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**RE: Pala Mesa Plaza - PDS2020-STP-20-021 - Greenhouse Gas Screening Letter  
San Diego County**

This Greenhouse Gas (GHG) analysis has been prepared to assess if any significant GHG impacts would be generated by the proposed project action and uses the County's General Plan as the basis for all findings identified. The subject site is located at 3233 Old Highway 395 within the Fallbrook Community Planning Area within unincorporated San Diego County. Access would be provided by two driveways connecting to Old Highway 395.

The project is a Site Plan to authorize a new commercial development center. The project consists of two new 6,000 square foot commercial-retail buildings, a 4,980 square foot convenience store with a 6-pump gas station, and a total of 134 parking spaces. The site is developed with an existing 9,075 square foot commercial building and an existing burger restaurant. Both will be retained and the building facades will be renovated for a visual consistency with the new buildings.

The existing commercial building and burger restaurant utilize propane gas for operations which is delivered to the site via trucks regularly. These existing uses are in the process of connecting to the nearby natural gas point of connection and would essentially have the same energy footprint as exists today. The site also has an existing nursery which would be removed under this project. No demolition activities are expected. The proposed uses onsite would be 100% electric and would not utilize natural gas as a source of energy.

The site is subject to the General Plan Regional Category Semi Rural, Land Use Designation General Commercial. Zoning for the site is C36 (General Commercial). The Project is zoned General Commercial and has a General Commercial Village Floor Area Ratio requirement of 0.45 (County of San Diego, 2011). Based on project calculations, the Project included existing uses onsite would have a FAR of 0.16 (County of San Diego, 2020). No amendments to zoning designations or Special Area Regulations are needed to accommodate this Project.

GHG emissions from both Construction and Operations from the proposed Project was calculated using the latest CalEEMod 2020.4.0 emissions model, which was developed by BREEZE Software for South Coast Air Quality Management District (SCAQMD). The CalEEMod input/output model

is provided in **Attachments A**. CalEEMod software utilizes Title 24 California Building Standards Code which includes requirements for energy efficiency. CalEEMod 2020.4.0 utilizes Title 24 2019 requirements.

Originally, the construction of the proposed Project was to begin in 2022 and be completed later that year. The first full year of operations would be in 2023. CalEEMod was updated to reflect the anticipated construction activities and dates identified in Table 1. Should construction be completed at dates beyond those identified in Table 1, construction emissions would be conservative since construction equipment technology is always improving with time.

**Table 1: Expected Construction Equipment and Durations**

<b>Equipment Identification</b>	<b>Proposed Start</b>	<b>Proposed Complete</b>	<b>Quantity</b>
<b>Site Preparation</b>	1/1/2022	1/4/2022	
Graders			1
Rubber Tired Dozers			1
Tractors/Loaders/Backhoes			1
<b>Grading</b>	1/5/2022	1/10/2022	
Graders			1
Rubber Tired Dozers			1
Tractors/Loaders/Backhoes			2
<b>Building Construction</b>	1/11/2022	1/24/2022	
Cranes			1
Forklifts			1
Generator Sets			1
Tractors/Loaders/Backhoes			1
Welders			3
<b>Paving</b>	1/25/2022	10/31/2022	
Cement and Mortar Mixers			1
Pavers			1
Paving Equipment			1
Rollers			1
Tractors/Loaders/Backhoes			1
<b>Architectural Coating</b>	10/18/2022	10/31/2022	
Air Compressors			1
This equipment and durations were selected based on CalEEMod defaults			

Earthwork will consist of 7,725 cubic yards of cut and fill of 5,875 cubic yards, for a total export of 2,150 cubic yards of material. Offsite improvements include widening and restriping of Public Road Old Highway 395 adjacent to the Project site. Earthwork quantities modeled in CalEEMod include all necessary export as well as earthwork activities necessary for offsite roadway improvements.

Based on the construction model outputs shown in Table 2, we find that construction of the project will produce approximately 249 metric tons of GHGs commonly referred to as Carbon Dioxide Equivalent (CO<sub>2</sub>e<sup>1</sup>) during the construction period. Since GHG emissions are typically reported on an annual basis, it is acceptable to average the total construction emission over the life of the Project, which is assumed to be 30 years. This methodology was recommended by SCAQMD (SCAQMD, 2008). Based on this, the project would add 8 MT per year.

**Table 2: Expected Annual Construction CO<sub>2</sub>e Emissions Summary**

Year	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e (MT)
2022	0	247	247	0	0	249
<b>Total</b>						<b>249</b>
<b>Yearly Average Construction Emissions (Metric Tons/year over 30 years)</b>						<b>8</b>
Expected Construction emissions are based upon CalEEMod modeling assumptions (Table 1 above)						

It should be noted that electrical energy-intensity factors were updated in CalEEMod 2020.4.0 to reflect San Diego Gas and Electric’s (SDG&E’s) latest emissions rates. CalEEMod 2016.3.2 (the model prior to 2020.4.0) was based on default emissions from 2009 which included a 10.5% RPS factor (California Public Utilities Commission, 2016). For SDG&E CalEEMod 2020.4.0 updated the emissions as if a 33% RPS was achieved or roughly 540 pounds per megawatt hour (lb/MWh). In accordance with SB 100, SDG&E will achieve an RPS of 60% in 2030. After correcting the emissions based on 2009 RPS achievements, the emission factors in 2030 are shown in Table 3. In addition, 2023 emission factors have been included and are based on a linear progression through 2030.

**Table 3: SDG&E Energy Intensity Factors**

GHG	2009 Factors w/10.5% RPS (lbs/MWh)	RPS Factors 2020 33% Achieved (lbs/MWh)	Current RPS Factors 2030 60% Achieved (lbs/MWh)	Current RPS Factors 2023 41.1% Achieved (lbs/MWh)
Carbon Dioxide (CO <sub>2</sub> )	720.49	539.98	322.38	474.70
Methane (CH <sub>4</sub> )	0.029	0.033	0.0197	0.0029
Nitrous Oxide (N <sub>2</sub> O)	0.006	0.004	0.0024	0.0035

<sup>1</sup> CO<sub>2</sub>e is calculated by multiplying the calculated levels of CH<sub>4</sub> and N<sub>2</sub>O by a Global Warming Potential (GWP). The Intergovernmental Panel on Climate Change (IPCC) provides source data for GWP factors for both CH<sub>4</sub> and N<sub>2</sub>O using the 100 year periods of 25 and 298, respectively (IPCC, 2007).

Traffic generation and assumptions for the project were calculated using the project traffic study (Darnell and Associates, 2021) and were updated within the model. Also, it should be noted that the vehicular trips that exist from the nursery or existing uses onsite were not included. Based on the proposed Project description, the nursery will be removed. No corrections or credit for these vehicular trips were accounted for in this analysis.

The annual operational GHG emissions are shown in Table 4. Based upon these calculations, the annual emission would be 825 MT CO<sub>2</sub>e per Year. The County of San Diego does not currently have significance thresholds though does have an approved General Plan which does provides smart growth and land use planning principles designed to reduce GHG emissions. The strategies for reduction of GHG emissions in the General Plan are to reduce vehicle miles traveled (VMT), energy consumption, water consumption and solid waste.

**Table 4: Annual Operational Emissions including Construction MT/Year**

Source	Bio-CO <sub>2</sub>	NBio-CO <sub>2</sub>	Total CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e (MT/Yr)
*Proposed Project	3	791	794	<1	<1	817
Construction Emissions						8
<b>Project GHG Total</b>						<b>825</b>
*Project does not include GHG emissions from existing uses onsite and does not take corrections for uses no longer retained under this Project.						

**Greenhouse Gas Impacts**

The County is currently working on GHG specific significance thresholds, although none are established as of the date of this report.

The County has supported the use of a qualitative approach that conditions the project from the start as a means to conclude a “less than significant” finding for a project under CEQA in consideration of the state’s most recent long-term GHG reductions goals established by AB 1279 (i.e., reducing statewide GHG emissions by 85 percent from a 1990 inventory level and achieving carbon neutrality by no later than 2045). Under this type of approach, if a project would contribute its “fair share” of what would be required to achieve the long-term climate goals of AB 1279, then a reviewing agency can find that a project would not introduce a cumulatively significant climate change impact under CEQA. This approach is consistent with direction provided by the California Supreme Court in the Center for Biological Diversity v. Department of Fish & Wildlife (2015) (62 Cal.4th 204) case. As the Supreme Court held in that case, a project that would be consistent with meeting those goals can be found to have a less than significant impact on climate change under CEQA. If a project would contribute its “fair share” of what would be required to achieve those long-term climate goals, then a reviewing agency can find

that the impact would not be significant because the project would help to solve the problem of global climate change nor would it interfere with the state's long-term GHG reduction goals (62 Cal.4th 220–223).

This approach was adopted as noted in the approved CEQA Thresholds of Significance for Climate Impacts guidelines within the Bay Area Air Quality Management District (BAAQMD, 2022). At this time, BAAQMD's thresholds are the only available thresholds supported by an air district accompanied by a well-substantiated justification report, which outlines the use of these thresholds for project-level CEQA evaluations to demonstrate that projects are doing their "fair share" in supporting the state's long-term GHG reduction goal of carbon neutrality by 2045, as codified in AB 1279. The BAAQMD's Justification Report constitutes substantial evidence for CEQA purposes, and the County has determined that BAAQMD's thresholds are applicable for use in CEQA analyses within the unincorporated county.

Moreover, BAAQMD's thresholds are reflexive of the direction provided in Appendix D, "Local Actions," of *the 2022 Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan). Appendix D of the 2022 Scoping Plan establishes three key sectors that may be targeted by local jurisdictions to ensure that sufficient action is taken at the local level to further the state's long-term GHG reduction targets. These include building decarbonization, VMT reductions, and the electrification of the mobile source sector. As summarized below, BAAQMD's thresholds are tied to building decarbonization (i.e., the prohibition of on-site natural gas usage and infrastructure), VMT reductions aligned with OPR targets under SB 743, and incorporation of EV chargers to facilitate the electrification of the vehicle fleet.

Since the proposed thresholds to evaluate climate impacts from land use projects are qualitative, there is no bright-line (quantitative) level to mitigate below. Implementing all qualitative design elements within their threshold could be considered consistent with their local Greenhouse Gas (GHG) Reduction Strategy and would meet the criteria of the State CEQA Guidelines section 15183.5(b) and would also be consistent with the intended "fair share" contribution by a project to solve the problem of global climate change. The County may move in this direction in approval of future GHG Significance thresholds. However, in lieu of a formal, numerical or qualitative threshold developed by the County, BAAQMD's thresholds are applied in this analysis.

Using BAAQMD's qualitative thresholds, a Project would not generate a significant climate change impacts if the following design elements were incorporated into a project's design:

*For Buildings,*

- The project will not include natural gas appliances or natural gas plumbing (in both residential and nonresidential development).
- The project will not result in any wasteful, inefficient, or unnecessary energy usage as determined by the analysis required under CEQA Section 21100(b)(3) and Section 15126.2(b) of the State CEQA Guidelines.

For Vehicle Trips,

- Achieve a reduction in project-generated vehicle miles traveled (VMT) below the regional average consistent with the current version of the California Climate Change Scoping Plan (currently 15 percent) or meet a locally adopted Senate Bill 743 VMT target, reflecting the recommendations provided in the Governor’s Office of Planning and Research’s Technical Advisory on Evaluating Transportation Impacts in CEQA:
  - Residential projects: 15 percent below the existing VMT per capita
  - Office projects: 15 percent below the existing VMT per employee
  - Retail projects: no net increase in existing VMT
- Achieve compliance with off-street electric vehicle (EV) requirements in the most recently adopted version of CALGreen Tier 2.

The project applicant has committed to various design features which would ensure consistency with BAAQMD thresholds. This methodology would ensure that the Project would provide a “Fair Share” contribution or reduction to greenhouse gas emissions which will help the State solve the problems of global climate change.

Retrofitting an existing building to replace natural gas infrastructure with electrical service is far more difficult and expensive than building a new all-electric building (Economics, 2019). The new portions of the Pala Mesa Plaza project would not include natural gas piping or natural gas plumbing to any of the proposed buildings. Notably, the existing structures currently operational at the project site use both electricity and propane. These uses constitute the environmental baseline for use in CEQA analyses. Moreover, the existing propane use will transition to natural gas, and heating and cooking using natural gas would remain the same for these existing uses compared to baseline levels. A reduction in operational GHGs would be expected since the trucking of propane to the existing uses will no longer be required, thus reducing GHG emissions associated with the combustion of diesel fuel. Because the project would not introduce additional natural gas above baseline conditions and would construct all buildings to be fully electric, the project would be consistent with BAAQMD’s design feature to decarbonize buildings. Also, through the transition from propane to natural gas, energy consumed in the form of diesel fuel would be avoided thus improving the energy efficiency of the Project. The Project would therefore not contribute to any wasteful, inefficient, or unnecessary energy usage.

Vehicle trips for this Project would have a net decrease as identified in the Project Traffic analysis (Darnell and Associates, 2021). As noted in the traffic report conducted for the Project, the Project would have a less-than-significant VMT impact when compared to the County’s standards, which mirror the guidance provided by OPR pursuant to SB 743. Therefore, the Project would align with BAAQMD’s VMT standard for a retail land use.

Finally, the Project is required to install 57 EV Capable Spaces, of which 19 EV Capable Spaces with charging stations will be installed as required per the requirements of CALGreen Tier 2

(2022). Meeting this Tier 2 requirement is consistent with BAAQMD's design features to facilitate the electrification of the mobile source sector.

Because the project would implement the various project design features promoted by BAAQMD, the Project would do its "fair share" in assisting the State in meeting its long-term GHG reduction goal of carbon neutrality by 2045. Therefore, the Project would result in a less-than-significant climate change impact.

### **General Plan Consistency**

A project's adherence to the County's General Plan can be determined through demonstrating consistency with General Plan land use assumption and policies. If a project would generate fewer GHG emissions than the maximum allowable buildout of the site under the General Plan land use designations, the project would have a less than significant GHG impacts.

The fully built out land use under the Proposed Site Plan has a FAR of 0.16. Under the County's General Plan, the project site has a FAR of 0.45. Since the Project is essentially 64 percent smaller than would typically be allowed under the General Plan, the project would be consistent with the C36 zoning and allowable FAR. The County's General Plan contains various goals, policies, and objectives related to the reduction of GHG emissions and global climate change and is shown in Table 5.



**Table 5: County General Plan Policies**

Policy	Project Consistency
<p><i>COS14.3 Sustainable Development.</i> Require design of residential subdivisions and nonresidential development through “green” and sustainable land development practices to conserve energy, water, open space, and natural resources.</p>	<p><i>Consistent.</i> The Project would install low flow indoor fixtures and otherwise comply with the sustainability and efficiency features consistent with Title 24, Part 6 of the California Code of Regulations (2019) requirements.</p>
<p><i>COS14.7 Alternative Energy Sources for Development Projects.</i> Encourage development projects that use energy recovery, photovoltaic, and wind energy.</p>	<p><i>Consistent.</i> At a minimum, the project will comply with Section 110.10 of Title 24 (2019) for all non-residential buildings constructed under this project.</p>
<p><i>COS14.10 Low Emission Construction Vehicles and Equipment.</i> Require County contractors and encourage other developers to use low-emission construction vehicles and equipment to improve air quality and reduce GHG emissions.</p>	<p><i>Consistent.</i> The Project would utilize Tier 4 construction equipment as a mitigation measure for Air Quality compliance. This equipment is also the newest equipment and would have the highest efficiency on the market. Given this, this equipment would be consistent with COS14.10 Low Emission Construction Vehicles.</p>
<p><i>COS15.1 Design and Construction of New Buildings.</i> Require that new buildings be designed and constructed in accordance with “green building” programs that incorporate techniques and materials that maximize energy efficiency, incorporate the use of sustainable resources and recycled materials, and reduce emissions of GHGs and toxic air contaminants.</p>	<p><i>Consistent.</i> The Project proposes sustainability and efficiency features consistent with Title 24, Part 6 of the California Code of Regulations (2019) requirements.</p>
<p><i>COS15.4 Title 24 Energy Standards.</i> Require development to minimize energy impacts from new buildings in accordance with or exceeding Title 24 energy standards.</p>	<p><i>Consistent.</i> The Project proposes implementing energy efficiency features that would meet 2019 Title 24 standards.</p>
<p><i>COS17.1 Reduction of Solid Waste Materials.</i> Reduce GHG emissions and future landfill capacity needs through reduction, reuse, or recycling of all types of solid waste that is generated. Divert solid waste from landfills in compliance with State law.</p>	<p><i>Consistent.</i> Areas for storage and collection of recyclables and yard waste would be provided.</p>
<p><i>COS17.2 Construction and Demolition Waste.</i> Require recycling, reduction and reuse of construction and demolition debris.</p>	<p><i>Consistent.</i> The Project would prepare a Construction Debris Management Plan that complies with Section 68.508-68.518 of the County Municipal Code and would divert 90 percent of inerts and 70 percent of construction waste from landfills through reuse and recycling.</p>
<p><i>COS20.1 Governance and Administration.</i> Reduction of community-wide (i.e., unincorporated County) greenhouse gas emissions contributing to climate change that meet or exceed requirements of the Global Warming Solutions Act of 2006, as amended by Senate Bill 32.</p>	<p><i>Consistent.</i> As discussed above, the Project satisfies a locally appropriate project specific GHG threshold that are consistent with the SB 32 emissions target.</p>




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Based on this, the proposed Project would be considered consistent with the General Plan and since the Project would be considered less intense than the General Plan would technically allow under FAR calculations, the Project would have a less than significant GHG impact. As such the proposed project would not generate significant impacts under CEQA and would therefore not be required to implement any mitigation measures to move forward.

Sincerely,  
Ldn Consulting, Inc.



Jeremy Loudon

**Attachment A:** CalEEMod Model Results – Proposed Project

**References:**

- BAAQMD. (2022). *CEQA Thresholds and Guidelines Update*. Retrieved from <https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines>
- California Public Utilities Commission. (2016). *Biennial RPS Program Update - In Compliance with Public Utilities Code Section 913.6*. Retrieved from [http://www.cpuc.ca.gov/uploadedFiles/CPUC\\_Website/Content/Utilities\\_and\\_Industries/Energy/Reports\\_and\\_White\\_Papers/FINAL12302015Section913\\_6Report.pdf](http://www.cpuc.ca.gov/uploadedFiles/CPUC_Website/Content/Utilities_and_Industries/Energy/Reports_and_White_Papers/FINAL12302015Section913_6Report.pdf)
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- Economics, E. a. (2019). *Residential Building Electrification in California*. Retrieved from [www.ethree.com/wpcontent/uploads/2019/04/E3\\_Residential\\_Building\\_Electrification\\_in\\_California\\_April\\_2019.pdf](http://www.ethree.com/wpcontent/uploads/2019/04/E3_Residential_Building_Electrification_in_California_April_2019.pdf)
- IPCC. (2007). *IPCC Fourth Assessment Report: Climate Change 2007 : Working Group I: The Physical Science Basis*. Retrieved from [https://www.ipcc.ch/publications\\_and\\_data/ar4/wg1/en/ch2s2-10-2.html](https://www.ipcc.ch/publications_and_data/ar4/wg1/en/ch2s2-10-2.html)
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Pala Mesa Plaza - San Diego County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**Pala Mesa Plaza  
San Diego County, Annual**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	134.00	Space	1.21	53,600.00	0
Convenience Market With Gas Pumps	12.00	Pump	0.04	4,980.00	0
Strip Mall	12.00	1000sqft	0.28	12,000.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.6	<b>Precipitation Freq (Days)</b>	40
<b>Climate Zone</b>	13			<b>Operational Year</b>	2023
<b>Utility Company</b>	San Diego Gas & Electric				
<b>CO2 Intensity (lb/MWhr)</b>	474.7	<b>CH4 Intensity (lb/MWhr)</b>	0.029	<b>N2O Intensity (lb/MWhr)</b>	0.004

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

Project Characteristics - RPS 2023 corrected for 2020.4.0 assumes 33% achieved in 2020 and 60% will be achieved in 2030.

Land Use - Based on PD

Construction Phase -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Trips and VMT -

Grading -

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

Architectural Coating - Rule 67 Paint

Vehicle Trips - Trip Generation per traffic study

Vehicle Emission Factors - ASD

Vehicle Emission Factors -

Vehicle Emission Factors -

Area Coating - Rule 67 Paints

Energy Use -

Construction Off-road Equipment Mitigation - Tier 4

Area Mitigation -

Fleet Mix -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	100.00
tblArchitecturalCoating	EF_Parking	250.00	100.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	100
tblAreaCoating	Area_EF_Nonresidential_Interior	250	100
tblAreaCoating	Area_EF_Parking	250	100
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	5.00

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblGrading	MaterialExported	0.00	2,150.00
tblLandUse	LandUseSquareFeet	1,694.10	4,980.00
tblProjectCharacteristics	CH4IntensityFactor	0.033	0.029
tblProjectCharacteristics	CO2IntensityFactor	539.98	474.7
tblVehicleTrips	ST_TR	322.50	205.36
tblVehicleTrips	ST_TR	42.04	37.75
tblVehicleTrips	SU_TR	322.50	205.36
tblVehicleTrips	SU_TR	20.43	37.75
tblVehicleTrips	WD_TR	322.50	205.36
tblVehicleTrips	WD_TR	44.32	37.75

**2.0 Emissions Summary**

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-1-2022	3-31-2022	0.4801	0.1499
2	4-1-2022	6-30-2022	0.4859	0.1562
3	7-1-2022	9-30-2022	0.4913	0.1579
		Highest	0.4913	0.1579

**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	0.0785	1.0000e-005	1.4500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.8200e-003	2.8200e-003	1.0000e-005	0.0000	3.0100e-003
Energy	2.0000e-004	1.8500e-003	1.5500e-003	1.0000e-005		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004	0.0000	50.7290	50.7290	3.0100e-003	4.5000e-004	50.9377
Mobile	0.9377	0.6886	5.7104	7.8800e-003	0.7555	7.3900e-003	0.7628	0.2016	6.8700e-003	0.2085	0.0000	735.5039	735.5039	0.0960	0.0530	753.7035
Waste						0.0000	0.0000		0.0000	0.0000	2.5577	0.0000	2.5577	0.1512	0.0000	6.3366
Water						0.0000	0.0000		0.0000	0.0000	0.3218	4.3312	4.6530	0.0333	8.2000e-004	5.7294
<b>Total</b>	<b>1.0164</b>	<b>0.6904</b>	<b>5.7134</b>	<b>7.8900e-003</b>	<b>0.7555</b>	<b>7.5400e-003</b>	<b>0.7630</b>	<b>0.2016</b>	<b>7.0200e-003</b>	<b>0.2087</b>	<b>2.8795</b>	<b>790.5669</b>	<b>793.4464</b>	<b>0.2835</b>	<b>0.0543</b>	<b>816.7101</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	0.0785	1.0000e-005	1.4500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.8200e-003	2.8200e-003	1.0000e-005	0.0000	3.0100e-003
Energy	2.0000e-004	1.8500e-003	1.5500e-003	1.0000e-005		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004	0.0000	50.7290	50.7290	3.0100e-003	4.5000e-004	50.9377
Mobile	0.9377	0.6886	5.7104	7.8800e-003	0.7555	7.3900e-003	0.7628	0.2016	6.8700e-003	0.2085	0.0000	735.5039	735.5039	0.0960	0.0530	753.7035
Waste						0.0000	0.0000		0.0000	0.0000	2.5577	0.0000	2.5577	0.1512	0.0000	6.3366
Water						0.0000	0.0000		0.0000	0.0000	0.3218	4.3312	4.6530	0.0333	8.2000e-004	5.7294
<b>Total</b>	<b>1.0164</b>	<b>0.6904</b>	<b>5.7134</b>	<b>7.8900e-003</b>	<b>0.7555</b>	<b>7.5400e-003</b>	<b>0.7630</b>	<b>0.2016</b>	<b>7.0200e-003</b>	<b>0.2087</b>	<b>2.8795</b>	<b>790.5669</b>	<b>793.4464</b>	<b>0.2835</b>	<b>0.0543</b>	<b>816.7101</b>

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

**3.0 Construction Detail**

**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2022	1/4/2022	5	2	
2	Grading	Grading	1/5/2022	1/10/2022	5	4	
3	Paving	Paving	1/11/2022	1/24/2022	5	10	



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4	Building Construction	Building Construction	1/25/2022	10/31/2022	5	200
5	Architectural Coating	Architectural Coating	10/18/2022	10/31/2022	5	10

**Acres of Grading (Site Preparation Phase): 1.88**

**Acres of Grading (Grading Phase): 4**

**Acres of Paving: 1.21**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 25,470; Non-Residential Outdoor: 8,490; Striped Parking Area: 3,216 (Architectural Coating – sqft)**

**OffRoad Equipment**

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

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**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	269.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	28.00	12.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	6.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Use Cleaner Engines for Construction Equipment

**3.2 Site Preparation - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					6.2700e-003	0.0000	6.2700e-003	3.0000e-003	0.0000	3.0000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.3100e-003	0.0146	7.0900e-003	2.0000e-005		6.2000e-004	6.2000e-004		5.7000e-004	5.7000e-004	0.0000	1.5115	1.5115	4.9000e-004	0.0000	1.5238
<b>Total</b>	<b>1.3100e-003</b>	<b>0.0146</b>	<b>7.0900e-003</b>	<b>2.0000e-005</b>	<b>6.2700e-003</b>	<b>6.2000e-004</b>	<b>6.8900e-003</b>	<b>3.0000e-003</b>	<b>5.7000e-004</b>	<b>3.5700e-003</b>	<b>0.0000</b>	<b>1.5115</b>	<b>1.5115</b>	<b>4.9000e-004</b>	<b>0.0000</b>	<b>1.5238</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.2 Site Preparation - 2022**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	2.0000e-005	2.0000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0528	0.0528	0.0000	0.0000	0.0533
<b>Total</b>	<b>2.0000e-005</b>	<b>2.0000e-005</b>	<b>2.0000e-004</b>	<b>0.0000</b>	<b>6.0000e-005</b>	<b>0.0000</b>	<b>6.0000e-005</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>0.0528</b>	<b>0.0528</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0533</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					6.2700e-003	0.0000	6.2700e-003	3.0000e-003	0.0000	3.0000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.1000e-004	9.1000e-004	8.6700e-003	2.0000e-005		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	1.5115	1.5115	4.9000e-004	0.0000	1.5238
<b>Total</b>	<b>2.1000e-004</b>	<b>9.1000e-004</b>	<b>8.6700e-003</b>	<b>2.0000e-005</b>	<b>6.2700e-003</b>	<b>3.0000e-005</b>	<b>6.3000e-003</b>	<b>3.0000e-003</b>	<b>3.0000e-005</b>	<b>3.0300e-003</b>	<b>0.0000</b>	<b>1.5115</b>	<b>1.5115</b>	<b>4.9000e-004</b>	<b>0.0000</b>	<b>1.5238</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.2 Site Preparation - 2022**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	2.0000e-005	2.0000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0528	0.0528	0.0000	0.0000	0.0533
<b>Total</b>	<b>2.0000e-005</b>	<b>2.0000e-005</b>	<b>2.0000e-004</b>	<b>0.0000</b>	<b>6.0000e-005</b>	<b>0.0000</b>	<b>6.0000e-005</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>0.0528</b>	<b>0.0528</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0533</b>

**3.3 Grading - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0143	0.0000	0.0143	6.8700e-003	0.0000	6.8700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.0800e-003	0.0340	0.0184	4.0000e-005		1.4800e-003	1.4800e-003		1.3700e-003	1.3700e-003	0.0000	3.6205	3.6205	1.1700e-003	0.0000	3.6498
<b>Total</b>	<b>3.0800e-003</b>	<b>0.0340</b>	<b>0.0184</b>	<b>4.0000e-005</b>	<b>0.0143</b>	<b>1.4800e-003</b>	<b>0.0158</b>	<b>6.8700e-003</b>	<b>1.3700e-003</b>	<b>8.2400e-003</b>	<b>0.0000</b>	<b>3.6205</b>	<b>3.6205</b>	<b>1.1700e-003</b>	<b>0.0000</b>	<b>3.6498</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.3 Grading - 2022**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	6.0000e-004	0.0227	5.3400e-003	8.0000e-005	2.3000e-003	2.1000e-004	2.5100e-003	6.3000e-004	2.0000e-004	8.3000e-004	0.0000	8.4306	8.4306	4.1000e-004	1.3400e-003	8.8399
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	6.0000e-005	4.0000e-005	4.9000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1319	0.1319	0.0000	0.0000	0.1331
<b>Total</b>	<b>6.6000e-004</b>	<b>0.0227</b>	<b>5.8300e-003</b>	<b>8.0000e-005</b>	<b>2.4600e-003</b>	<b>2.1000e-004</b>	<b>2.6700e-003</b>	<b>6.7000e-004</b>	<b>2.0000e-004</b>	<b>8.7000e-004</b>	<b>0.0000</b>	<b>8.5625</b>	<b>8.5625</b>	<b>4.1000e-004</b>	<b>1.3400e-003</b>	<b>8.9730</b>

**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					0.0143	0.0000	0.0143	6.8700e-003	0.0000	6.8700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.0000e-004	2.1900e-003	0.0218	4.0000e-005		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000	3.6205	3.6205	1.1700e-003	0.0000	3.6498
<b>Total</b>	<b>5.0000e-004</b>	<b>2.1900e-003</b>	<b>0.0218</b>	<b>4.0000e-005</b>	<b>0.0143</b>	<b>7.0000e-005</b>	<b>0.0144</b>	<b>6.8700e-003</b>	<b>7.0000e-005</b>	<b>6.9400e-003</b>	<b>0.0000</b>	<b>3.6205</b>	<b>3.6205</b>	<b>1.1700e-003</b>	<b>0.0000</b>	<b>3.6498</b>

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**3.3 Grading - 2022**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	6.0000e-004	0.0227	5.3400e-003	8.0000e-005	2.3000e-003	2.1000e-004	2.5100e-003	6.3000e-004	2.0000e-004	8.3000e-004	0.0000	8.4306	8.4306	4.1000e-004	1.3400e-003	8.8399
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	6.0000e-005	4.0000e-005	4.9000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1319	0.1319	0.0000	0.0000	0.1331
<b>Total</b>	<b>6.6000e-004</b>	<b>0.0227</b>	<b>5.8300e-003</b>	<b>8.0000e-005</b>	<b>2.4600e-003</b>	<b>2.1000e-004</b>	<b>2.6700e-003</b>	<b>6.7000e-004</b>	<b>2.0000e-004</b>	<b>8.7000e-004</b>	<b>0.0000</b>	<b>8.5625</b>	<b>8.5625</b>	<b>4.1000e-004</b>	<b>1.3400e-003</b>	<b>8.9730</b>

**3.4 Paving - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.4400e-003	0.0339	0.0440	7.0000e-005		1.7400e-003	1.7400e-003		1.6000e-003	1.6000e-003	0.0000	5.8848	5.8848	1.8700e-003	0.0000	5.9315
Paving	1.5900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>5.0300e-003</b>	<b>0.0339</b>	<b>0.0440</b>	<b>7.0000e-005</b>		<b>1.7400e-003</b>	<b>1.7400e-003</b>		<b>1.6000e-003</b>	<b>1.6000e-003</b>	<b>0.0000</b>	<b>5.8848</b>	<b>5.8848</b>	<b>1.8700e-003</b>	<b>0.0000</b>	<b>5.9315</b>

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**3.4 Paving - 2022**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9000e-004	1.4000e-004	1.6000e-003	0.0000	5.2000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4287	0.4287	1.0000e-005	1.0000e-005	0.4327
<b>Total</b>	<b>1.9000e-004</b>	<b>1.4000e-004</b>	<b>1.6000e-003</b>	<b>0.0000</b>	<b>5.2000e-004</b>	<b>0.0000</b>	<b>5.2000e-004</b>	<b>1.4000e-004</b>	<b>0.0000</b>	<b>1.4000e-004</b>	<b>0.0000</b>	<b>0.4287</b>	<b>0.4287</b>	<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>0.4327</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	8.0000e-004	3.4600e-003	0.0493	7.0000e-005		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004	0.0000	5.8848	5.8848	1.8700e-003	0.0000	5.9314
Paving	1.5900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>2.3900e-003</b>	<b>3.4600e-003</b>	<b>0.0493</b>	<b>7.0000e-005</b>		<b>1.1000e-004</b>	<b>1.1000e-004</b>		<b>1.1000e-004</b>	<b>1.1000e-004</b>	<b>0.0000</b>	<b>5.8848</b>	<b>5.8848</b>	<b>1.8700e-003</b>	<b>0.0000</b>	<b>5.9314</b>



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**3.4 Paving - 2022**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9000e-004	1.4000e-004	1.6000e-003	0.0000	5.2000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4287	0.4287	1.0000e-005	1.0000e-005	0.4327
<b>Total</b>	<b>1.9000e-004</b>	<b>1.4000e-004</b>	<b>1.6000e-003</b>	<b>0.0000</b>	<b>5.2000e-004</b>	<b>0.0000</b>	<b>5.2000e-004</b>	<b>1.4000e-004</b>	<b>0.0000</b>	<b>1.4000e-004</b>	<b>0.0000</b>	<b>0.4287</b>	<b>0.4287</b>	<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>0.4327</b>

**3.5 Building Construction - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1649	1.2503	1.2726	2.2100e-003		0.0589	0.0589		0.0569	0.0569	0.0000	181.5769	181.5769	0.0316	0.0000	182.3675
<b>Total</b>	<b>0.1649</b>	<b>1.2503</b>	<b>1.2726</b>	<b>2.2100e-003</b>		<b>0.0589</b>	<b>0.0589</b>		<b>0.0569</b>	<b>0.0569</b>	<b>0.0000</b>	<b>181.5769</b>	<b>181.5769</b>	<b>0.0316</b>	<b>0.0000</b>	<b>182.3675</b>

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**3.5 Building Construction - 2022**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.6500e-003	0.0661	0.0216	2.6000e-004	7.9700e-003	6.9000e-004	8.6600e-003	2.3000e-003	6.6000e-004	2.9700e-003	0.0000	25.0247	25.0247	7.6000e-004	3.6400e-003	26.1270
Worker	8.0800e-003	5.8700e-003	0.0688	2.0000e-004	0.0225	1.3000e-004	0.0226	5.9700e-003	1.2000e-004	6.0900e-003	0.0000	18.4660	18.4660	5.8000e-004	5.3000e-004	18.6393
<b>Total</b>	<b>0.0107</b>	<b>0.0719</b>	<b>0.0905</b>	<b>4.6000e-004</b>	<b>0.0304</b>	<b>8.2000e-004</b>	<b>0.0312</b>	<b>8.2700e-003</b>	<b>7.8000e-004</b>	<b>9.0600e-003</b>	<b>0.0000</b>	<b>43.4907</b>	<b>43.4907</b>	<b>1.3400e-003</b>	<b>4.1700e-003</b>	<b>44.7663</b>

**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	0.0293	0.3712	1.3124	2.2100e-003		3.0300e-003	3.0300e-003		3.0300e-003	3.0300e-003	0.0000	181.5767	181.5767	0.0316	0.0000	182.3673
<b>Total</b>	<b>0.0293</b>	<b>0.3712</b>	<b>1.3124</b>	<b>2.2100e-003</b>		<b>3.0300e-003</b>	<b>3.0300e-003</b>		<b>3.0300e-003</b>	<b>3.0300e-003</b>	<b>0.0000</b>	<b>181.5767</b>	<b>181.5767</b>	<b>0.0316</b>	<b>0.0000</b>	<b>182.3673</b>

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**3.5 Building Construction - 2022**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.6500e-003	0.0661	0.0216	2.6000e-004	7.9700e-003	6.9000e-004	8.6600e-003	2.3000e-003	6.6000e-004	2.9700e-003	0.0000	25.0247	25.0247	7.6000e-004	3.6400e-003	26.1270
Worker	8.0800e-003	5.8700e-003	0.0688	2.0000e-004	0.0225	1.3000e-004	0.0226	5.9700e-003	1.2000e-004	6.0900e-003	0.0000	18.4660	18.4660	5.8000e-004	5.3000e-004	18.6393
<b>Total</b>	<b>0.0107</b>	<b>0.0719</b>	<b>0.0905</b>	<b>4.6000e-004</b>	<b>0.0304</b>	<b>8.2000e-004</b>	<b>0.0312</b>	<b>8.2700e-003</b>	<b>7.8000e-004</b>	<b>9.0600e-003</b>	<b>0.0000</b>	<b>43.4907</b>	<b>43.4907</b>	<b>1.3400e-003</b>	<b>4.1700e-003</b>	<b>44.7663</b>

**3.6 Architectural Coating - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0862					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0200e-003	7.0400e-003	9.0700e-003	1.0000e-005		4.1000e-004	4.1000e-004		4.1000e-004	4.1000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2787
<b>Total</b>	<b>0.0872</b>	<b>7.0400e-003</b>	<b>9.0700e-003</b>	<b>1.0000e-005</b>		<b>4.1000e-004</b>	<b>4.1000e-004</b>		<b>4.1000e-004</b>	<b>4.1000e-004</b>	<b>0.0000</b>	<b>1.2766</b>	<b>1.2766</b>	<b>8.0000e-005</b>	<b>0.0000</b>	<b>1.2787</b>

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**3.6 Architectural Coating - 2022**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.0000e-005	6.0000e-005	7.4000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	7.0000e-005	0.0000	0.1979	0.1979	1.0000e-005	1.0000e-005	0.1997
<b>Total</b>	<b>9.0000e-005</b>	<b>6.0000e-005</b>	<b>7.4000e-004</b>	<b>0.0000</b>	<b>2.4000e-004</b>	<b>0.0000</b>	<b>2.4000e-004</b>	<b>6.0000e-005</b>	<b>0.0000</b>	<b>7.0000e-005</b>	<b>0.0000</b>	<b>0.1979</b>	<b>0.1979</b>	<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>0.1997</b>

**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	0.0862					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.5000e-004	6.4000e-004	9.1600e-003	1.0000e-005		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2787
<b>Total</b>	<b>0.0863</b>	<b>6.4000e-004</b>	<b>9.1600e-003</b>	<b>1.0000e-005</b>		<b>2.0000e-005</b>	<b>2.0000e-005</b>		<b>2.0000e-005</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>1.2766</b>	<b>1.2766</b>	<b>8.0000e-005</b>	<b>0.0000</b>	<b>1.2787</b>

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**3.6 Architectural Coating - 2022**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.0000e-005	6.0000e-005	7.4000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	7.0000e-005	0.0000	0.1979	0.1979	1.0000e-005	1.0000e-005	0.1997
<b>Total</b>	<b>9.0000e-005</b>	<b>6.0000e-005</b>	<b>7.4000e-004</b>	<b>0.0000</b>	<b>2.4000e-004</b>	<b>0.0000</b>	<b>2.4000e-004</b>	<b>6.0000e-005</b>	<b>0.0000</b>	<b>7.0000e-005</b>	<b>0.0000</b>	<b>0.1979</b>	<b>0.1979</b>	<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>0.1997</b>

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.9377	0.6886	5.7104	7.8800e-003	0.7555	7.3900e-003	0.7628	0.2016	6.8700e-003	0.2085	0.0000	735.5039	735.5039	0.0960	0.0530	753.7035
Unmitigated	0.9377	0.6886	5.7104	7.8800e-003	0.7555	7.3900e-003	0.7628	0.2016	6.8700e-003	0.2085	0.0000	735.5039	735.5039	0.0960	0.0530	753.7035

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Convenience Market With Gas Pumps	2,464.32	2,464.32	2464.32	1,321,872	1,321,872
Parking Lot	0.00	0.00	0.00		
Strip Mall	453.00	453.00	453.00	697,635	697,635
<b>Total</b>	<b>2,917.32</b>	<b>2,917.32</b>	<b>2,917.32</b>	<b>2,019,507</b>	<b>2,019,507</b>

**4.3 Trip Type Information**

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Convenience Market With Gas	9.50	7.30	7.30	0.80	80.20	19.00	14	21	65
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15

**4.4 Fleet Mix**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Convenience Market With Gas Pumps	0.553514	0.062792	0.181046	0.120736	0.024419	0.006214	0.008493	0.006184	0.000715	0.000556	0.029185	0.000982	0.005164
Parking Lot	0.553514	0.062792	0.181046	0.120736	0.024419	0.006214	0.008493	0.006184	0.000715	0.000556	0.029185	0.000982	0.005164

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Strip Mall	0.553514	0.062792	0.181046	0.120736	0.024419	0.006214	0.008493	0.006184	0.000715	0.000556	0.029185	0.000982	0.005164
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**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	48.7174	48.7174	2.9800e-003	4.1000e-004	48.9142
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	48.7174	48.7174	2.9800e-003	4.1000e-004	48.9142
NaturalGas Mitigated	2.0000e-004	1.8500e-003	1.5500e-003	1.0000e-005		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004	0.0000	2.0116	2.0116	4.0000e-005	4.0000e-005	2.0235
NaturalGas Unmitigated	2.0000e-004	1.8500e-003	1.5500e-003	1.0000e-005		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004	0.0000	2.0116	2.0116	4.0000e-005	4.0000e-005	2.0235



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**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					
Convenience Market With Gas Pumps	11055.6	6.0000e-005	5.4000e-004	4.6000e-004	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.5900	0.5900	1.0000e-005	1.0000e-005	0.5935
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	26640	1.4000e-004	1.3100e-003	1.1000e-003	1.0000e-005		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	1.4216	1.4216	3.0000e-005	3.0000e-005	1.4301
<b>Total</b>		<b>2.0000e-004</b>	<b>1.8500e-003</b>	<b>1.5600e-003</b>	<b>1.0000e-005</b>		<b>1.4000e-004</b>	<b>1.4000e-004</b>		<b>1.4000e-004</b>	<b>1.4000e-004</b>	<b>0.0000</b>	<b>2.0116</b>	<b>2.0116</b>	<b>4.0000e-005</b>	<b>4.0000e-005</b>	<b>2.0235</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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					
Convenience Market With Gas Pumps	11055.6	6.0000e-005	5.4000e-004	4.6000e-004	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.5900	0.5900	1.0000e-005	1.0000e-005	0.5935
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	26640	1.4000e-004	1.3100e-003	1.1000e-003	1.0000e-005		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	1.4216	1.4216	3.0000e-005	3.0000e-005	1.4301
<b>Total</b>		<b>2.0000e-004</b>	<b>1.8500e-003</b>	<b>1.5600e-003</b>	<b>1.0000e-005</b>		<b>1.4000e-004</b>	<b>1.4000e-004</b>		<b>1.4000e-004</b>	<b>1.4000e-004</b>	<b>0.0000</b>	<b>2.0116</b>	<b>2.0116</b>	<b>4.0000e-005</b>	<b>4.0000e-005</b>	<b>2.0235</b>

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**5.3 Energy by Land Use - Electricity**

**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Convenience Market With Gas Pumps	60855.6	13.1035	8.0000e-004	1.1000e-004	13.1564
Parking Lot	18760	4.0394	2.5000e-004	3.0000e-005	4.0557
Strip Mall	146640	31.5746	1.9300e-003	2.7000e-004	31.7021
<b>Total</b>		<b>48.7174</b>	<b>2.9800e-003</b>	<b>4.1000e-004</b>	<b>48.9142</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**5.3 Energy by Land Use - Electricity**

**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Convenience Market With Gas Pumps	60855.6	13.1035	8.0000e-004	1.1000e-004	13.1564
Parking Lot	18760	4.0394	2.5000e-004	3.0000e-005	4.0557
Strip Mall	146640	31.5746	1.9300e-003	2.7000e-004	31.7021
<b>Total</b>		<b>48.7174</b>	<b>2.9800e-003</b>	<b>4.1000e-004</b>	<b>48.9142</b>

**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 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	0.0785	1.0000e-005	1.4500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.8200e-003	2.8200e-003	1.0000e-005	0.0000	3.0100e-003
Unmitigated	0.0785	1.0000e-005	1.4500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.8200e-003	2.8200e-003	1.0000e-005	0.0000	3.0100e-003

**6.2 Area by SubCategory**

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	8.6200e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0698					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.3000e-004	1.0000e-005	1.4500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.8200e-003	2.8200e-003	1.0000e-005	0.0000	3.0100e-003
<b>Total</b>	<b>0.0785</b>	<b>1.0000e-005</b>	<b>1.4500e-003</b>	<b>0.0000</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>2.8200e-003</b>	<b>2.8200e-003</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>3.0100e-003</b>

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**6.2 Area by SubCategory**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	8.6200e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0698					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.3000e-004	1.0000e-005	1.4500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.8200e-003	2.8200e-003	1.0000e-005	0.0000	3.0100e-003
<b>Total</b>	<b>0.0785</b>	<b>1.0000e-005</b>	<b>1.4500e-003</b>	<b>0.0000</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>2.8200e-003</b>	<b>2.8200e-003</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>3.0100e-003</b>

**7.0 Water Detail**

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**7.1 Mitigation Measures Water**

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	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	4.6530	0.0333	8.2000e-004	5.7294
Unmitigated	4.6530	0.0333	8.2000e-004	5.7294

**7.2 Water by Land Use**

**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Convenience Market With Gas Pumps	0.125486 / 0.0769109	0.5756	4.1200e-003	1.0000e-004	0.7088
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0.88887 / 0.544791	4.0774	0.0292	7.2000e-004	5.0206
<b>Total</b>		<b>4.6530</b>	<b>0.0333</b>	<b>8.2000e-004</b>	<b>5.7294</b>



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**7.2 Water by Land Use**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Convenience Market With Gas Pumps	0.125486 / 0.0769109	0.5756	4.1200e-003	1.0000e-004	0.7088
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0.88887 / 0.544791	4.0774	0.0292	7.2000e-004	5.0206
<b>Total</b>		<b>4.6530</b>	<b>0.0333</b>	<b>8.2000e-004</b>	<b>5.7294</b>

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	2.5577	0.1512	0.0000	6.3366
Unmitigated	2.5577	0.1512	0.0000	6.3366

**8.2 Waste by Land Use**

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	12.6	2.5577	0.1512	0.0000	6.3366
<b>Total</b>		<b>2.5577</b>	<b>0.1512</b>	<b>0.0000</b>	<b>6.3366</b>

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**8.2 Waste by Land Use**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	12.6	2.5577	0.1512	0.0000	6.3366
<b>Total</b>		<b>2.5577</b>	<b>0.1512</b>	<b>0.0000</b>	<b>6.3366</b>

**9.0 Operational Offroad**

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

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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**11.0 Vegetation**

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