**	**0.0761**	**0.9197**	**1.5400e-003**	**0.1479**	**9.5000e-004**	**0.1488**	**0.0392**	**8.7000e-004**	**0.0401**		**155.7490**	**155.7490**	**7.5900e-003**	**6.0100e-003**	**157.7292**

3.3 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.4640	0.0000	18.4640	9.9736	0.0000	9.9736			0.0000			0.0000
Off-Road	4.9608	52.2754	23.4554	0.0380		2.8786	2.8786		2.6483	2.6483		3,894.9500	3,894.9500	1.1934		3,924.7852
Total	**4.9608**	**52.2754**	**23.4554**	**0.0380**	**18.4640**	**2.8786**	**21.3425**	**9.9736**	**2.6483**	**12.6219**		**3,894.9500**	**3,894.9500**	**1.1934**		**3,924.7852**

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

3.3 Site Preparation - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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
Worker	0.0813	0.0647	0.8044	1.5000e-003	0.1479	9.0000e-004	0.1488	0.0392	8.3000e-004	0.0401		151.9567	151.9567	6.6000e-003	5.3600e-003	153.7182
Total	**0.0813**	**0.0647**	**0.8044**	**1.5000e-003**	**0.1479**	**9.0000e-004**	**0.1488**	**0.0392**	**8.3000e-004**	**0.0401**		**151.9567**	**151.9567**	**6.6000e-003**	**5.3600e-003**	**153.7182**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.4640	0.0000	18.4640	9.9736	0.0000	9.9736			0.0000			0.0000
Off-Road	4.9608	52.2754	23.4554	0.0380		2.8786	2.8786		2.6483	2.6483	0.0000	3,894.9500	3,894.9500	1.1934		3,924.7852
Total	**4.9608**	**52.2754**	**23.4554**	**0.0380**	**18.4640**	**2.8786**	**21.3425**	**9.9736**	**2.6483**	**12.6219**	**0.0000**	**3,894.9500**	**3,894.9500**	**1.1934**		**3,924.7852**

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

3.3 Site Preparation - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
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
Worker	0.0813	0.0647	0.8044	1.5000e-003	0.1479	9.0000e-004	0.1488	0.0392	8.3000e-004	0.0401		151.9567	151.9567	6.6000e-003	5.3600e-003	153.7182
Total	**0.0813**	**0.0647**	**0.8044**	**1.5000e-003**	**0.1479**	**9.0000e-004**	**0.1488**	**0.0392**	**8.3000e-004**	**0.0401**		**151.9567**	**151.9567**	**6.6000e-003**	**5.3600e-003**	**153.7182**

3.4 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.2290	0.0000	6.2290	3.3326	0.0000	3.3326			0.0000			0.0000
Off-Road	3.0705	33.8868	17.1042	0.0297		1.7774	1.7774		1.6352	1.6352		3,037.9107	3,037.9107	0.9308		3,061.1809
Total	**3.0705**	**33.8868**	**17.1042**	**0.0297**	**6.2290**	**1.7774**	**8.0064**	**3.3326**	**1.6352**	**4.9678**		**3,037.9107**	**3,037.9107**	**0.9308**		**3,061.1809**

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

3.4 Grading - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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
Worker	0.0678	0.0539	0.6703	1.2500e-003	0.1232	7.5000e-004	0.1240	0.0327	7.0000e-004	0.0334		126.6306	126.6306	5.5000e-003	4.4600e-003	128.0985
Total	**0.0678**	**0.0539**	**0.6703**	**1.2500e-003**	**0.1232**	**7.5000e-004**	**0.1240**	**0.0327**	**7.0000e-004**	**0.0334**		**126.6306**	**126.6306**	**5.5000e-003**	**4.4600e-003**	**128.0985**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.2290	0.0000	6.2290	3.3326	0.0000	3.3326			0.0000			0.0000
Off-Road	3.0705	33.8868	17.1042	0.0297		1.7774	1.7774		1.6352	1.6352	0.0000	3,037.9107	3,037.9107	0.9308		3,061.1809
Total	**3.0705**	**33.8868**	**17.1042**	**0.0297**	**6.2290**	**1.7774**	**8.0064**	**3.3326**	**1.6352**	**4.9678**	**0.0000**	**3,037.9107**	**3,037.9107**	**0.9308**		**3,061.1809**

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

3.4 Grading - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
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
Worker	0.0678	0.0539	0.6703	1.2500e-003	0.1232	7.5000e-004	0.1240	0.0327	7.0000e-004	0.0334		126.6306	126.6306	5.5000e-003	4.4600e-003	128.0985
Total	**0.0678**	**0.0539**	**0.6703**	**1.2500e-003**	**0.1232**	**7.5000e-004**	**0.1240**	**0.0327**	**7.0000e-004**	**0.0334**		**126.6306**	**126.6306**	**5.5000e-003**	**4.4600e-003**	**128.0985**

3.5 Excavation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					12.4856	0.0000	12.4856	6.6738	0.0000	6.6738			0.0000			0.0000
Off-Road	5.5891	59.3500	32.1532	0.0548		3.1238	3.1238		2.8985	2.8985		5,560.3333	5,560.3333	1.5742		5,599.6890
Total	**5.5891**	**59.3500**	**32.1532**	**0.0548**	**12.4856**	**3.1238**	**15.6094**	**6.6738**	**2.8985**	**9.5723**		**5,560.3333**	**5,560.3333**	**1.5742**		**5,599.6890**

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

3.5 Excavation - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	2.2187	41.1288	8.7698	0.1018	2.5316	0.8681	3.3997	0.6938	0.8305	1.5244		11,031.0708	11,031.0708	0.4035	1.7455	11,561.3245
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
Worker	0.1130	0.0899	1.1172	2.0900e-003	0.2054	1.2600e-003	0.2066	0.0545	1.1600e-003	0.0556		211.0510	211.0510	9.1700e-003	7.4400e-003	213.4975
Total	**2.3317**	**41.2187**	**9.8869**	**0.1039**	**2.7370**	**0.8694**	**3.6064**	**0.7483**	**0.8317**	**1.5800**		**11,242.1218**	**11,242.1218**	**0.4127**	**1.7530**	**11,774.8220**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					12.4856	0.0000	12.4856	6.6738	0.0000	6.6738			0.0000			0.0000
Off-Road	5.5891	59.3500	32.1532	0.0548		3.1238	3.1238		2.8985	2.8985	0.0000	5,560.3333	5,560.3333	1.5742		5,599.6890
Total	**5.5891**	**59.3500**	**32.1532**	**0.0548**	**12.4856**	**3.1238**	**15.6094**	**6.6738**	**2.8985**	**9.5723**	**0.0000**	**5,560.3333**	**5,560.3333**	**1.5742**		**5,599.6890**

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

3.5 Excavation - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	2.2187	41.1288	8.7698	0.1018	2.5316	0.8681	3.3997	0.6938	0.8305	1.5244		11,031.0708	11,031.0708	0.4035	1.7455	11,561.3245
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
Worker	0.1130	0.0899	1.1172	2.0900e-003	0.2054	1.2600e-003	0.2066	0.0545	1.1600e-003	0.0556		211.0510	211.0510	9.1700e-003	7.4400e-003	213.4975
Total	**2.3317**	**41.2187**	**9.8869**	**0.1039**	**2.7370**	**0.8694**	**3.6064**	**0.7483**	**0.8317**	**1.5800**		**11,242.1218**	**11,242.1218**	**0.4127**	**1.7530**	**11,774.8220**

3.6 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1149	26.5546	18.1825	0.0269		1.7879	1.7879		1.6791	1.6791		2,650.9797	2,650.9797	0.6531		2,667.3078
Total	**3.1149**	**26.5546**	**18.1825**	**0.0269**		**1.7879**	**1.7879**		**1.6791**	**1.6791**		**2,650.9797**	**2,650.9797**	**0.6531**		**2,667.3078**

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

3.6 Building Construction - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1366	1.8709	0.5597	4.4100e-003	0.1287	0.0485	0.1771	0.0370	0.0464	0.0834		471.4820	471.4820	0.0142	0.0708	492.9288
Worker	0.3118	0.2481	3.0835	5.7600e-003	0.5668	3.4700e-003	0.5703	0.1504	3.2000e-003	0.1535		582.5007	582.5007	0.0253	0.0205	589.2532
Total	**0.4484**	**2.1189**	**3.6432**	**0.0102**	**0.6955**	**0.0520**	**0.7474**	**0.1874**	**0.0496**	**0.2370**		**1,053.9828**	**1,053.9828**	**0.0395**	**0.0913**	**1,082.1819**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1149	26.5546	18.1825	0.0269		1.7879	1.7879		1.6791	1.6791	0.0000	2,650.9797	2,650.9797	0.6531		2,667.3078
Total	**3.1149**	**26.5546**	**18.1825**	**0.0269**		**1.7879**	**1.7879**		**1.6791**	**1.6791**	**0.0000**	**2,650.9797**	**2,650.9797**	**0.6531**		**2,667.3078**

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

3.6 Building Construction - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1366	1.8709	0.5597	4.4100e-003	0.1287	0.0485	0.1771	0.0370	0.0464	0.0834		471.4820	471.4820	0.0142	0.0708	492.9288
Worker	0.3118	0.2481	3.0835	5.7600e-003	0.5668	3.4700e-003	0.5703	0.1504	3.2000e-003	0.1535		582.5007	582.5007	0.0253	0.0205	589.2532
Total	**0.4484**	**2.1189**	**3.6432**	**0.0102**	**0.6955**	**0.0520**	**0.7474**	**0.1874**	**0.0496**	**0.2370**		**1,053.9828**	**1,053.9828**	**0.0395**	**0.0913**	**1,082.1819**

3.6 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6795	23.3900	17.5804	0.0269		1.4999	1.4999		1.4099	1.4099		2,620.9351	2,620.9351	0.6421		2,636.9883
Total	**2.6795**	**23.3900**	**17.5804**	**0.0269**		**1.4999**	**1.4999**		**1.4099**	**1.4099**		**2,620.9351**	**2,620.9351**	**0.6421**		**2,636.9883**

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

3.6 Building Construction - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1153	1.7020	0.4974	4.3400e-003	0.1287	0.0399	0.1686	0.0370	0.0382	0.0752		464.8490	464.8490	0.0132	0.0695	485.8994
Worker	0.2789	0.2116	2.7141	5.6200e-003	0.5668	3.3800e-003	0.5702	0.1504	3.1100e-003	0.1535		567.6799	567.6799	0.0221	0.0184	573.7213
Total	**0.3942**	**1.9136**	**3.2115**	**9.9600e-003**	**0.6955**	**0.0433**	**0.7388**	**0.1874**	**0.0413**	**0.2287**		**1,032.5288**	**1,032.5288**	**0.0353**	**0.0880**	**1,059.6207**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6795	23.3900	17.5804	0.0269		1.4999	1.4999		1.4099	1.4099	0.0000	2,620.9351	2,620.9351	0.6421		2,636.9883
Total	**2.6795**	**23.3900**	**17.5804**	**0.0269**		**1.4999**	**1.4999**		**1.4099**	**1.4099**	**0.0000**	**2,620.9351**	**2,620.9351**	**0.6421**		**2,636.9883**

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

3.6 Building Construction - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1153	1.7020	0.4974	4.3400e-003	0.1287	0.0399	0.1686	0.0370	0.0382	0.0752		464.8490	464.8490	0.0132	0.0695	485.8994
Worker	0.2789	0.2116	2.7141	5.6200e-003	0.5668	3.3800e-003	0.5702	0.1504	3.1100e-003	0.1535		567.6799	567.6799	0.0221	0.0184	573.7213
Total	**0.3942**	**1.9136**	**3.2115**	**9.9600e-003**	**0.6955**	**0.0433**	**0.7388**	**0.1874**	**0.0413**	**0.2287**		**1,032.5288**	**1,032.5288**	**0.0353**	**0.0880**	**1,059.6207**

3.7 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4239	14.5184	12.4333	0.0189		0.8370	0.8370		0.7718	0.7718		1,872.5505	1,872.5505	0.5672		1,886.7312
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.4239**	**14.5184**	**12.4333**	**0.0189**		**0.8370**	**0.8370**		**0.7718**	**0.7718**		**1,872.5505**	**1,872.5505**	**0.5672**		**1,886.7312**

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

3.7 Paving - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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
Worker	0.0808	0.0613	0.7867	1.6300e-003	0.1643	9.8000e-004	0.1653	0.0436	9.0000e-004	0.0445		164.5449	164.5449	6.4100e-003	5.3400e-003	166.2960
Total	**0.0808**	**0.0613**	**0.7867**	**1.6300e-003**	**0.1643**	**9.8000e-004**	**0.1653**	**0.0436**	**9.0000e-004**	**0.0445**		**164.5449**	**164.5449**	**6.4100e-003**	**5.3400e-003**	**166.2960**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4239	14.5184	12.4333	0.0189		0.8370	0.8370		0.7718	0.7718	0.0000	1,872.5505	1,872.5505	0.5672		1,886.7312
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.4239**	**14.5184**	**12.4333**	**0.0189**		**0.8370**	**0.8370**		**0.7718**	**0.7718**	**0.0000**	**1,872.5505**	**1,872.5505**	**0.5672**		**1,886.7312**

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

3.7 Paving - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
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
Worker	0.0808	0.0613	0.7867	1.6300e-003	0.1643	9.8000e-004	0.1653	0.0436	9.0000e-004	0.0445		164.5449	164.5449	6.4100e-003	5.3400e-003	166.2960
Total	**0.0808**	**0.0613**	**0.7867**	**1.6300e-003**	**0.1643**	**9.8000e-004**	**0.1653**	**0.0436**	**9.0000e-004**	**0.0445**		**164.5449**	**164.5449**	**6.4100e-003**	**5.3400e-003**	**166.2960**

3.8 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	9.9240					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.1171
Total	**10.2226**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**		**281.4485**	**281.4485**	**0.0267**		**282.1171**

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

3.8 Architectural Coating - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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
Worker	0.0566	0.0429	0.5507	1.1400e-003	0.1150	6.9000e-004	0.1157	0.0305	6.3000e-004	0.0311		115.1814	115.1814	4.4800e-003	3.7400e-003	116.4072
Total	**0.0566**	**0.0429**	**0.5507**	**1.1400e-003**	**0.1150**	**6.9000e-004**	**0.1157**	**0.0305**	**6.3000e-004**	**0.0311**		**115.1814**	**115.1814**	**4.4800e-003**	**3.7400e-003**	**116.4072**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	9.9240					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506	0.0000	281.4485	281.4485	0.0267		282.1171
Total	**10.2226**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**	**0.0000**	**281.4485**	**281.4485**	**0.0267**		**282.1171**

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

3.8 Architectural Coating - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
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
Worker	0.0566	0.0429	0.5507	1.1400e-003	0.1150	6.9000e-004	0.1157	0.0305	6.3000e-004	0.0311		115.1814	115.1814	4.4800e-003	3.7400e-003	116.4072
Total	**0.0566**	**0.0429**	**0.5507**	**1.1400e-003**	**0.1150**	**6.9000e-004**	**0.1157**	**0.0305**	**6.3000e-004**	**0.0311**		**115.1814**	**115.1814**	**4.4800e-003**	**3.7400e-003**	**116.4072**

3.8 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	9.9240					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		282.0423
Total	**10.1904**	**1.8354**	**1.8413**	**2.9700e-003**		**0.1288**	**0.1288**		**0.1288**	**0.1288**		**281.4481**	**281.4481**	**0.0238**		**282.0423**

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

3.8 Architectural Coating - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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
Worker	0.0510	0.0368	0.4891	1.1100e-003	0.1150	6.7000e-004	0.1157	0.0305	6.2000e-004	0.0311		112.1163	112.1163	3.9300e-003	3.3700e-003	113.2200
Total	**0.0510**	**0.0368**	**0.4891**	**1.1100e-003**	**0.1150**	**6.7000e-004**	**0.1157**	**0.0305**	**6.2000e-004**	**0.0311**		**112.1163**	**112.1163**	**3.9300e-003**	**3.3700e-003**	**113.2200**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	9.9240					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288	0.0000	281.4481	281.4481	0.0238		282.0423
Total	**10.1904**	**1.8354**	**1.8413**	**2.9700e-003**		**0.1288**	**0.1288**		**0.1288**	**0.1288**	**0.0000**	**281.4481**	**281.4481**	**0.0238**		**282.0423**

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

3.8 Architectural Coating - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
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
Worker	0.0510	0.0368	0.4891	1.1100e-003	0.1150	6.7000e-004	0.1157	0.0305	6.2000e-004	0.0311		112.1163	112.1163	3.9300e-003	3.3700e-003	113.2200
Total	**0.0510**	**0.0368**	**0.4891**	**1.1100e-003**	**0.1150**	**6.7000e-004**	**0.1157**	**0.0305**	**6.2000e-004**	**0.0311**		**112.1163**	**112.1163**	**3.9300e-003**	**3.3700e-003**	**113.2200**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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	lb/day										lb/day					
Mitigated	0.9332	0.8074	8.0177	0.0180	2.1498	0.0118	2.1616	0.5722	0.0110	0.5832		1,834.0521	1,834.0521	0.1017	0.0765	1,859.3855
Unmitigated	0.9332	0.8074	8.0177	0.0180	2.1498	0.0118	2.1616	0.5722	0.0110	0.5832		1,834.0521	1,834.0521	0.1017	0.0765	1,859.3855

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	277.44	250.41	208.59	609,142	609,142
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	159.74	36.24	11.48	288,957	288,957
Total	437.18	286.65	220.07	898,099	898,099

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
Enclosed Parking with Elevator	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
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	MH
Apartments Mid Rise	0.575564	0.056293	0.184251	0.115043	0.020151	0.005257	0.008159	0.006240	0.000877	0.000356	0.024310	0.000874	0.002624
Enclosed Parking with Elevator	0.575564	0.056293	0.184251	0.115043	0.020151	0.005257	0.008159	0.006240	0.000877	0.000356	0.024310	0.000874	0.002624

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

General Office Building	0.575564	0.056293	0.184251	0.115043	0.020151	0.005257	0.008159	0.006240	0.000877	0.000356	0.024310	0.000874	0.002624

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0205	0.1793	0.1059	1.1200e-003		0.0142	0.0142		0.0142	0.0142		223.4152	223.4152	4.2800e-003	4.1000e-003	224.7429
NaturalGas Unmitigated	0.0205	0.1793	0.1059	1.1200e-003		0.0142	0.0142		0.0142	0.0142		223.4152	223.4152	4.2800e-003	4.1000e-003	224.7429

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	lb/day										lb/day					
Apartments Mid Rise	1171.14	0.0126	0.1079	0.0459	6.9000e-004		8.7300e-003	8.7300e-003		8.7300e-003	8.7300e-003		137.7810	137.7810	2.6400e-003	2.5300e-003	138.5998
Enclosed Parking with Elevator	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
General Office Building	727.89	7.8500e-003	0.0714	0.0599	4.3000e-004		5.4200e-003	5.4200e-003		5.4200e-003	5.4200e-003		85.6342	85.6342	1.6400e-003	1.5700e-003	86.1431
Total		**0.0205**	**0.1793**	**0.1059**	**1.1200e-003**		**0.0142**	**0.0142**		**0.0142**	**0.0142**		**223.4152**	**223.4152**	**4.2800e-003**	**4.1000e-003**	**224.7429**

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	lb/day										lb/day					
Apartments Mid Rise	1.17114	0.0126	0.1079	0.0459	6.9000e-004		8.7300e-003	8.7300e-003		8.7300e-003	8.7300e-003		137.7810	137.7810	2.6400e-003	2.5300e-003	138.5998
Enclosed Parking with Elevator	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
General Office Building	0.72789	7.8500e-003	0.0714	0.0599	4.3000e-004		5.4200e-003	5.4200e-003		5.4200e-003	5.4200e-003		85.6342	85.6342	1.6400e-003	1.5700e-003	86.1431
Total		**0.0205**	**0.1793**	**0.1059**	**1.1200e-003**		**0.0142**	**0.0142**		**0.0142**	**0.0142**		**223.4152**	**223.4152**	**4.2800e-003**	**4.1000e-003**	**224.7429**

6.0 Area Detail

6.1 Mitigation Measures Area

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	lb/day										lb/day					
Mitigated	22.8328	0.5128	31.9578	0.0536		3.9572	3.9572		3.9572	3.9572	426.9132	196.6148	623.5280	0.5918	0.0302	647.3140
Unmitigated	22.8328	0.5128	31.9578	0.0536		3.9572	3.9572		3.9572	3.9572	426.9132	196.6148	623.5280	0.5918	0.0302	647.3140

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2527					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.4748					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	20.9743	0.4637	27.7112	0.0534		3.9340	3.9340		3.9340	3.9340	426.9132	189.0000	615.9132	0.5842	0.0302	639.5106
Landscaping	0.1312	0.0492	4.2466	2.2000e-004		0.0232	0.0232		0.0232	0.0232		7.6148	7.6148	7.5400e-003		7.8034
Total	**22.8328**	**0.5128**	**31.9578**	**0.0536**		**3.9572**	**3.9572**		**3.9572**	**3.9572**	**426.9132**	**196.6148**	**623.5280**	**0.5918**	**0.0302**	**647.3140**

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	lb/day										lb/day					
Architectural Coating	0.2527					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.4748					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	20.9743	0.4637	27.7112	0.0534		3.9340	3.9340		3.9340	3.9340	426.9132	189.0000	615.9132	0.5842	0.0302	639.5106
Landscaping	0.1312	0.0492	4.2466	2.2000e-004		0.0232	0.0232		0.0232	0.0232		7.6148	7.6148	7.5400e-003		7.8034
Total	**22.8328**	**0.5128**	**31.9578**	**0.0536**		**3.9572**	**3.9572**		**3.9572**	**3.9572**	**426.9132**	**196.6148**	**623.5280**	**0.5918**	**0.0302**	**647.3140**

7.0 Water Detail

7.1 Mitigation Measures Water

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

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

Block 20 Approved Project Run

Santa Clara County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	16.40	1000sqft	0.38	16,400.00	0
Enclosed Parking with Elevator	160.30	Space	1.44	64,120.00	0
Apartments Mid Rise	51.00	Dwelling Unit	1.34	51,453.00	146

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2019
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	290	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Intensity factors from most recent approved DSP used

Land Use - residential sf based on weighted average unit size of 510-528 Mathilda Ave. Parking sq ft based on Sunnyvale Zoning requirements

Construction Phase - Based on overall construction schedule of 3 years outlined in the DSP, CalEEMod default phase lengths were normalized to meet this period

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Block 20 Approved Project Run - Santa Clara County, Summer

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

Trips and VMT - Based on parking structure excavation calculations

Demolition - building square footage estimates using Google Earth Pro. CalEEMod input is sum of all building square footages

Grading - excavated material based on underground parking sq ft multiplied by 20 ft maximum allowed excavation depth

Architectural Coating - values amended to reflect compliance with BAAQMD Rule 3 of Regulation 8

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Fleet Mix -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblArchitecturalCoating	EF_Parking	150.00	50.00
tblArchitecturalCoating	EF_Residential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Residential_Interior	100.00	50.00
tblConstructionPhase	NumDays	18.00	41.00
tblConstructionPhase	NumDays	230.00	469.00
tblConstructionPhase	NumDays	20.00	41.00
tblConstructionPhase	NumDays	8.00	41.00
tblConstructionPhase	NumDays	8.00	41.00
tblConstructionPhase	NumDays	18.00	41.00
tblConstructionPhase	NumDays	5.00	20.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00

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

tblConstructionPhase	PhaseEndDate	1/3/2018	1/19/2027
tblConstructionPhase	PhaseEndDate	11/14/2017	10/15/2026
tblConstructionPhase	PhaseEndDate	11/28/2016	12/18/2024
tblConstructionPhase	PhaseEndDate	12/15/2016	2/27/2025
tblConstructionPhase	PhaseEndDate	12/27/2016	4/16/2025
tblConstructionPhase	PhaseEndDate	12/8/2017	12/2/2026
tblConstructionPhase	PhaseEndDate	12/5/2016	1/10/2025
tblConstructionPhase	PhaseStartDate	12/9/2017	12/3/2026
tblConstructionPhase	PhaseStartDate	12/28/2016	4/17/2025
tblConstructionPhase	PhaseStartDate	11/1/2016	11/1/2024
tblConstructionPhase	PhaseStartDate	12/6/2016	1/11/2025
tblConstructionPhase	PhaseStartDate	12/16/2016	2/28/2025
tblConstructionPhase	PhaseStartDate	11/15/2017	10/16/2026
tblConstructionPhase	PhaseStartDate	11/29/2016	12/19/2024
tblGrading	AcresOfGrading	41.00	8.00
tblGrading	AcresOfGrading	61.50	12.00
tblGrading	AcresOfGrading	30.00	7.50
tblGrading	MaterialExported	0.00	47,496.00
tblLandUse	LandUseSquareFeet	51,000.00	51,453.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblProjectCharacteristics	CH4IntensityFactor	0.033	0.029
tblProjectCharacteristics	CO2IntensityFactor	203.98	290
tblProjectCharacteristics	N2OIntensityFactor	0.004	0.006

2.0 Emissions Summary

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

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2024	2.7053	27.2011	20.1185	0.0412	18.6118	1.2300	19.8418	10.0128	1.1316	11.1445	0.0000	4,001.0013	4,001.0013	1.1957	0.0263	4,035.2309
2025	3.1661	45.5646	32.8246	0.1409	18.6118	1.2879	19.6993	10.0128	1.1982	11.0133	0.0000	14,682.5966	14,682.5966	1.8710	1.4661	15,166.2755
2026	10.1256	13.3569	17.7072	0.0351	0.6955	0.5349	1.2304	0.1874	0.5032	0.6906	0.0000	3,397.0470	3,397.0470	0.6188	0.0676	3,432.6684
2027	10.1240	1.1602	2.0734	3.8400e-003	0.1150	0.0520	0.1670	0.0305	0.0519	0.0824	0.0000	369.0985	369.0985	0.0171	1.9000e-003	370.0922
Maximum	**10.1256**	**45.5646**	**32.8246**	**0.1409**	**18.6118**	**1.2879**	**19.8418**	**10.0128**	**1.1982**	**11.1445**	**0.0000**	**14,682.5966**	**14,682.5966**	**1.8710**	**1.4661**	**15,166.2755**

Block 20 Approved Project Run - Santa Clara County, Summer

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

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2024	2.7053	27.2011	20.1185	0.0412	18.6118	1.2300	19.8418	10.0128	1.1316	11.1445	0.0000	4,001.0013	4,001.0013	1.1957	0.0263	4,035.2309
2025	3.1661	45.5646	32.8246	0.1409	18.6118	1.2879	19.6993	10.0128	1.1982	11.0133	0.0000	14,682.5966	14,682.5966	1.8710	1.4661	15,166.2755
2026	10.1256	13.3569	17.7072	0.0351	0.6955	0.5349	1.2304	0.1874	0.5032	0.6906	0.0000	3,397.0470	3,397.0470	0.6188	0.0676	3,432.6684
2027	10.1240	1.1602	2.0734	3.8400e-003	0.1150	0.0520	0.1670	0.0305	0.0519	0.0824	0.0000	369.0985	369.0985	0.0171	1.9000e-003	370.0922
Maximum	**10.1256**	**45.5646**	**32.8246**	**0.1409**	**18.6118**	**1.2879**	**19.8418**	**10.0128**	**1.1982**	**11.1445**	**0.0000**	**14,682.5966**	**14,682.5966**	**1.8710**	**1.4661**	**15,166.2755**

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

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	lb/day										lb/day					
Area	22.8328	0.5128	31.9578	0.0536		3.9572	3.9572		3.9572	3.9572	426.9132	196.6148	623.5280	0.5918	0.0302	647.3140
Energy	0.0205	0.1793	0.1059	1.1200e-003		0.0142	0.0142		0.0142	0.0142		223.4152	223.4152	4.2800e-003	4.1000e-003	224.7429
Mobile	1.3968	1.6101	12.2735	0.0231	2.1509	0.0254	2.1764	0.5727	0.0239	0.5966		2,340.9832	2,340.9832	0.1533	0.1108	2,377.8219
Total	**24.2501**	**2.3023**	**44.3371**	**0.0778**	**2.1509**	**3.9968**	**6.1477**	**0.5727**	**3.9953**	**4.5680**	**426.9132**	**2,761.0132**	**3,187.9264**	**0.7493**	**0.1450**	**3,249.8788**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	22.8328	0.5128	31.9578	0.0536		3.9572	3.9572		3.9572	3.9572	426.9132	196.6148	623.5280	0.5918	0.0302	647.3140
Energy	0.0205	0.1793	0.1059	1.1200e-003		0.0142	0.0142		0.0142	0.0142		223.4152	223.4152	4.2800e-003	4.1000e-003	224.7429
Mobile	1.3968	1.6101	12.2735	0.0231	2.1509	0.0254	2.1764	0.5727	0.0239	0.5966		2,340.9832	2,340.9832	0.1533	0.1108	2,377.8219
Total	**24.2501**	**2.3023**	**44.3371**	**0.0778**	**2.1509**	**3.9968**	**6.1477**	**0.5727**	**3.9953**	**4.5680**	**426.9132**	**2,761.0132**	**3,187.9264**	**0.7493**	**0.1450**	**3,249.8788**

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

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

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	11/1/2024	12/18/2024	6	41	
2	Site Preparation	Site Preparation	12/19/2024	1/10/2025	6	20	
3	Grading	Grading	1/11/2025	2/27/2025	6	41	
4	Excavation	Grading	2/28/2025	4/16/2025	6	41	
5	Building Construction	Building Construction	4/17/2025	10/15/2026	6	469	
6	Paving	Paving	10/16/2026	12/2/2026	6	41	
7	Architectural Coating	Architectural Coating	12/3/2026	1/19/2027	6	41	

Acres of Grading (Site Preparation Phase): 7.5

Acres of Grading (Grading Phase): 8

Acres of Paving: 1.44

Residential Indoor: 104,192; Residential Outdoor: 34,731; Non-Residential Indoor: 24,600; Non-Residential Outdoor: 8,200; Striped Parking Area: 3,847 (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	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40

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

Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48
Excavation	Concrete/Industrial Saws	1	8.00	81	0.73
Excavation	Excavators	3	8.00	158	0.38
Excavation	Graders	1	8.00	187	0.41
Excavation	Rubber Tired Dozers	2	8.00	247	0.40
Excavation	Tractors/Loaders/Backhoes	3	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	6	15.00	0.00	95.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

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

Building Construction	9	69.00	19.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	14.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Excavation	10	25.00	0.00	5,937.00	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	lb/day										lb/day					
Fugitive Dust					0.5036	0.0000	0.5036	0.0763	0.0000	0.0763			0.0000			0.0000
Off-Road	2.2437	20.8781	19.7073	0.0388		0.9602	0.9602		0.8922	0.8922		3,747.4228	3,747.4228	1.0485		3,773.6345
Total	**2.2437**	**20.8781**	**19.7073**	**0.0388**	**0.5036**	**0.9602**	**1.4637**	**0.0763**	**0.8922**	**0.9684**		**3,747.4228**	**3,747.4228**	**1.0485**		**3,773.6345**

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	lb/day										lb/day					
Hauling	4.9600e-003	0.3039	0.0732	1.3800e-003	0.0405	2.5700e-003	0.0431	0.0111	2.4600e-003	0.0136		150.4710	150.4710	5.1800e-003	0.0239	157.7099
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
Worker	0.0370	0.0209	0.3380	1.0200e-003	0.1232	5.6000e-004	0.1238	0.0327	5.2000e-004	0.0332		103.1076	103.1076	2.4500e-003	2.4100e-003	103.8865
Total	**0.0420**	**0.3247**	**0.4112**	**2.4000e-003**	**0.1638**	**3.1300e-003**	**0.1669**	**0.0438**	**2.9800e-003**	**0.0468**		**253.5786**	**253.5786**	**7.6300e-003**	**0.0263**	**261.5964**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5036	0.0000	0.5036	0.0763	0.0000	0.0763			0.0000			0.0000
Off-Road	2.2437	20.8781	19.7073	0.0388		0.9602	0.9602		0.8922	0.8922	0.0000	3,747.4228	3,747.4228	1.0485		3,773.6345
Total	**2.2437**	**20.8781**	**19.7073**	**0.0388**	**0.5036**	**0.9602**	**1.4637**	**0.0763**	**0.8922**	**0.9684**	**0.0000**	**3,747.4228**	**3,747.4228**	**1.0485**		**3,773.6345**

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	lb/day										lb/day					
Hauling	4.9600e-003	0.3039	0.0732	1.3800e-003	0.0405	2.5700e-003	0.0431	0.0111	2.4600e-003	0.0136		150.4710	150.4710	5.1800e-003	0.0239	157.7099
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
Worker	0.0370	0.0209	0.3380	1.0200e-003	0.1232	5.6000e-004	0.1238	0.0327	5.2000e-004	0.0332		103.1076	103.1076	2.4500e-003	2.4100e-003	103.8865
Total	**0.0420**	**0.3247**	**0.4112**	**2.4000e-003**	**0.1638**	**3.1300e-003**	**0.1669**	**0.0438**	**2.9800e-003**	**0.0468**		**253.5786**	**253.5786**	**7.6300e-003**	**0.0263**	**261.5964**

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	lb/day										lb/day					
Fugitive Dust					18.4640	0.0000	18.4640	9.9736	0.0000	9.9736			0.0000			0.0000
Off-Road	2.6609	27.1760	18.3356	0.0381		1.2294	1.2294		1.1310	1.1310		3,688.0100	3,688.0100	1.1928		3,717.8294
Total	**2.6609**	**27.1760**	**18.3356**	**0.0381**	**18.4640**	**1.2294**	**19.6933**	**9.9736**	**1.1310**	**11.1046**		**3,688.0100**	**3,688.0100**	**1.1928**		**3,717.8294**

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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
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
Worker	0.0444	0.0251	0.4056	1.2200e-003	0.1479	6.7000e-004	0.1485	0.0392	6.2000e-004	0.0398		123.7292	123.7292	2.9500e-003	2.8900e-003	124.6639
Total	**0.0444**	**0.0251**	**0.4056**	**1.2200e-003**	**0.1479**	**6.7000e-004**	**0.1485**	**0.0392**	**6.2000e-004**	**0.0398**		**123.7292**	**123.7292**	**2.9500e-003**	**2.8900e-003**	**124.6639**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.4640	0.0000	18.4640	9.9736	0.0000	9.9736			0.0000			0.0000
Off-Road	2.6609	27.1760	18.3356	0.0381		1.2294	1.2294		1.1310	1.1310	0.0000	3,688.0100	3,688.0100	1.1928		3,717.8294
Total	**2.6609**	**27.1760**	**18.3356**	**0.0381**	**18.4640**	**1.2294**	**19.6933**	**9.9736**	**1.1310**	**11.1046**	**0.0000**	**3,688.0100**	**3,688.0100**	**1.1928**		**3,717.8294**

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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
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
Worker	0.0444	0.0251	0.4056	1.2200e-003	0.1479	6.7000e-004	0.1485	0.0392	6.2000e-004	0.0398		123.7292	123.7292	2.9500e-003	2.8900e-003	124.6639
Total	**0.0444**	**0.0251**	**0.4056**	**1.2200e-003**	**0.1479**	**6.7000e-004**	**0.1485**	**0.0392**	**6.2000e-004**	**0.0398**		**123.7292**	**123.7292**	**2.9500e-003**	**2.8900e-003**	**124.6639**

3.3 Site Preparation - 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	lb/day										lb/day					
Fugitive Dust					18.4640	0.0000	18.4640	9.9736	0.0000	9.9736			0.0000			0.0000
Off-Road	2.4727	25.2339	17.9118	0.0381		1.0868	1.0868		0.9999	0.9999		3,689.1037	3,689.1037	1.1931		3,718.9320
Total	**2.4727**	**25.2339**	**17.9118**	**0.0381**	**18.4640**	**1.0868**	**19.5507**	**9.9736**	**0.9999**	**10.9735**		**3,689.1037**	**3,689.1037**	**1.1931**		**3,718.9320**

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

3.3 Site Preparation - 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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
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
Worker	0.0418	0.0226	0.3796	1.1800e-003	0.1479	6.4000e-004	0.1485	0.0392	5.9000e-004	0.0398		119.6182	119.6182	2.6700e-003	2.7100e-003	120.4931
Total	**0.0418**	**0.0226**	**0.3796**	**1.1800e-003**	**0.1479**	**6.4000e-004**	**0.1485**	**0.0392**	**5.9000e-004**	**0.0398**		**119.6182**	**119.6182**	**2.6700e-003**	**2.7100e-003**	**120.4931**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.4640	0.0000	18.4640	9.9736	0.0000	9.9736			0.0000			0.0000
Off-Road	2.4727	25.2339	17.9118	0.0381		1.0868	1.0868		0.9999	0.9999	0.0000	3,689.1037	3,689.1037	1.1931		3,718.9320
Total	**2.4727**	**25.2339**	**17.9118**	**0.0381**	**18.4640**	**1.0868**	**19.5507**	**9.9736**	**0.9999**	**10.9735**	**0.0000**	**3,689.1037**	**3,689.1037**	**1.1931**		**3,718.9320**

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

3.3 Site Preparation - 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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
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
Worker	0.0418	0.0226	0.3796	1.1800e-003	0.1479	6.4000e-004	0.1485	0.0392	5.9000e-004	0.0398		119.6182	119.6182	2.6700e-003	2.7100e-003	120.4931
Total	**0.0418**	**0.0226**	**0.3796**	**1.1800e-003**	**0.1479**	**6.4000e-004**	**0.1485**	**0.0392**	**5.9000e-004**	**0.0398**		**119.6182**	**119.6182**	**2.6700e-003**	**2.7100e-003**	**120.4931**

3.4 Grading - 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	lb/day										lb/day					
Fugitive Dust					6.2290	0.0000	6.2290	3.3326	0.0000	3.3326			0.0000			0.0000
Off-Road	1.5227	15.3148	14.5402	0.0297		0.6236	0.6236		0.5737	0.5737		2,873.7052	2,873.7052	0.9294		2,896.9405
Total	**1.5227**	**15.3148**	**14.5402**	**0.0297**	**6.2290**	**0.6236**	**6.8526**	**3.3326**	**0.5737**	**3.9063**		**2,873.7052**	**2,873.7052**	**0.9294**		**2,896.9405**

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

3.4 Grading - 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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
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
Worker	0.0348	0.0188	0.3163	9.9000e-004	0.1232	5.4000e-004	0.1238	0.0327	4.9000e-004	0.0332		99.6818	99.6818	2.2300e-003	2.2600e-003	100.4109
Total	**0.0348**	**0.0188**	**0.3163**	**9.9000e-004**	**0.1232**	**5.4000e-004**	**0.1238**	**0.0327**	**4.9000e-004**	**0.0332**		**99.6818**	**99.6818**	**2.2300e-003**	**2.2600e-003**	**100.4109**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.2290	0.0000	6.2290	3.3326	0.0000	3.3326			0.0000			0.0000
Off-Road	1.5227	15.3148	14.5402	0.0297		0.6236	0.6236		0.5737	0.5737	0.0000	2,873.7052	2,873.7052	0.9294		2,896.9405
Total	**1.5227**	**15.3148**	**14.5402**	**0.0297**	**6.2290**	**0.6236**	**6.8526**	**3.3326**	**0.5737**	**3.9063**	**0.0000**	**2,873.7052**	**2,873.7052**	**0.9294**		**2,896.9405**

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

3.4 Grading - 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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
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
Worker	0.0348	0.0188	0.3163	9.9000e-004	0.1232	5.4000e-004	0.1238	0.0327	4.9000e-004	0.0332		99.6818	99.6818	2.2300e-003	2.2600e-003	100.4109
Total	**0.0348**	**0.0188**	**0.3163**	**9.9000e-004**	**0.1232**	**5.4000e-004**	**0.1238**	**0.0327**	**4.9000e-004**	**0.0332**		**99.6818**	**99.6818**	**2.2300e-003**	**2.2600e-003**	**100.4109**

3.5 Excavation - 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	lb/day										lb/day					
Fugitive Dust					12.4856	0.0000	12.4856	6.6738	0.0000	6.6738			0.0000			0.0000
Off-Road	2.8001	26.6585	27.7015	0.0548		1.1263	1.1263		1.0436	1.0436		5,294.0067	5,294.0067	1.5466		5,332.6713
Total	**2.8001**	**26.6585**	**27.7015**	**0.0548**	**12.4856**	**1.1263**	**13.6119**	**6.6738**	**1.0436**	**7.7174**		**5,294.0067**	**5,294.0067**	**1.5466**		**5,332.6713**

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

3.5 Excavation - 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	lb/day										lb/day					
Hauling	0.3080	18.8747	4.5959	0.0844	2.5339	0.1607	2.6946	0.6947	0.1537	0.8484		9,222.4535	9,222.4535	0.3207	1.4624	9,666.2527
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
Worker	0.0580	0.0314	0.5272	1.6400e-003	0.2054	8.9000e-004	0.2063	0.0545	8.2000e-004	0.0553		166.1364	166.1364	3.7100e-003	3.7700e-003	167.3515
Total	**0.3661**	**18.9061**	**5.1231**	**0.0861**	**2.7393**	**0.1616**	**2.9008**	**0.7491**	**0.1545**	**0.9037**		**9,388.5899**	**9,388.5899**	**0.3244**	**1.4661**	**9,833.6042**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					12.4856	0.0000	12.4856	6.6738	0.0000	6.6738			0.0000			0.0000
Off-Road	2.8001	26.6585	27.7015	0.0548		1.1263	1.1263		1.0436	1.0436	0.0000	5,294.0067	5,294.0067	1.5466		5,332.6712
Total	**2.8001**	**26.6585**	**27.7015**	**0.0548**	**12.4856**	**1.1263**	**13.6119**	**6.6738**	**1.0436**	**7.7174**	**0.0000**	**5,294.0067**	**5,294.0067**	**1.5466**		**5,332.6712**

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

3.5 Excavation - 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	lb/day										lb/day					
Hauling	0.3080	18.8747	4.5959	0.0844	2.5339	0.1607	2.6946	0.6947	0.1537	0.8484		9,222.4535	9,222.4535	0.3207	1.4624	9,666.2527
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
Worker	0.0580	0.0314	0.5272	1.6400e-003	0.2054	8.9000e-004	0.2063	0.0545	8.2000e-004	0.0553		166.1364	166.1364	3.7100e-003	3.7700e-003	167.3515
Total	**0.3661**	**18.9061**	**5.1231**	**0.0861**	**2.7393**	**0.1616**	**2.9008**	**0.7491**	**0.1545**	**0.9037**		**9,388.5899**	**9,388.5899**	**0.3244**	**1.4661**	**9,833.6042**

3.6 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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

3.6 Building Construction - 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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0203	0.8135	0.2533	3.7600e-003	0.1287	5.0100e-003	0.1337	0.0371	4.7900e-003	0.0419		403.0984	403.0984	8.5800e-003	0.0590	420.8814
Worker	0.1601	0.0866	1.4550	4.5400e-003	0.5668	2.4600e-003	0.5693	0.1504	2.2700e-003	0.1526		458.5365	458.5365	0.0103	0.0104	461.8903
Total	**0.1804**	**0.9001**	**1.7083**	**8.3000e-003**	**0.6955**	**7.4700e-003**	**0.7030**	**0.1874**	**7.0600e-003**	**0.1945**		**861.6349**	**861.6349**	**0.0188**	**0.0694**	**882.7717**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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

3.6 Building Construction - 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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0203	0.8135	0.2533	3.7600e-003	0.1287	5.0100e-003	0.1337	0.0371	4.7900e-003	0.0419		403.0984	403.0984	8.5800e-003	0.0590	420.8814
Worker	0.1601	0.0866	1.4550	4.5400e-003	0.5668	2.4600e-003	0.5693	0.1504	2.2700e-003	0.1526		458.5365	458.5365	0.0103	0.0104	461.8903
Total	**0.1804**	**0.9001**	**1.7083**	**8.3000e-003**	**0.6955**	**7.4700e-003**	**0.7030**	**0.1874**	**7.0600e-003**	**0.1945**		**861.6349**	**861.6349**	**0.0188**	**0.0694**	**882.7717**

3.6 Building Construction - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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

3.6 Building Construction - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0199	0.8082	0.2499	3.6900e-003	0.1287	4.9900e-003	0.1337	0.0371	4.7700e-003	0.0418		395.9721	395.9721	8.4700e-003	0.0578	413.4050
Worker	0.1514	0.0790	1.3726	4.4000e-003	0.5668	2.3400e-003	0.5692	0.1504	2.1600e-003	0.1525		444.6005	444.6005	9.3600e-003	9.8400e-003	447.7653
Total	**0.1713**	**0.8872**	**1.6226**	**8.0900e-003**	**0.6955**	**7.3300e-003**	**0.7029**	**0.1874**	**6.9300e-003**	**0.1943**		**840.5727**	**840.5727**	**0.0178**	**0.0676**	**861.1703**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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

3.6 Building Construction - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0199	0.8082	0.2499	3.6900e-003	0.1287	4.9900e-003	0.1337	0.0371	4.7700e-003	0.0418		395.9721	395.9721	8.4700e-003	0.0578	413.4050
Worker	0.1514	0.0790	1.3726	4.4000e-003	0.5668	2.3400e-003	0.5692	0.1504	2.1600e-003	0.1525		444.6005	444.6005	9.3600e-003	9.8400e-003	447.7653
Total	**0.1713**	**0.8872**	**1.6226**	**8.0900e-003**	**0.6955**	**7.3300e-003**	**0.7029**	**0.1874**	**6.9300e-003**	**0.1943**		**840.5727**	**840.5727**	**0.0178**	**0.0676**	**861.1703**

3.7 Paving - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8197	7.5321	12.1778	0.0189		0.3524	0.3524		0.3259	0.3259		1,805.3926	1,805.3926	0.5673		1,819.5741
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.8197**	**7.5321**	**12.1778**	**0.0189**		**0.3524**	**0.3524**		**0.3259**	**0.3259**		**1,805.3926**	**1,805.3926**	**0.5673**		**1,819.5741**

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

3.7 Paving - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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
Worker	0.0439	0.0229	0.3979	1.2700e-003	0.1643	6.8000e-004	0.1650	0.0436	6.3000e-004	0.0442		128.8697	128.8697	2.7100e-003	2.8500e-003	129.7871
Total	**0.0439**	**0.0229**	**0.3979**	**1.2700e-003**	**0.1643**	**6.8000e-004**	**0.1650**	**0.0436**	**6.3000e-004**	**0.0442**		**128.8697**	**128.8697**	**2.7100e-003**	**2.8500e-003**	**129.7871**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8197	7.5321	12.1778	0.0189		0.3524	0.3524		0.3259	0.3259	0.0000	1,805.3926	1,805.3926	0.5673		1,819.5741
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.8197**	**7.5321**	**12.1778**	**0.0189**		**0.3524**	**0.3524**		**0.3259**	**0.3259**	**0.0000**	**1,805.3926**	**1,805.3926**	**0.5673**		**1,819.5741**

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

3.7 Paving - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
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
Worker	0.0439	0.0229	0.3979	1.2700e-003	0.1643	6.8000e-004	0.1650	0.0436	6.3000e-004	0.0442		128.8697	128.8697	2.7100e-003	2.8500e-003	129.7871
Total	**0.0439**	**0.0229**	**0.3979**	**1.2700e-003**	**0.1643**	**6.8000e-004**	**0.1650**	**0.0436**	**6.3000e-004**	**0.0442**		**128.8697**	**128.8697**	**2.7100e-003**	**2.8500e-003**	**129.7871**

3.8 Architectural Coating - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	9.9240					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	**10.0949**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**		**281.4481**	**281.4481**	**0.0154**		**281.8319**

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

3.8 Architectural Coating - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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
Worker	0.0307	0.0160	0.2785	8.9000e-004	0.1150	4.8000e-004	0.1155	0.0305	4.4000e-004	0.0309		90.2088	90.2088	1.9000e-003	2.0000e-003	90.8509
Total	**0.0307**	**0.0160**	**0.2785**	**8.9000e-004**	**0.1150**	**4.8000e-004**	**0.1155**	**0.0305**	**4.4000e-004**	**0.0309**		**90.2088**	**90.2088**	**1.9000e-003**	**2.0000e-003**	**90.8509**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	9.9240					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	**10.0949**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**	**0.0000**	**281.4481**	**281.4481**	**0.0154**		**281.8319**

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

3.8 Architectural Coating - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
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
Worker	0.0307	0.0160	0.2785	8.9000e-004	0.1150	4.8000e-004	0.1155	0.0305	4.4000e-004	0.0309		90.2088	90.2088	1.9000e-003	2.0000e-003	90.8509
Total	**0.0307**	**0.0160**	**0.2785**	**8.9000e-004**	**0.1150**	**4.8000e-004**	**0.1155**	**0.0305**	**4.4000e-004**	**0.0309**		**90.2088**	**90.2088**	**1.9000e-003**	**2.0000e-003**	**90.8509**

3.8 Architectural Coating - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	9.9240					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	**10.0949**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**		**281.4481**	**281.4481**	**0.0154**		**281.8319**

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

3.8 Architectural Coating - 2027

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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
Worker	0.0291	0.0147	0.2642	8.7000e-004	0.1150	4.5000e-004	0.1155	0.0305	4.1000e-004	0.0309		87.6505	87.6505	1.7400e-003	1.9000e-003	88.2604
Total	**0.0291**	**0.0147**	**0.2642**	**8.7000e-004**	**0.1150**	**4.5000e-004**	**0.1155**	**0.0305**	**4.1000e-004**	**0.0309**		**87.6505**	**87.6505**	**1.7400e-003**	**1.9000e-003**	**88.2604**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	9.9240					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	**10.0949**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**	**0.0000**	**281.4481**	**281.4481**	**0.0154**		**281.8319**

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

3.8 Architectural Coating - 2027

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
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
Worker	0.0291	0.0147	0.2642	8.7000e-004	0.1150	4.5000e-004	0.1155	0.0305	4.1000e-004	0.0309		87.6505	87.6505	1.7400e-003	1.9000e-003	88.2604
Total	**0.0291**	**0.0147**	**0.2642**	**8.7000e-004**	**0.1150**	**4.5000e-004**	**0.1155**	**0.0305**	**4.1000e-004**	**0.0309**		**87.6505**	**87.6505**	**1.7400e-003**	**1.9000e-003**	**88.2604**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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	lb/day										lb/day					
Mitigated	1.3968	1.6101	12.2735	0.0231	2.1509	0.0254	2.1764	0.5727	0.0239	0.5966		2,340.9832	2,340.9832	0.1533	0.1108	2,377.8219
Unmitigated	1.3968	1.6101	12.2735	0.0231	2.1509	0.0254	2.1764	0.5727	0.0239	0.5966		2,340.9832	2,340.9832	0.1533	0.1108	2,377.8219

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	277.44	250.41	208.59	609,142	609,142
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	159.74	36.24	11.48	288,957	288,957
Total	437.18	286.65	220.07	898,099	898,099

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
Enclosed Parking with Elevator	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
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	MH
Apartments Mid Rise	0.564247	0.054370	0.193237	0.117563	0.020903	0.004727	0.008633	0.006484	0.001012	0.000422	0.024291	0.000967	0.003143
Enclosed Parking with Elevator	0.564247	0.054370	0.193237	0.117563	0.020903	0.004727	0.008633	0.006484	0.001012	0.000422	0.024291	0.000967	0.003143

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

General Office Building	0.564247	0.054370	0.193237	0.117563	0.020903	0.004727	0.008633	0.006484	0.001012	0.000422	0.024291	0.000967	0.003143

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0205	0.1793	0.1059	1.1200e-003		0.0142	0.0142		0.0142	0.0142		223.4152	223.4152	4.2800e-003	4.1000e-003	224.7429
NaturalGas Unmitigated	0.0205	0.1793	0.1059	1.1200e-003		0.0142	0.0142		0.0142	0.0142		223.4152	223.4152	4.2800e-003	4.1000e-003	224.7429

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	lb/day										lb/day					
Apartments Mid Rise	1171.14	0.0126	0.1079	0.0459	6.9000e-004		8.7300e-003	8.7300e-003		8.7300e-003	8.7300e-003		137.7810	137.7810	2.6400e-003	2.5300e-003	138.5998
Enclosed Parking with Elevator	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
General Office Building	727.89	7.8500e-003	0.0714	0.0599	4.3000e-004		5.4200e-003	5.4200e-003		5.4200e-003	5.4200e-003		85.6342	85.6342	1.6400e-003	1.5700e-003	86.1431
Total		**0.0205**	**0.1793**	**0.1059**	**1.1200e-003**		**0.0142**	**0.0142**		**0.0142**	**0.0142**		**223.4152**	**223.4152**	**4.2800e-003**	**4.1000e-003**	**224.7429**

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	lb/day										lb/day					
Apartments Mid Rise	1.17114	0.0126	0.1079	0.0459	6.9000e-004		8.7300e-003	8.7300e-003		8.7300e-003	8.7300e-003		137.7810	137.7810	2.6400e-003	2.5300e-003	138.5998
Enclosed Parking with Elevator	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
General Office Building	0.72789	7.8500e-003	0.0714	0.0599	4.3000e-004		5.4200e-003	5.4200e-003		5.4200e-003	5.4200e-003		85.6342	85.6342	1.6400e-003	1.5700e-003	86.1431
Total		**0.0205**	**0.1793**	**0.1059**	**1.1200e-003**		**0.0142**	**0.0142**		**0.0142**	**0.0142**		**223.4152**	**223.4152**	**4.2800e-003**	**4.1000e-003**	**224.7429**

6.0 Area Detail

6.1 Mitigation Measures Area

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	lb/day										lb/day					
Mitigated	22.8328	0.5128	31.9578	0.0536		3.9572	3.9572		3.9572	3.9572	426.9132	196.6148	623.5280	0.5918	0.0302	647.3140
Unmitigated	22.8328	0.5128	31.9578	0.0536		3.9572	3.9572		3.9572	3.9572	426.9132	196.6148	623.5280	0.5918	0.0302	647.3140

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2527					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.4748					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	20.9743	0.4637	27.7112	0.0534		3.9340	3.9340		3.9340	3.9340	426.9132	189.0000	615.9132	0.5842	0.0302	639.5106
Landscaping	0.1312	0.0492	4.2466	2.2000e-004		0.0232	0.0232		0.0232	0.0232		7.6148	7.6148	7.5400e-003		7.8034
Total	**22.8328**	**0.5128**	**31.9578**	**0.0536**		**3.9572**	**3.9572**		**3.9572**	**3.9572**	**426.9132**	**196.6148**	**623.5280**	**0.5918**	**0.0302**	**647.3140**

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	lb/day										lb/day					
Architectural Coating	0.2527					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.4748					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	20.9743	0.4637	27.7112	0.0534		3.9340	3.9340		3.9340	3.9340	426.9132	189.0000	615.9132	0.5842	0.0302	639.5106
Landscaping	0.1312	0.0492	4.2466	2.2000e-004		0.0232	0.0232		0.0232	0.0232		7.6148	7.6148	7.5400e-003		7.8034
Total	**22.8328**	**0.5128**	**31.9578**	**0.0536**		**3.9572**	**3.9572**		**3.9572**	**3.9572**	**426.9132**	**196.6148**	**623.5280**	**0.5918**	**0.0302**	**647.3140**

7.0 Water Detail

7.1 Mitigation Measures Water

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

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

Block 20 Proposed Project Run

Santa Clara County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	36.50	1000sqft	0.84	36,500.00	0
Enclosed Parking with Elevator	330.50	Space	2.97	132,200.00	0
Apartments Mid Rise	103.00	Dwelling Unit	2.71	103,915.00	295

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2027
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	115.3	**CH4 Intensity (lb/MWhr)**	0.03	**N2O Intensity (lb/MWhr)**	0.003

1.3 User Entered Comments & Non-Default Data

Project Characteristics - PG&E calculated intensity rate for 2027 operational year

Land Use - residential sf based on average size of 510-528 Mathilda Ave. Parking spaces calculated using Sunnyvale Zoning Requirements

Construction Phase - Based on overall construction schedule of 3 years provided by the Applicant, CalEEMod default phase lengths were normalized to meet this period

Demolition - Building square footage estimates using Google Earth Pro. CalEEMod input is sum of all building square footages

Grading -

Fleet Mix -

Architectural Coating - values amended to reflect compliance with BAAQMD Rule 3 of Regulation 8

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	50.00

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

tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Residential_Interior	100.00	50.00
tblAreaCoating	Area_EF_Parking	150	0
tblAreaCoating	Area_Parking	7932	0
tblConstructionPhase	NumDays	20.00	41.00
tblConstructionPhase	NumDays	230.00	467.00
tblConstructionPhase	NumDays	20.00	41.00
tblConstructionPhase	NumDays	20.00	41.00
tblConstructionPhase	NumDays	20.00	41.00
tblConstructionPhase	NumDays	20.00	41.00
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	PhaseEndDate	2/19/2026	1/16/2027
tblConstructionPhase	PhaseEndDate	12/25/2025	10/13/2026
tblConstructionPhase	PhaseEndDate	11/28/2024	12/18/2024
tblConstructionPhase	PhaseEndDate	1/9/2025	2/27/2025
tblConstructionPhase	PhaseEndDate	2/6/2025	4/16/2025
tblConstructionPhase	PhaseEndDate	1/22/2026	11/30/2026
tblConstructionPhase	PhaseEndDate	12/12/2024	1/10/2025
tblConstructionPhase	PhaseStartDate	1/23/2026	12/1/2026
tblConstructionPhase	PhaseStartDate	2/7/2025	4/17/2025
tblConstructionPhase	PhaseStartDate	12/13/2024	1/11/2025

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

tblConstructionPhase	PhaseStartDate	1/10/2025	2/28/2025
tblConstructionPhase	PhaseStartDate	12/26/2025	10/14/2026
tblConstructionPhase	PhaseStartDate	11/29/2024	12/19/2024
tblGrading	AcresOfGrading	41.00	20.00
tblGrading	AcresOfGrading	41.00	20.00
tblGrading	AcresOfGrading	30.00	15.00
tblGrading	MaterialExported	0.00	97,925.00
tblLandUse	LandUseSquareFeet	103,000.00	103,915.00
tblProjectCharacteristics	CH4IntensityFactor	0.033	0.03
tblProjectCharacteristics	CO2IntensityFactor	203.98	115.3
tblProjectCharacteristics	N2OIntensityFactor	0.004	0.003

2.0 Emissions Summary

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

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2024	2.7053	27.2011	20.1185	0.0412	19.0095	1.2300	20.2395	10.0558	1.1316	11.1874	0.0000	4,001.0013	4,001.0013	1.1957	0.0263	4,035.2309
2025	2.5145	54.2498	24.3324	0.2047	19.0095	1.0874	20.0969	10.0558	1.0004	11.0562	0.0000	21,988.3866	21,988.3866	1.5928	3.0174	22,927.3833
2026	21.5628	14.2900	19.4026	0.0435	1.4225	0.5426	1.9651	0.3833	0.5105	0.8938	0.0000	4,277.7908	4,277.7908	0.7157	0.1387	4,335.0650
2027	21.5595	1.1749	2.3376	4.7000e-003	0.2300	0.0524	0.2824	0.0610	0.0523	0.1134	0.0000	456.7490	456.7490	0.0188	3.8000e-003	458.3526
Maximum	**21.5628**	**54.2498**	**24.3324**	**0.2047**	**19.0095**	**1.2300**	**20.2395**	**10.0558**	**1.1316**	**11.1874**	**0.0000**	**21,988.3866**	**21,988.3866**	**1.5928**	**3.0174**	**22,927.3833**

Block 20 Proposed Project Run - Santa Clara County, Summer

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

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2024	2.7053	27.2011	20.1185	0.0412	19.0095	1.2300	20.2395	10.0558	1.1316	11.1874	0.0000	4,001.0013	4,001.0013	1.1957	0.0263	4,035.2309
2025	2.5145	54.2498	24.3324	0.2047	19.0095	1.0874	20.0969	10.0558	1.0004	11.0562	0.0000	21,988.3866	21,988.3866	1.5928	3.0174	22,927.3833
2026	21.5628	14.2900	19.4026	0.0435	1.4225	0.5426	1.9651	0.3833	0.5105	0.8938	0.0000	4,277.7908	4,277.7908	0.7157	0.1387	4,335.0650
2027	21.5595	1.1749	2.3376	4.7000e-003	0.2300	0.0524	0.2824	0.0610	0.0523	0.1134	0.0000	456.7490	456.7490	0.0188	3.8000e-003	458.3526
Maximum	**21.5628**	**54.2498**	**24.3324**	**0.2047**	**19.0095**	**1.2300**	**20.2395**	**10.0558**	**1.1316**	**11.1874**	**0.0000**	**21,988.3866**	**21,988.3866**	**1.5928**	**3.0174**	**22,927.3833**

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

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	lb/day										lb/day					
Area	46.1749	1.0346	64.4926	0.1083		7.9924	7.9924		7.9924	7.9924	862.1972	397.0871	1,259.2843	1.1947	0.0609	1,307.3134
Energy	0.0430	0.3768	0.2262	2.3400e-003		0.0297	0.0297		0.0297	0.0297		468.8519	468.8519	8.9900e-003	8.6000e-003	471.6381
Mobile	1.9556	1.6924	16.8064	0.0378	4.5070	0.0247	4.5317	1.1997	0.0230	1.2227		3,845.0267	3,845.0267	0.2131	0.1603	3,898.1271
Total	**48.1735**	**3.1038**	**81.5252**	**0.1484**	**4.5070**	**8.0468**	**12.5538**	**1.1997**	**8.0451**	**9.2448**	**862.1972**	**4,710.9657**	**5,573.1628**	**1.4168**	**0.2299**	**5,677.0786**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	46.1749	1.0346	64.4926	0.1083		7.9924	7.9924		7.9924	7.9924	862.1972	397.0871	1,259.2843	1.1947	0.0609	1,307.3134
Energy	0.0430	0.3768	0.2262	2.3400e-003		0.0297	0.0297		0.0297	0.0297		468.8519	468.8519	8.9900e-003	8.6000e-003	471.6381
Mobile	1.9556	1.6924	16.8064	0.0378	4.5070	0.0247	4.5317	1.1997	0.0230	1.2227		3,845.0267	3,845.0267	0.2131	0.1603	3,898.1271
Total	**48.1735**	**3.1038**	**81.5252**	**0.1484**	**4.5070**	**8.0468**	**12.5538**	**1.1997**	**8.0451**	**9.2448**	**862.1972**	**4,710.9657**	**5,573.1628**	**1.4168**	**0.2299**	**5,677.0786**

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

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

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	11/1/2024	12/18/2024	6	41	
2	Site Preparation	Site Preparation	12/19/2024	1/10/2025	6	20	
3	Grading	Grading	1/11/2025	2/27/2025	6	41	
4	Excavation	Grading	2/28/2025	4/16/2025	6	41	
5	Building Construction	Building Construction	4/17/2025	10/13/2026	6	467	
6	Paving	Paving	10/14/2026	11/30/2026	6	41	
7	Architectural Coating	Architectural Coating	12/1/2026	1/16/2027	6	41	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 20

Acres of Paving: 2.97

Residential Indoor: 210,428; Residential Outdoor: 70,143; Non-Residential Indoor: 54,750; Non-Residential Outdoor: 18,250; Striped Parking Area: 7,932 (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	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40

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

Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Excavation	Excavators	1	8.00	158	0.38
Excavation	Graders	1	8.00	187	0.41
Excavation	Rubber Tired Dozers	1	8.00	247	0.40
Excavation	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	95.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Excavation	6	15.00	0.00	12,241.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	141.00	39.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

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

Architectural Coating	1	28.00	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	lb/day										lb/day					
Fugitive Dust					0.5036	0.0000	0.5036	0.0763	0.0000	0.0763			0.0000			0.0000
Off-Road	2.2437	20.8781	19.7073	0.0388		0.9602	0.9602		0.8922	0.8922		3,747.4228	3,747.4228	1.0485		3,773.6345
Total	**2.2437**	**20.8781**	**19.7073**	**0.0388**	**0.5036**	**0.9602**	**1.4637**	**0.0763**	**0.8922**	**0.9684**		**3,747.4228**	**3,747.4228**	**1.0485**		**3,773.6345**

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	lb/day										lb/day					
Hauling	4.9600e-003	0.3039	0.0732	1.3800e-003	0.0405	2.5700e-003	0.0431	0.0111	2.4600e-003	0.0136		150.4710	150.4710	5.1800e-003	0.0239	157.7099
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
Worker	0.0370	0.0209	0.3380	1.0200e-003	0.1232	5.6000e-004	0.1238	0.0327	5.2000e-004	0.0332		103.1076	103.1076	2.4500e-003	2.4100e-003	103.8865
Total	**0.0420**	**0.3247**	**0.4112**	**2.4000e-003**	**0.1638**	**3.1300e-003**	**0.1669**	**0.0438**	**2.9800e-003**	**0.0468**		**253.5786**	**253.5786**	**7.6300e-003**	**0.0263**	**261.5964**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5036	0.0000	0.5036	0.0763	0.0000	0.0763			0.0000			0.0000
Off-Road	2.2437	20.8781	19.7073	0.0388		0.9602	0.9602		0.8922	0.8922	0.0000	3,747.4228	3,747.4228	1.0485		3,773.6345
Total	**2.2437**	**20.8781**	**19.7073**	**0.0388**	**0.5036**	**0.9602**	**1.4637**	**0.0763**	**0.8922**	**0.9684**	**0.0000**	**3,747.4228**	**3,747.4228**	**1.0485**		**3,773.6345**

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	lb/day										lb/day					
Hauling	4.9600e-003	0.3039	0.0732	1.3800e-003	0.0405	2.5700e-003	0.0431	0.0111	2.4600e-003	0.0136		150.4710	150.4710	5.1800e-003	0.0239	157.7099
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
Worker	0.0370	0.0209	0.3380	1.0200e-003	0.1232	5.6000e-004	0.1238	0.0327	5.2000e-004	0.0332		103.1076	103.1076	2.4500e-003	2.4100e-003	103.8865
Total	**0.0420**	**0.3247**	**0.4112**	**2.4000e-003**	**0.1638**	**3.1300e-003**	**0.1669**	**0.0438**	**2.9800e-003**	**0.0468**		**253.5786**	**253.5786**	**7.6300e-003**	**0.0263**	**261.5964**

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	lb/day										lb/day					
Fugitive Dust					18.8616	0.0000	18.8616	10.0166	0.0000	10.0166			0.0000			0.0000
Off-Road	2.6609	27.1760	18.3356	0.0381		1.2294	1.2294		1.1310	1.1310		3,688.0100	3,688.0100	1.1928		3,717.8294
Total	**2.6609**	**27.1760**	**18.3356**	**0.0381**	**18.8616**	**1.2294**	**20.0910**	**10.0166**	**1.1310**	**11.1476**		**3,688.0100**	**3,688.0100**	**1.1928**		**3,717.8294**

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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
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
Worker	0.0444	0.0251	0.4056	1.2200e-003	0.1479	6.7000e-004	0.1485	0.0392	6.2000e-004	0.0398		123.7292	123.7292	2.9500e-003	2.8900e-003	124.6639
Total	**0.0444**	**0.0251**	**0.4056**	**1.2200e-003**	**0.1479**	**6.7000e-004**	**0.1485**	**0.0392**	**6.2000e-004**	**0.0398**		**123.7292**	**123.7292**	**2.9500e-003**	**2.8900e-003**	**124.6639**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.8616	0.0000	18.8616	10.0166	0.0000	10.0166			0.0000			0.0000
Off-Road	2.6609	27.1760	18.3356	0.0381		1.2294	1.2294		1.1310	1.1310	0.0000	3,688.0100	3,688.0100	1.1928		3,717.8294
Total	**2.6609**	**27.1760**	**18.3356**	**0.0381**	**18.8616**	**1.2294**	**20.0910**	**10.0166**	**1.1310**	**11.1476**	**0.0000**	**3,688.0100**	**3,688.0100**	**1.1928**		**3,717.8294**

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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
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
Worker	0.0444	0.0251	0.4056	1.2200e-003	0.1479	6.7000e-004	0.1485	0.0392	6.2000e-004	0.0398		123.7292	123.7292	2.9500e-003	2.8900e-003	124.6639
Total	**0.0444**	**0.0251**	**0.4056**	**1.2200e-003**	**0.1479**	**6.7000e-004**	**0.1485**	**0.0392**	**6.2000e-004**	**0.0398**		**123.7292**	**123.7292**	**2.9500e-003**	**2.8900e-003**	**124.6639**

3.3 Site Preparation - 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	lb/day										lb/day					
Fugitive Dust					18.8616	0.0000	18.8616	10.0166	0.0000	10.0166			0.0000			0.0000
Off-Road	2.4727	25.2339	17.9118	0.0381		1.0868	1.0868		0.9999	0.9999		3,689.1037	3,689.1037	1.1931		3,718.9320
Total	**2.4727**	**25.2339**	**17.9118**	**0.0381**	**18.8616**	**1.0868**	**19.9484**	**10.0166**	**0.9999**	**11.0164**		**3,689.1037**	**3,689.1037**	**1.1931**		**3,718.9320**

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

3.3 Site Preparation - 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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
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
Worker	0.0418	0.0226	0.3796	1.1800e-003	0.1479	6.4000e-004	0.1485	0.0392	5.9000e-004	0.0398		119.6182	119.6182	2.6700e-003	2.7100e-003	120.4931
Total	**0.0418**	**0.0226**	**0.3796**	**1.1800e-003**	**0.1479**	**6.4000e-004**	**0.1485**	**0.0392**	**5.9000e-004**	**0.0398**		**119.6182**	**119.6182**	**2.6700e-003**	**2.7100e-003**	**120.4931**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.8616	0.0000	18.8616	10.0166	0.0000	10.0166			0.0000			0.0000
Off-Road	2.4727	25.2339	17.9118	0.0381		1.0868	1.0868		0.9999	0.9999	0.0000	3,689.1037	3,689.1037	1.1931		3,718.9320
Total	**2.4727**	**25.2339**	**17.9118**	**0.0381**	**18.8616**	**1.0868**	**19.9484**	**10.0166**	**0.9999**	**11.0164**	**0.0000**	**3,689.1037**	**3,689.1037**	**1.1931**		**3,718.9320**

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

3.3 Site Preparation - 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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
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
Worker	0.0418	0.0226	0.3796	1.1800e-003	0.1479	6.4000e-004	0.1485	0.0392	5.9000e-004	0.0398		119.6182	119.6182	2.6700e-003	2.7100e-003	120.4931
Total	**0.0418**	**0.0226**	**0.3796**	**1.1800e-003**	**0.1479**	**6.4000e-004**	**0.1485**	**0.0392**	**5.9000e-004**	**0.0398**		**119.6182**	**119.6182**	**2.6700e-003**	**2.7100e-003**	**120.4931**

3.4 Grading - 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	lb/day										lb/day					
Fugitive Dust					6.5394	0.0000	6.5394	3.3661	0.0000	3.3661			0.0000			0.0000
Off-Road	1.5227	15.3148	14.5402	0.0297		0.6236	0.6236		0.5737	0.5737		2,873.7052	2,873.7052	0.9294		2,896.9405
Total	**1.5227**	**15.3148**	**14.5402**	**0.0297**	**6.5394**	**0.6236**	**7.1630**	**3.3661**	**0.5737**	**3.9398**		**2,873.7052**	**2,873.7052**	**0.9294**		**2,896.9405**

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

3.4 Grading - 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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
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
Worker	0.0348	0.0188	0.3163	9.9000e-004	0.1232	5.4000e-004	0.1238	0.0327	4.9000e-004	0.0332		99.6818	99.6818	2.2300e-003	2.2600e-003	100.4109
Total	**0.0348**	**0.0188**	**0.3163**	**9.9000e-004**	**0.1232**	**5.4000e-004**	**0.1238**	**0.0327**	**4.9000e-004**	**0.0332**		**99.6818**	**99.6818**	**2.2300e-003**	**2.2600e-003**	**100.4109**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5394	0.0000	6.5394	3.3661	0.0000	3.3661			0.0000			0.0000
Off-Road	1.5227	15.3148	14.5402	0.0297		0.6236	0.6236		0.5737	0.5737	0.0000	2,873.7052	2,873.7052	0.9294		2,896.9405
Total	**1.5227**	**15.3148**	**14.5402**	**0.0297**	**6.5394**	**0.6236**	**7.1630**	**3.3661**	**0.5737**	**3.9398**	**0.0000**	**2,873.7052**	**2,873.7052**	**0.9294**		**2,896.9405**

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

3.4 Grading - 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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
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
Worker	0.0348	0.0188	0.3163	9.9000e-004	0.1232	5.4000e-004	0.1238	0.0327	4.9000e-004	0.0332		99.6818	99.6818	2.2300e-003	2.2600e-003	100.4109
Total	**0.0348**	**0.0188**	**0.3163**	**9.9000e-004**	**0.1232**	**5.4000e-004**	**0.1238**	**0.0327**	**4.9000e-004**	**0.0332**		**99.6818**	**99.6818**	**2.2300e-003**	**2.2600e-003**	**100.4109**

3.5 Excavation - 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	lb/day										lb/day					
Fugitive Dust					6.8095	0.0000	6.8095	3.4070	0.0000	3.4070			0.0000			0.0000
Off-Road	1.5227	15.3148	14.5402	0.0297		0.6236	0.6236		0.5737	0.5737		2,873.7052	2,873.7052	0.9294		2,896.9405
Total	**1.5227**	**15.3148**	**14.5402**	**0.0297**	**6.8095**	**0.6236**	**7.4331**	**3.4070**	**0.5737**	**3.9807**		**2,873.7052**	**2,873.7052**	**0.9294**		**2,896.9405**

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

3.5 Excavation - 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	lb/day										lb/day					
Hauling	0.6351	38.9162	9.4759	0.1741	5.2244	0.3313	5.5557	1.4322	0.3169	1.7492		19,014.9996	19,014.9996	0.6612	3.0151	19,930.0318
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
Worker	0.0348	0.0188	0.3163	9.9000e-004	0.1232	5.4000e-004	0.1238	0.0327	4.9000e-004	0.0332		99.6818	99.6818	2.2300e-003	2.2600e-003	100.4109
Total	**0.6699**	**38.9350**	**9.7922**	**0.1751**	**5.3477**	**0.3318**	**5.6795**	**1.4649**	**0.3174**	**1.7824**		**19,114.6815**	**19,114.6815**	**0.6634**	**3.0174**	**20,030.4428**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.8095	0.0000	6.8095	3.4070	0.0000	3.4070			0.0000			0.0000
Off-Road	1.5227	15.3148	14.5402	0.0297		0.6236	0.6236		0.5737	0.5737	0.0000	2,873.7052	2,873.7052	0.9294		2,896.9405
Total	**1.5227**	**15.3148**	**14.5402**	**0.0297**	**6.8095**	**0.6236**	**7.4331**	**3.4070**	**0.5737**	**3.9807**	**0.0000**	**2,873.7052**	**2,873.7052**	**0.9294**		**2,896.9405**

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

3.5 Excavation - 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	lb/day										lb/day					
Hauling	0.6351	38.9162	9.4759	0.1741	5.2244	0.3313	5.5557	1.4322	0.3169	1.7492		19,014.9996	19,014.9996	0.6612	3.0151	19,930.0318
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
Worker	0.0348	0.0188	0.3163	9.9000e-004	0.1232	5.4000e-004	0.1238	0.0327	4.9000e-004	0.0332		99.6818	99.6818	2.2300e-003	2.2600e-003	100.4109
Total	**0.6699**	**38.9350**	**9.7922**	**0.1751**	**5.3477**	**0.3318**	**5.6795**	**1.4649**	**0.3174**	**1.7824**		**19,114.6815**	**19,114.6815**	**0.6634**	**3.0174**	**20,030.4428**

3.6 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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

3.6 Building Construction - 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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0416	1.6698	0.5198	7.7100e-003	0.2642	0.0103	0.2745	0.0761	9.8400e-003	0.0859		827.4125	827.4125	0.0176	0.1210	863.9145
Worker	0.3272	0.1770	2.9733	9.2700e-003	1.1583	5.0300e-003	1.1633	0.3072	4.6300e-003	0.3119		937.0093	937.0093	0.0209	0.0212	943.8627
Total	**0.3688**	**1.8468**	**3.4931**	**0.0170**	**1.4225**	**0.0153**	**1.4378**	**0.3833**	**0.0145**	**0.3978**		**1,764.4218**	**1,764.4218**	**0.0385**	**0.1423**	**1,807.7772**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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

3.6 Building Construction - 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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0416	1.6698	0.5198	7.7100e-003	0.2642	0.0103	0.2745	0.0761	9.8400e-003	0.0859		827.4125	827.4125	0.0176	0.1210	863.9145
Worker	0.3272	0.1770	2.9733	9.2700e-003	1.1583	5.0300e-003	1.1633	0.3072	4.6300e-003	0.3119		937.0093	937.0093	0.0209	0.0212	943.8627
Total	**0.3688**	**1.8468**	**3.4931**	**0.0170**	**1.4225**	**0.0153**	**1.4378**	**0.3833**	**0.0145**	**0.3978**		**1,764.4218**	**1,764.4218**	**0.0385**	**0.1423**	**1,807.7772**

3.6 Building Construction - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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

3.6 Building Construction - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0408	1.6590	0.5130	7.5700e-003	0.2642	0.0102	0.2745	0.0761	9.8000e-003	0.0859		812.7849	812.7849	0.0174	0.1186	848.5682
Worker	0.3094	0.1613	2.8050	8.9900e-003	1.1583	4.7900e-003	1.1631	0.3072	4.4100e-003	0.3116		908.5315	908.5315	0.0191	0.0201	914.9987
Total	**0.3502**	**1.8203**	**3.3179**	**0.0166**	**1.4225**	**0.0150**	**1.4375**	**0.3833**	**0.0142**	**0.3975**		**1,721.3164**	**1,721.3164**	**0.0365**	**0.1387**	**1,763.5669**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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

3.6 Building Construction - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0408	1.6590	0.5130	7.5700e-003	0.2642	0.0102	0.2745	0.0761	9.8000e-003	0.0859		812.7849	812.7849	0.0174	0.1186	848.5682
Worker	0.3094	0.1613	2.8050	8.9900e-003	1.1583	4.7900e-003	1.1631	0.3072	4.4100e-003	0.3116		908.5315	908.5315	0.0191	0.0201	914.9987
Total	**0.3502**	**1.8203**	**3.3179**	**0.0166**	**1.4225**	**0.0150**	**1.4375**	**0.3833**	**0.0142**	**0.3975**		**1,721.3164**	**1,721.3164**	**0.0365**	**0.1387**	**1,763.5669**

3.7 Paving - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9152**	**8.5816**	**14.5780**	**0.0228**		**0.4185**	**0.4185**		**0.3850**	**0.3850**		**2,206.7452**	**2,206.7452**	**0.7137**		**2,224.5878**

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

3.7 Paving - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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
Worker	0.0329	0.0172	0.2984	9.6000e-004	0.1232	5.1000e-004	0.1237	0.0327	4.7000e-004	0.0332		96.6523	96.6523	2.0300e-003	2.1400e-003	97.3403
Total	**0.0329**	**0.0172**	**0.2984**	**9.6000e-004**	**0.1232**	**5.1000e-004**	**0.1237**	**0.0327**	**4.7000e-004**	**0.0332**		**96.6523**	**96.6523**	**2.0300e-003**	**2.1400e-003**	**97.3403**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9152**	**8.5816**	**14.5780**	**0.0228**		**0.4185**	**0.4185**		**0.3850**	**0.3850**	**0.0000**	**2,206.7452**	**2,206.7452**	**0.7137**		**2,224.5878**

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

3.7 Paving - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
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
Worker	0.0329	0.0172	0.2984	9.6000e-004	0.1232	5.1000e-004	0.1237	0.0327	4.7000e-004	0.0332		96.6523	96.6523	2.0300e-003	2.1400e-003	97.3403
Total	**0.0329**	**0.0172**	**0.2984**	**9.6000e-004**	**0.1232**	**5.1000e-004**	**0.1237**	**0.0327**	**4.7000e-004**	**0.0332**		**96.6523**	**96.6523**	**2.0300e-003**	**2.1400e-003**	**97.3403**

3.8 Architectural Coating - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	21.3304					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	**21.5013**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**		**281.4481**	**281.4481**	**0.0154**		**281.8319**

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

3.8 Architectural Coating - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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
Worker	0.0615	0.0320	0.5570	1.7800e-003	0.2300	9.5000e-004	0.2310	0.0610	8.8000e-004	0.0619		180.4176	180.4176	3.8000e-003	3.9900e-003	181.7019
Total	**0.0615**	**0.0320**	**0.5570**	**1.7800e-003**	**0.2300**	**9.5000e-004**	**0.2310**	**0.0610**	**8.8000e-004**	**0.0619**		**180.4176**	**180.4176**	**3.8000e-003**	**3.9900e-003**	**181.7019**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	21.3304					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	**21.5013**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**	**0.0000**	**281.4481**	**281.4481**	**0.0154**		**281.8319**

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

3.8 Architectural Coating - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
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
Worker	0.0615	0.0320	0.5570	1.7800e-003	0.2300	9.5000e-004	0.2310	0.0610	8.8000e-004	0.0619		180.4176	180.4176	3.8000e-003	3.9900e-003	181.7019
Total	**0.0615**	**0.0320**	**0.5570**	**1.7800e-003**	**0.2300**	**9.5000e-004**	**0.2310**	**0.0610**	**8.8000e-004**	**0.0619**		**180.4176**	**180.4176**	**3.8000e-003**	**3.9900e-003**	**181.7019**

3.8 Architectural Coating - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	21.3304					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	**21.5013**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**		**281.4481**	**281.4481**	**0.0154**		**281.8319**

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

3.8 Architectural Coating - 2027

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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
Worker	0.0582	0.0294	0.5285	1.7300e-003	0.2300	9.0000e-004	0.2309	0.0610	8.3000e-004	0.0618		175.3009	175.3009	3.4800e-003	3.8000e-003	176.5207
Total	**0.0582**	**0.0294**	**0.5285**	**1.7300e-003**	**0.2300**	**9.0000e-004**	**0.2309**	**0.0610**	**8.3000e-004**	**0.0618**		**175.3009**	**175.3009**	**3.4800e-003**	**3.8000e-003**	**176.5207**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	21.3304					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	**21.5013**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**	**0.0000**	**281.4481**	**281.4481**	**0.0154**		**281.8319**

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

3.8 Architectural Coating - 2027

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
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
Worker	0.0582	0.0294	0.5285	1.7300e-003	0.2300	9.0000e-004	0.2309	0.0610	8.3000e-004	0.0618		175.3009	175.3009	3.4800e-003	3.8000e-003	176.5207
Total	**0.0582**	**0.0294**	**0.5285**	**1.7300e-003**	**0.2300**	**9.0000e-004**	**0.2309**	**0.0610**	**8.3000e-004**	**0.0618**		**175.3009**	**175.3009**	**3.4800e-003**	**3.8000e-003**	**176.5207**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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	lb/day										lb/day					
Mitigated	1.9556	1.6924	16.8064	0.0378	4.5070	0.0247	4.5317	1.1997	0.0230	1.2227		3,845.0267	3,845.0267	0.2131	0.1603	3,898.1271
Unmitigated	1.9556	1.6924	16.8064	0.0378	4.5070	0.0247	4.5317	1.1997	0.0230	1.2227		3,845.0267	3,845.0267	0.2131	0.1603	3,898.1271

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	560.32	505.73	421.27	1,230,229	1,230,229
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	355.51	80.67	25.55	643,105	643,105
Total	915.83	586.40	446.82	1,873,333	1,873,333

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
Enclosed Parking with Elevator	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
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	MH
Apartments Mid Rise	0.575564	0.056293	0.184251	0.115043	0.020151	0.005257	0.008159	0.006240	0.000877	0.000356	0.024310	0.000874	0.002624
Enclosed Parking with Elevator	0.575564	0.056293	0.184251	0.115043	0.020151	0.005257	0.008159	0.006240	0.000877	0.000356	0.024310	0.000874	0.002624

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

General Office Building	0.575564	0.056293	0.184251	0.115043	0.020151	0.005257	0.008159	0.006240	0.000877	0.000356	0.024310	0.000874	0.002624

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0430	0.3768	0.2262	2.3400e-003		0.0297	0.0297		0.0297	0.0297		468.8519	468.8519	8.9900e-003	8.6000e-003	471.6381
NaturalGas Unmitigated	0.0430	0.3768	0.2262	2.3400e-003		0.0297	0.0297		0.0297	0.0297		468.8519	468.8519	8.9900e-003	8.6000e-003	471.6381

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	lb/day										lb/day					
Apartments Mid Rise	2365.24	0.0255	0.2180	0.0928	1.3900e-003		0.0176	0.0176		0.0176	0.0176		278.2637	278.2637	5.3300e-003	5.1000e-003	279.9173
Enclosed Parking with Elevator	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
General Office Building	1620	0.0175	0.1588	0.1334	9.5000e-004		0.0121	0.0121		0.0121	0.0121		190.5882	190.5882	3.6500e-003	3.4900e-003	191.7208
Total		**0.0430**	**0.3768**	**0.2262**	**2.3400e-003**		**0.0297**	**0.0297**		**0.0297**	**0.0297**		**468.8519**	**468.8519**	**8.9800e-003**	**8.5900e-003**	**471.6381**

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	lb/day										lb/day					
Apartments Mid Rise	2.36524	0.0255	0.2180	0.0928	1.3900e-003		0.0176	0.0176		0.0176	0.0176		278.2637	278.2637	5.3300e-003	5.1000e-003	279.9173
Enclosed Parking with Elevator	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
General Office Building	1.62	0.0175	0.1588	0.1334	9.5000e-004		0.0121	0.0121		0.0121	0.0121		190.5882	190.5882	3.6500e-003	3.4900e-003	191.7208
Total		**0.0430**	**0.3768**	**0.2262**	**2.3400e-003**		**0.0297**	**0.0297**		**0.0297**	**0.0297**		**468.8519**	**468.8519**	**8.9800e-003**	**8.5900e-003**	**471.6381**

6.0 Area Detail

6.1 Mitigation Measures Area

Block 20 Proposed Project Run - Santa Clara County, Summer

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	lb/day										lb/day					
Mitigated	46.1749	1.0346	64.4926	0.1083		7.9924	7.9924		7.9924	7.9924	862.1972	397.0871	1,259.2843	1.1947	0.0609	1,307.3134
Unmitigated	46.1749	1.0346	64.4926	0.1083		7.9924	7.9924		7.9924	7.9924	862.1972	397.0871	1,259.2843	1.1947	0.0609	1,307.3134

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.5051					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.0517					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	42.3598	0.9365	55.9657	0.1078		7.9451	7.9451		7.9451	7.9451	862.1972	381.7059	1,243.9030	1.1799	0.0609	1,291.5607
Landscaping	0.2583	0.0981	8.5270	4.5000e-004		0.0472	0.0472		0.0472	0.0472		15.3812	15.3812	0.0149		15.7527
Total	**46.1750**	**1.0346**	**64.4926**	**0.1083**		**7.9924**	**7.9924**		**7.9924**	**7.9924**	**862.1972**	**397.0871**	**1,259.2843**	**1.1947**	**0.0609**	**1,307.3134**

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	lb/day										lb/day					
Architectural Coating	0.5051					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.0517					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	42.3598	0.9365	55.9657	0.1078		7.9451	7.9451		7.9451	7.9451	862.1972	381.7059	1,243.9030	1.1799	0.0609	1,291.5607
Landscaping	0.2583	0.0981	8.5270	4.5000e-004		0.0472	0.0472		0.0472	0.0472		15.3812	15.3812	0.0149		15.7527
Total	**46.1750**	**1.0346**	**64.4926**	**0.1083**		**7.9924**	**7.9924**		**7.9924**	**7.9924**	**862.1972**	**397.0871**	**1,259.2843**	**1.1947**	**0.0609**	**1,307.3134**

7.0 Water Detail

7.1 Mitigation Measures Water

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation