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INTERNATIONAL

Technical Memorandum:
GREENHOUSE GAS EMISSIONS AND ENERGY

Marea Village Mixed Use Development Project

Technical Memorandum

TO:	City of Encinitas	**DATE:**	March 1, 2021
FROM:	Michael Baker International	**SUBJECT:**	Greenhouse Gas Emissions and Energy for the Marea Village Mixed Use Development Project

PURPOSE

The Encinitas Beach Land Venture, LLC (Applicant) is proposing the Marea Village Mixed Use Development Project (project) in the City of Encinitas (City). The project requires California Environmental Quality Act (CEQA) review and approval of a density bonus tentative map, design review permit, and coastal development permit by the City. The purpose of this technical memorandum is to evaluate potential greenhouse gas (GHG) impacts and energy consumption impacts resulting from the construction and operation of the proposed project.

PROJECT LOCATION

The project is located at 1900 and 1950 North Coast Highway 101 in the City and the coastal portion of San Diego County (County). The proposed project is comprised of two sites; County of San Diego Assessor Parcel Numbers (APNs) 216-041-20 and 216-041-21 (Site 1), and 216-041-06 (Site 2) totaling approximately 3.8 acres.

The project site is located within the community of Leucadia, one of five designated communities in the City. The City is bordered to the south by Solana Beach and to the west by the Pacific Ocean. The City of Carlsbad borders Encinitas to the north at the Batiquitos Lagoon State Marine Conservation Area and then extends farther to the east and north, across Batiquitos Lagoon.

Regional access to the project site is via Interstate 5 (I-5) to westbound La Costa Avenue, then to southbound North Coast Highway 101. Access to the project site is via North Coast Highway 101 which forms the eastern boundary of the property. Moorgate Road runs along the southern boundary of the site.

PROJECT DESCRIPTION

The proposed project would demolish the existing buildings on the property and construct 94 apartments, 30 hotel rooms, and 18,262 square feet of retail uses. The project would also include a subterranean parking garage, a walking paseo, pedestrian plaza, and an outdoor seating area.

Vehicular access to the site would be provided via a right turn in from the southbound lane of North Coast Highway 101 and a new left turn lane from the northbound North Coast Highway 101. Pedestrian access to the site would be provided at multiple points of ingress from the public right of way along the southbound side of North Coast Highway 101. It is anticipated there would also be pedestrian access to

the site from the property to the north of the project which is the site of a hotel that is currently under construction. The hotel is anticipated to be operational prior to the project.

Site 1 is designated as Visitor Serving Commercial (VSC) by the City of Encinitas General Plan (General Plan) and zoned as Commercial Residential Mixed 1 (N-CRM-1) with a Coastal Zone overlay. Site 2 is designated as General Commercial (GC) by the General Plan and zoned as Limited Visitor-Serving Commercial (N-LVSC) with a Coastal Zone and Residential-30 (R-30) Zone overlay. As part of the City of Encinitas Housing Element Update, Site 1 of the project site was allocated a minimum of 33 residential units if the site is developed at a mixed-use ratio.

Project construction would occur over approximately 15 months, beginning in September 2021. Construction of the project would include the following phases: demolition, grading, building construction, paving, and architectural coating. It is anticipated that the project would be completed and operational by February 2023.

EXISTING SITE CONDITIONS

The project site is currently occupied by an operating restaurant, a small commercial center, and a vacant structure formerly operated as a restaurant, along with various supporting surface parking areas and a small area of previously undeveloped land.

The topography of the project site varies. Developed areas in the southern portion of the site are generally flat; however, approximately 14 percent of the overall site has a slope greater than 25 percent, with some on-site slopes exceeding 40 percent.

The existing Seabluffe residential community of 255-gated townhomes is located directly adjacent to the south and west. Moorgate Road and approximately 18 parking stalls run along the southern boundary of the site. The Pacific Ocean lies further west, approximately 0.14-mile from the site. A new hotel (currently under construction) is located adjacent to the north of the project site. The intersection of La Costa Avenue and North Coast Highway 101 lies approximately 215 feet to the northeast. North Coast Highway 101, a four-lane divided highway with two lanes and a dedicated bike lane in both directions, forms the eastern boundary of the project site. Sidewalks are only available along southbound Highway 101 on the north half of the project site. The North County Transit District (NCTD) railroad runs north-south and parallels Highway 101 on the east, approximately 135 feet to the east of the project site at its nearest point.

ENVIRONMENTAL SETTING

Global Climate Change

The natural process through which heat is retained in the troposphere is called the "greenhouse effect."[1] The greenhouse effect traps heat in the troposphere through a threefold process as follows: Short wave radiation emitted by the Sun is absorbed by the Earth; the Earth emits a portion of this energy in the form of long wave radiation; and GHG in the upper atmosphere absorb this long wave radiation and emit this long wave radiation into space and toward the Earth. This "trapping" of the long wave (thermal) radiation emitted back toward the Earth is the underlying process of the greenhouse effect.

The most abundant GHGs are water vapor and carbon dioxide (CO_2). Many other trace gases have greater ability to absorb and re-radiate long wave radiation; however, these gases are not as plentiful. For this reason, and to gauge the potency of GHGs, scientists have established a Global Warming Potential (GWP)

[1] The troposphere is the bottom layer of the atmosphere, which varies in height from the Earth's surface to 10 to 12 kilometers.

for each GHG based on its ability to absorb and re-radiate long wave radiation. GHGs normally associated with development projects include the following:[2]

Water Vapor (H_2O). Although water vapor has not received the scrutiny of other GHGs, it is the primary contributor to the greenhouse effect. Natural processes, such as evaporation from oceans and rivers, and transpiration from plants, contribute 90 percent and 10 percent of the water vapor in our atmosphere, respectively. The primary human related source of water vapor comes from fuel combustion in motor vehicles; however, it does not contribute a significant amount (less than one percent) to atmospheric concentrations of water vapor. The IPCC has not determined a GWP for water vapor.

Carbon Dioxide (CO_2). Carbon dioxide is primarily generated by fossil fuel combustion in stationary and mobile sources. Due to the emergence of industrial facilities and mobile sources in the past 250 years, CO_2 emissions from fossil fuel combustion increased by a total of 3.7 percent between 1990 and 2018.[3] CO_2 is the most widely emitted GHG and is the reference gas (GWP of 1) for determining GWPs for other GHGs.

Methane (CH_4). Methane is emitted from biogenic sources, incomplete combustion in forest fires, landfills, manure management, and leaks in natural gas pipelines. The United States' top three methane sources are landfills, natural gas systems, and enteric fermentation. Methane is the primary component of natural gas, used for space and water heating, steam production, and power generation. The GWP of methane is 25.

Nitrous Oxide (N_2O). Nitrous oxide is produced by both natural and human related sources. Primary human related sources include agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuels, adipic acid production, and nitric acid production. The GWP of nitrous oxide is 298.

Hydrofluorocarbons (HFCs). Typically used as refrigerants for both stationary refrigeration and mobile air conditioning, use of HFCs for cooling and foam blowing is increasing, as the continued phase out of chlorofluorocarbons (CFCs) and HCFCs gains momentum. The 100-year GWP of HFCs range from 12 for HFC-161 to 14,800 for HFC-23.

Perfluorocarbons (PFCs). PFCs are compounds consisting of carbon and fluorine and are primarily created as a byproduct of aluminum production and semiconductor manufacturing. PFCs are potent GHGs with a GWP several thousand times that of CO_2, depending on the specific PFC. Another area of concern regarding PFCs is their long atmospheric lifetime (up to 50,000 years). The GWP of PFCs range from 7,390 to 12,200.

Sulfur hexafluoride (SF_6). SF_6 is a colorless, odorless, nontoxic, nonflammable gas. SF_6 is the most potent GHG that has been evaluated by the IPCC with a GWP of 22,800. However, its global warming contribution is not as high as the GWP would indicate due to its low mixing ratio compared to CO_2 (4 parts per trillion [ppt] in 1990 versus 365 ppm, respectively).

In addition to the six major GHGs discussed above (excluding water vapor), many other compounds have the potential to contribute to the greenhouse effect. Some of these substances were previously identified

[2] All GWPs are given as 100-year GWP. Generally, GWPs were obtained from the Intergovernmental Panel on Climate Change (IPCC) Fourth Assessment Report (AR4), with the addition of GWPs from the IPCC's Fifth Assessment Report for fluorinated GHGs that did not have GWPs in the AR4.

[3] United States Environmental Protection Agency, *Inventory of United States Greenhouse Gas Emissions and Sinks 1990 to 2018*, 2020, https://www.epa.gov/sites/production/files/2020-04/documents/us-ghg-inventory-2020-main-text.pdf, accessed October 15, 2020.

as stratospheric ozone (O_3) depletors; therefore, their gradual phase out is currently in effect. The following is a listing of these compounds:

Hydrochlorofluorocarbons (HCFCs). HCFCs are solvents, similar in use and chemical composition to CFCs. The main uses of HCFCs are for refrigerant products and air conditioning systems. As part of the Montreal Protocol, all developed countries that adhere to the Montreal Protocol are subject to a consumption cap and gradual phase out of HCFCs. The United States is scheduled to achieve a 100 percent reduction to the cap by 2030. The 100-year GWPs of HCFCs range from 77 for HCFC-123 to 2,310 for HCFC-142b.

1,1,1 trichloroethane. 1,1,1 trichloroethane or methyl chloroform is a solvent and degreasing agent commonly used by manufacturers. The GWP of methyl chloroform is 146 times that of CO_2.

Chlorofluorocarbons (CFCs). CFCs are used as refrigerants, cleaning solvents, and aerosols spray propellants. CFCs were also part of the U.S. Environmental Protection Agency's (EPA) Final Rule (57 Federal Register [FR] 3374) for the phase out of O_3 depleting substances. Currently, CFCs have been replaced by HFCs in cooling systems and a variety of alternatives for cleaning solvents. Nevertheless, CFCs remain suspended in the atmosphere contributing to the greenhouse effect. CFCs are potent GHGs with 100-year GWPs ranging from 4,750 for CFC-11 to 14,400 for CFC-13.

Electricity/Natural Gas Services

San Diego Gas and Electric (SDG&E) provides electrical services to the City through State-regulated public utility contracts. Over the past 15 years, electricity generation in California has undergone a transition. Historically, California has relied heavily on oil- and gas-fired plants to generate electricity. Spurred by regulatory measures and tax incentives, California's electrical system has become more reliant on renewable energy sources, including cogeneration, wind energy, solar energy, geothermal energy, biomass conversion, transformation plants, and small hydroelectric plants. Unlike petroleum production, generation of electricity is usually not tied to the location of the fuel source and can be delivered great distances via the electrical grid. The generating capacity of a unit of electricity is expressed in megawatt (MW). One MW provides enough energy to power 1,000 average California homes per day. Net generation refers to the gross amount of energy produced by a unit, minus the amount of energy the unit consumes. Generation is typically measured in megawatt-hours (MWh), kilowatt-hours (kWh), or gigawatt-hours (GWh).

SDG&E also provides natural gas services to the City. Natural gas is a hydrocarbon fuel found in reservoirs beneath the earth's surface and is composed primarily of CH_4. It is used for space and water heating, process heating and electricity generation, and as transportation fuel. Use of natural gas to generate electricity is expected to increase in coming years because it is a relatively clean alternative to other fossil fuels like oil and coal. In California and throughout the western United States, many new electrical generation plants that are fired by natural gas are being brought online. Thus, there is great interest in importing liquefied natural gas from other parts of the world. Nearly 45 percent of the electricity consumed in California was generated using natural gas.[4] While the supply of natural gas in the United States and production has increased greatly, California produces little, and imports 90 percent of its natural gas.[5]

[4] California Energy Commission, *Supply and Demand of Natural Gas in California*, https://www.energy.ca.gov/data-reports/energy-almanac/californias-natural-gas-market/supply-and-demand-natural-gas-california, accessed October 15, 2020.

[5] Ibid.

Energy Usage

Energy usage is typically quantified using the British Thermal Unit (BTU). Total energy usage in California was 7,966.6 trillion BTU in 2018 (the most recent year for which this specific data is available), which equates to an average of 202 million BTU per capita.[6,7] Of California's total energy usage, the breakdown by sector is 39.8 percent transportation, 23.2 percent industrial, 18.9 percent commercial, and 18.1 percent residential.[8] Electricity and natural gas in California are generally consumed by stationary users such as residences and commercial and industrial facilities, whereas petroleum consumption is generally accounted for by transportation-related energy use. In 2019, taxable gasoline sales (including aviation gasoline) in California accounted for 15,338,758,756 gallons of gasoline.[9]

The electricity consumption attributable to San Diego County from 2009 to 2019 is shown in Table 1, *Electricity Consumption in San Diego County 2009-2019*. As indicated in Table 1, energy consumption in San Diego County remained relatively constant between 2009 and 2019, with no substantial increase or decrease.

Table 1
Electricity Consumption in San Diego County 2009-2019

Year	Electricity Consumption (in millions of kilowatt hours)
2009	19,561
2010	19,115
2011	19,122
2012	19,647
2013	19,688
2014	19,999
2015	19,894
2016	19,666
2017	19,667
2018	19,733
2019	19,048

Source: California Energy Commission, *Electricity Consumption by County*, http://www.ecdms. energy.ca.gov/elecbycounty.aspx, accessed October 15, 2020.

The natural gas consumption in San Diego County from 2009 to 2019 is shown in Table 2, *Natural Gas Consumption in San Diego County 2009-2019*. Similar to energy consumption, natural gas consumption in San Diego County remained relatively constant between 2009 and 2019, with no substantial increase or decrease.

6 U.S. Energy Information Administration, *Rankings: Total Energy Consumed per Capita, 2018 (million Btu)*, https://www.eia.gov/state/rankings/?sid=CA#series/12, accessed October 15, 2020.

7 U.S. Energy Information Administration, *Table F33: Total Energy Consumption, Price, and Expenditure Estimates, 2018*, https://www.eia.gov/state/seds/data.php?incfile=/state/seds/sep_fuel/html/fuel_te.html&sid=US, accessed October 15, 2020.

8 U.S. Energy Information Administration, *California Energy Consumption by End-Use Section, 2018*, https://www.eia.gov/state/?sid=CA#tabs-1, accessed October 15, 2020.

9 California Department of Tax and Fee Administration, *Net Taxable Gasoline Gallons*, https://www.cdtfa.ca.gov/taxes-and-fees/MVF-10-Year-Report.xlsx, accessed October 15, 2020.

Table 2
Natural Gas Consumption in San Diego County 2009-2019

Year	Natural Gas Consumption (in millions of therms)
2009	515
2010	556
2011	529
2012	515
2013	528
2014	451
2015	453
2016	473
2017	480
2018	483
2019	534

Source: California Energy Commission, *Gas Consumption by County*, http://www.ecdms.energy. ca.gov/gasbycounty.aspx, accessed October 15, 2020.

Gasoline/Diesel Fuels

Automotive fuel consumption in San Diego County from 2009 to 2019 is shown in Table 3, *Automotive Fuel Consumption in San Diego County 2009-2019* (projections for the year 2020 are also shown). As shown in Table 3, since 2009 on-road automotive fuel consumption in San Diego County has generally declined and heavy-duty vehicle fuel consumption has steadily increased.

Table 3
Automotive Fuel Consumption in San Diego County 2009-2019

Year	On-Road Automotive Fuel Consumption (Gallons)	Heavy-Duty Vehicle/Diesel Fuel Consumption (Gallons)
2009	1,497,291,231	99,875,130
2010	1,508,667,038	97,156,155
2011	1,481,337,159	96,017,458
2012	1,472,989,765	95,242,542
2013	1,478,545,554	101,043,794
2014	1,490,518,576	101,313,889
2015	1,531,616,348	101,781,235
2016	1,569,728,227	107,743,690
2017	1,556,356,992	107,679,306
2018	1,524,037,178	108,226,615
2019	1,490,698,455	108,601,793
2020 (projected)	1,460,575,916	108,341,542

Source: California Air Resources Board, EMFAC2017.

REGULATORY SETTING

Global Climate Change

Federal

To date, no national standards have been established for nationwide GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the project level. Various efforts have been promulgated at the federal level to improve fuel economy and energy efficiency to address climate change and its associated effects.

Energy Independence and Security Act of 2007. The Energy Independence and Security Act of 2007 (December 2007), among other key measures, requires the following, which would aid in the reduction of national GHG emissions:

- Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel in 2022.
- Set a target of 35 miles per gallon for the combined fleet of cars and light trucks by model year 2020 and direct the National Highway Traffic Safety Administration (NHTSA) to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks.
- Prescribe or revise standards affecting regional efficiency for heating and cooling products and procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.

U.S. Environmental Protection Agency Endangerment Finding. The U.S. Environmental Protection Agency's (EPA) authority to regulate GHG emissions stems from the U.S. Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Clean Air Act and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's ruling, the EPA finalized an endangerment finding in December 2009. Based on scientific evidence it found that six GHGs (CO_2, CH_4, N_2O, hydrofluorocarbons [HFCs], perfluorocarbons [PFCs], and sulfur hexafluoride [SF_6]) constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing Act and the EPA's assessment of the scientific evidence that form the basis for the EPA's regulatory actions.

Presidential Executive Order 13783. Presidential Executive Order 13783, Promoting Energy Independence and Economic Growth (March 28, 2017), orders all federal agencies to apply cost-benefit analyses to regulations of GHG emissions and evaluations of the social cost of carbon, nitrous oxide, and methane.

State

Various statewide and local initiatives to reduce the State's contribution to GHG emissions have raised awareness that, even though the various contributors to and consequences of global climate change are not yet fully understood, global climate change is under way, and there is a real potential for severe adverse environmental, social, and economic effects in the long term.

Executive Order S-1-07. Executive Order S-1-07 proclaims that the transportation sector is the main source of GHG emissions in California, generating more than 40 percent of statewide emissions. It establishes a goal to reduce the carbon intensity of transportation fuels sold in California by at least ten percent by 2020. This order also directs CARB to determine whether this Low Carbon Fuel Standard (LCFS) could be adopted as a discrete early-action measure as part of the effort to meet the mandates in AB 32. The development of the 2017 Scoping Plan Update has identified the LCFS as a regulatory measure to reduce GHG emissions to meet the 2030 emissions target. In calculating statewide emissions and targets, the 2017 Scoping Plan Update has assumed the LCFS be extended to an 18-percent reduction in carbon intensity beyond 2020. On September 27, 2018, CARB approved a rulemaking package that amended the Low Carbon Fuel Standard to relax the 2020 carbon intensity reduction from 10 percent to 7.5 percent and to require a carbon intensity reduction of 20 percent by 2030.

Executive Order S-3-05. Executive Order S-3-05 set forth a series of target dates by which statewide emissions of GHGs would be progressively reduced, as follows:

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

The Executive Order directed the secretary of the California Environmental Protection Agency (Cal/EPA) to coordinate a multi-agency effort to reduce GHG emissions to the target levels. The secretary also submits biannual reports to the governor and California Legislature describing the progress made toward the emissions targets, the impacts of global climate change on California's resources, and mitigation and adaptation plans to combat these impacts. To comply with the executive order, the secretary of Cal/EPA created the California Climate Action Team, made up of members from various State agencies and commissions. The team released its first report in March 2006. The report proposed to achieve the targets by building on the voluntary actions of California businesses, local governments, and communities and through State incentive and regulatory programs.

Executive Order S-13-08. Executive Order S-13-08 seeks to enhance the State's management of climate impacts including sea level rise, increased temperatures, shifting precipitation, and extreme weather events by facilitating the development of the State's first climate adaptation strategy. This Executive Order results in consistent guidance from experts on how to address climate change impacts in the State of California.

Assembly Bill 1493. AB 1493 (also known as the Pavley Bill) requires that CARB develop and adopt, by January 1, 2005, regulations that achieve "the maximum feasible reduction of GHG emitted by passenger vehicles and light-duty trucks and other vehicles determined by CARB to be vehicles whose primary use is noncommercial personal transportation in the State." To meet the requirements of AB 1493, CARB approved amendments to the California Code of Regulations (CCR) in 2004 by adding GHG emissions standards to California's existing standards for motor vehicle emissions. Amendments to CCR Title 13, Sections 1900 and 1961 and adoption of 13 CCR Section 1961.1 require automobile manufacturers to meet fleet-average GHG emissions limits for all passenger cars, light-duty trucks within various weight criteria, and medium-duty weight classes for passenger vehicles (i.e., any medium-duty vehicle with a gross vehicle weight rating less than 10,000 pounds that is designed primarily to transport people), beginning with the 2009 model year. Emissions limits are reduced further in each model year through 2016. The near-term standards were intended to achieve a reduction of about 22 percent in GHG emissions compared to the emissions from the 2002 fleet, while the mid-term standards were intended to achieve a reduction of about 30 percent.

Assembly Bill 32 (California Global Warming Solutions Act of 2006). California passed the California Global Warming Solutions Act of 2006 (AB 32; *California Health and Safety Code* Division 25.5, Sections 38500 - 38599). AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and establishes a cap on statewide GHG emissions. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then CARB should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

Senate Bill 32 (SB 32). Signed into law on September 2016, SB 32 codifies the 2030 GHG reduction target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). The bill authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030. CARB also must adopt rules and regulations

in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions.

Senate Bill 100 (SB 100). SB 100 (Chapter 312, Statutes of 2018) requires that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kilowatt-hours (kWh) of those products sold to their retail end-use customers achieve 44 percent of retail sales by December 31, 2024, 52 percent by December 31, 2027, 60 percent by December 31, 2030, and 100 percent by December 31, 2045. The bill would require the California Public Utilities Commission (CPUC), CEC, state board, and all other state agencies to incorporate that policy into all relevant planning. In addition, SB 100 would require the CPUC, CEC, and state board to utilize programs authorized under existing statutes to achieve that policy and, as part of a public process, issue a joint report to the Legislature by January 1, 2021, and every 4 years thereafter, that includes specified information relating to the implementation of the policy.

CARB Scoping Plan. On December 11, 2008, CARB adopted its Scoping Plan, which functions as a roadmap to achieve the California GHG reductions required by AB 32 through subsequently enacted regulations. CARB's Scoping Plan contains the main strategies California would implement to reduce the projected 2020 "Business-as-Usual" (BAU) emissions to 1990 levels, as required by AB 32. These strategies are intended to reduce CO_2e emissions by 174 million metric tons. This reduction of 42 million metric tons carbon dioxide equivalent ($MTCO_2e$), or almost ten percent from 2002 to 2004 average emissions, would be required despite the population and economic growth forecasted through 2020.

CARB's Scoping Plan calculates 2020 BAU emissions as those expected to occur in the absence of any GHG reduction measures. The 2020 BAU emissions estimate was derived by projecting emissions from a past baseline year using growth factors specific to each of the different economic sectors (e.g., transportation, commercial and residential, industrial, etc.). CARB used three-year average emissions, by sector, for 2002 to 2004 to forecast emissions to 2020. When CARB's Scoping Plan process was initiated, 2004 was the most recent year for which actual data was available. The measures described in CARB's Scoping Plan are intended to reduce the projected 2020 BAU to 1990 levels, as required by AB 32.

AB 32 requires CARB to update the Scoping Plan at least once every five years. CARB adopted the first major update to the Scoping Plan on May 22, 2014. The updated Scoping Plan summarizes recent science related to climate change, including anticipated impacts to California and the levels of GHG reduction necessary to likely avoid risking irreparable damage. It identifies the actions California has already taken to reduce GHG emissions and focuses on areas where further reductions could be achieved to help meet the 2020 target established by AB 32. The Scoping Plan update also looks beyond 2020 toward the 2050 goal, established in Executive Order S-3-05, and observes that "a mid-term statewide emission limit will ensure that the State stays on course to meet our long-term goal." The Scoping Plan update did not establish or propose any specific post-2020 goals, but identified such goals in water, waste, natural resources, clean energy, transportation, and land use.

On January 20, 2017, CARB released the proposed Second Update to the Scoping Plan, which identifies the State's post-2020 reduction strategy. The Second Update was approved on December 14, 2017 and reflects the 2030 target of a 40 percent reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. The 2017 Scoping Plan Update establishes a new statewide emissions limit of 260 million $MTCO_2e$ for the year 2030, which corresponds to a 40 percent decrease in 1990 levels by 2030. The 2017 Scoping Plan Update contains the following goals:

1. SB 350
    - Increases renewable electricity procurement goal from 33 percent to 50 percent by 2030.
    - Doubling of energy efficiency savings by 2030.

2. Low Carbon Fuel Standard (LCFS)
   - Increased stringency (reducing carbon intensity 18 percent by 2030, up from 10 percent in 2020).

3. Mobile Source Strategy (Cleaner Technology and Fuels Scenario)
   - Maintaining existing GHG standards for light- and heavy-duty vehicles.
   - Put 4.2 million zero-emission vehicles (ZEVs) on the roads.
   - Increase ZEV buses, delivery and other trucks.

4. Sustainable Freight Action Plan
   - Improve freight system efficiency.
   - Maximize use of near-zero emission vehicles and equipment powered by renewable energy.
   - Deploy over 100,000 zero-emission trucks and equipment by 2030.

5. Short-Lived Climate Pollutant (SLCP) Reduction Strategy
   - Reduce emissions of methane and hydrofluorocarbons 40 percent below 2013 levels by 2030.
   - Reduce emissions of black carbon 50 percent below 2013 levels by 2030.

6. SB 375 Sustainable Communities Strategies
   - Increased stringency of 2035 targets.

7. Post-2020 Cap-and-Trade Program
   - Declining caps, continued linkage with Québec, and linkage to Ontario, Canada.
   - CARB will look for opportunities to strengthen the program to support more air quality co-benefits, including specific program design elements.

8. 20 percent reduction in GHG emissions from the refinery sector.

9. By 2018, develop Integrated Natural and Working Lands Action Plan to secure California's land base as a net carbon sink.

Senate Bill 375. Acknowledging the relationship between land use planning and transportation sector GHG emissions, SB 375 was passed by the State Assembly on August 25, 2008 and signed by the Governor on September 30, 2008. The legislation links regional planning for housing and transportation with the GHG reduction goals outlined in AB 32. Reductions in GHG emissions can be achieved by, for example, locating employment opportunities close to transit. Under SB 375, each Metropolitan Planning Organization (MPO) is required to adopt a Sustainable Communities Strategy (SCS) to encourage compact development that reduces passenger vehicle miles traveled (VMT) and trips so the region can meet a target, created by CARB, for reducing GHG emissions. If the SCS is unable to achieve the regional GHG emissions reduction targets, then the MPO is required to prepare an alternative planning strategy that shows how the GHG emissions reduction target can be achieved through alternative development patterns, infrastructure, and/or transportation measures.

Regional

San Diego Association of Governments

The San Diego Association of Governments (SANDAG) developed *San Diego Forward: The Regional Plan* (Regional Plan) to provide a regional growth-management strategy that targets per-capita GHG emissions reductions from passenger vehicles and light-duty trucks in the San Diego region. The Regional Plan integrates land use and transportation strategies to meet GHG emissions reduction targets that are forecasted to achieve the State's GHG reduction goals. The Regional Plan incorporates local land use

projections and circulation networks in city and county general plans. The latest plan is the 2015 Regional Plan, and the Sustainable Community Strategy (SCS) of the 2015 Regional Plan is valid for State funding eligibility and other consistency purposes until the 2021 Regional Plan is adopted in late 2021. Specially, these strategies are:

- Focus housing and job growth in urbanized areas where there is existing and planned transportation infrastructure, including transit;
- Protect the environment and help ensure the success of smart growth land use policies by preserving sensitive habitat, open space, cultural resources, and farmland;
- Invest in a transportation network that gives people transportation choices and reduces greenhouse gas emissions;
- Address the housing needs of all economic segments of the population; and
- Implement the Regional Plan through incentives and collaboration.

Local

City of Encinitas General Plan

The General Plan is the primary source of long-range planning and policy direction used to guide growth and preserve the quality of life in the City. The General Plan states that a goal of the City is to analyze proposed land uses to ensure that the designations would contribute to a proper balance of land uses within the community. The relevant goals and policies of the General Plan include:

Circulation Element

- **Goal 1**: Encinitas should have a transportation system that is safe, convenient and efficient, and sensitive to and compatible with surrounding community character.
    - **Policy 1.15**: The City will actively support an integrated transportation program that encourages and provides for mass-transit, bicycle transportation, pedestrians, equestrians, and car-pooling.
- **Goal 3**: The City of Encinitas will promote the use of other modes of transport to reduce the dependence on the personal automobile.
    - **Policy 3.2**: Continue to assist in expanding public transportation and emphasize public transportation in future development with preference given to cost-effective alternatives.
    - **Policy 3.3**: Create a safe and convenient circulation system for pedestrians.
    - **Policy 3.11**: The City will strive to implement a safe, direct, and convenient circulation system for commuting and recreational bicycle traffic. The City will support the development of additional bicycle facilities in the Coastal Zone, including the following:
        - All Circulation Element roads will include provisions for bicycle lanes unless precluded by design and safety considerations in which cases, alternative routes shall be provided to form a continuous network.
        - The provision of secure bicycle storage facilities at all beaches designated for high and moderate levels of use; and

- The installation of bicycle and surfboard racks on all buses serving the Coastal Zone.

Resource Management Element

- **Goal 1**: The City will conserve, protect, and enhance the water resources in the Planning Area.
  - **Policy 1.1**: Require new development to utilize measures designed to conserve water in their construction.
  - **Policy 1.10**: Promote the use of water efficient sprinkling and gardening systems to include ordinances and technology to encourage drought tolerant plants.
- **Goal 6**: The City will make every effort to reduce the amount of solid and liquid waste generated in the Planning Area and will identify ways to responsibly deal with these wastes.
  - **Policy 6.1**: The City will phase in all practical forms of mandatory recycling as soon as possible.
  - **Policy 6.2**: The City will contract only with waste haulers who will willingly cooperate with the City's recycling effort.
- **Goal 9**: The City will encourage the abundant use of natural and drought tolerant landscaping in new development and preserve natural vegetation, as much as possible, in undeveloped areas.
  - **Policy 9.4**: Encourage and adopt standards for the use of drought tolerant and/ or natural landscaping and efficient irrigation systems throughout the City.
- **Goal 15**: The City will make every effort to conserve energy in the City thus reducing our dependence on fossil fuels.
  - **Policy 15.1**: The City will encourage the use of alternate energy systems, including passive solar and architectural and mechanical systems, in both commercial and residential development.
  - **Policy 15.2**: The patterns of proposed subdivisions and the orientation and design of structures on lots shall be designed with the objective of maximizing the opportunities for solar energy use and energy conservation.
  - **Policy 15.3**: Energy conserving construction standards and requirements shall be enforced in the field inspection of new construction.

Encinitas North 101 Corridor Specific Plan

The project is located within the *Encinitas North 101 Corridor Specific Plan* (Specific Plan). Chapter 9, G*eneral Plan and Local Coastal Program Compliance*, of the Specific Plan identifies goals and policies of the General Plan that are relevant to the Specific Plan area and addresses the Specific Plan's consistency with the General Plan. There are no Specific Plan policies related to GHG or energy. Consistency with the General Plan would ensure compliance with the Specific Plan.

City of Encinitas General Plan Housing Element Update

In March 2019, the City adopted the Housing Element Update (HEU) which provides the City with a coordinated and comprehensive strategy for promoting the production of safe, decent, and affordable housing for all within the City. The purpose of the HEU is to ensure that the City establishes policies,

procedures, and incentives to increase the quality and quantity of the housing supply in the City. The following goal and policy from the HEU are related to GHG reduction.

- **Goal 2**: Sound housing will be provided in the City of Encinitas for all persons.
    - **Policy 2.8**: Continue to develop and promote an energy efficiency conservation measure consistent with the strategies outlined in the City's Climate Action Plan.

Additionally, according to the HEU Environmental Assessment, implementation of projects identified in the HEU would not directly conflict with the policies and reduction measures in the City's Climate Action Plan (CAP). As part of the mitigation requirements of the HEU EA, projects that exceed the City's interim screening threshold of 900 $MTCO_2e$ per year shall prepare a project-specific GHG analysis that identifies an appropriate project-level significance threshold and project-specific mitigation measures. The project-level analysis shall demonstrate that, with implementation of the applicable mitigation measures, the project will not impede implementation of AB 32 or SB 32.

Climate Action Plan

The City's CAP was adopted in January 2018 and was most recently updated and adopted on November 18, 2020. The CAP serves as a guiding document and outlines a course of action for community and municipal operations to reduce GHG emissions and the potential impacts of climate change within the jurisdiction. The CAP benchmarks GHG emissions in 2012 and identifies what reductions are required to meet GHG reduction targets based on state goals embodied in AB 32. The 2020 CAP Update incorporates the HEU residential units into the business-as-usual projection and legislatively adjusted projection and presents associated updates and revisions to the CAP measures. The CAP aims to achieve local community wide GHG reduction targets of 13 percent below 2012 levels by 2020 and 44 percent below 2012 levels by 2030.

To achieve these objectives, the CAP identifies a summary of baseline GHG emissions and the potential growth of these emissions over time; the expected climate change effects on the City; GHG emissions reduction targets and goals to reduce the community's contribution to global warming; and identification of strategies, specific actions, and supporting measures to comply with statewide GHG reduction targets and goals, along with strategies to help the community adapt to climate change impacts.

As part of the CAP implementation, each strategy, action, and supporting measure will be continually assessed and monitored. Reporting on the status of implementation of these strategies, periodic updates to the GHG emissions inventory, and other monitoring activities will help ensure that the CAP is making progress. It should be noted that as of this time, the City has not adopted implementing ordinances for the CAP. Therefore, strategies requiring the City to adopt ordinances to implement are not applicable to the project. The following strategies are applicable to the project:

- RE-2: Require New Homes to install Solar Photovoltaic Systems
- RE-3: Require Commercial Buildings to install Solar Photovoltaic Systems
- CET-4: Require Residential Electric Vehicle Charging Stations
- CET-5: Require Commercial Electric Vehicle Charging Stations

Energy

State

California Building Energy Efficiency Standards (Title 24). In 1978, the CEC established the Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6), commonly referred to as "Title 24,", California's energy efficiency standards for residential and non-residential buildings, in response to a legislative mandate to create uniform building codes to reduce California's energy consumption and provide energy efficiency standards for residential and non-residential buildings. The 2016 Title 24 standards went into effect on January 1, 2017. In general, Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The 2016 Title 24 standards are 28 percent more efficient than previous standards for residential development.[10] The standards offer developers better windows, insulation, lighting, ventilation systems, and other features that reduce energy consumption in homes and businesses. Further, the 2019 Building Energy Efficiency Standards, which took effect on January 1, 2020, promote photovoltaic systems in newly constructed residential buildings. With rooftop solar electricity generation, homes built under the 2019 standards will use about 53 percent less energy than those under the 2016 standards.[11] Additionally, under 2019 Title 24 Building Energy Efficiency Standards nonresidential buildings will use about 30 percent less energy, mainly to lighting upgrades, when compared to 2016 standards.[12]

California Green Building Standards. The California Green Building (CALGreen) Code (California Code of Regulations, Title 24, Part 11), is a statewide mandatory construction code that was developed and adopted by the California Building Standards Commission and the California Department of Housing and Community Development. CALGreen standards require new residential and commercial buildings to comply with mandatory measures under five topical areas: planning and design; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt which encourage or require additional measures in the five green building topics. The most recent update to the CALGreen Code was adopted in 2019 and went into effect on January 1, 2020. CALGreen requires new buildings to reduce water consumption by 20 percent, divert 50 percent of construction waste from landfills, and install low pollutant-emitting materials.

California Public Utilities Commission Energy Efficiency Strategic Plan. The California Public Utilities Commission (CPUC) prepared an Energy Efficiency Strategic Plan (Strategic Plan) in September 2008 with the goal of promoting energy efficiency and a reduction in greenhouse gases. In January 2011, a lighting chapter was adopted and added to the Strategic Plan. The Strategic Plan is California's single roadmap to achieving maximum energy savings in the State between 2009 and 2020, and beyond 2020. The Strategic Plan contains the practical strategies and actions to attain significant statewide energy savings, as a result of a year-long collaboration by energy experts, utilities, businesses, consumer groups, and governmental organizations in California, throughout the West, nationally and internationally. The plan includes the four big bold strategies:

1. All new residential construction in California will be zero net energy by 2020.
2. All new commercial construction in California will be zero net energy by 2030.

[10] California Energy Commission, *2016 Energy Standards Overview*, https://www.lgc.org/wordpress/wp-content/uploads/2016/02/2016-Energy-Standards-Overview-California-Energy-Commission.pdf, accessed October 15, 2020.

[11] California Energy Commission, *2019 Building Energy Efficiency Standards*, March 2018.

[12] Ibid.

3. Heating, ventilation and air condition (HVAC) will be transformed to ensure that its energy performance is optimal for California's climate.
4. All eligible low-income customers will be given the opportunity to participate in the low-income energy efficiency program by 2020.

California Energy Commission Integrated Energy Policy Report. In 2002, the California State legislature adopted Senate Bill (SB) 1389, which requires the CEC to develop an Integrated Energy Policy Report (IEPR) every two years. SB 1389 requires the CEC to conduct assessments and forecasts of all aspects of energy industry supply, production, transportation, delivery and distribution, demand, and prices, and use these assessments and forecasts to develop energy policies that conserve resources, protect the environment, ensure energy reliability, enhance the State's economy, and protect public health and safety.

The CEC adopted the 2019 IEPR on February 20, 2020. The 2019 IEPR provides the results of the CEC's assessments of various energy issues facing California and covers a broad range of topics, including implementation of SB 100 (statewide greenhouse gas reduction targets), integrated resource planning, distributed energy resources, transportation electrification, solutions to increase resiliency in the electricity sector, energy efficiency, transportation electrification, barriers faced by disadvantaged communities, demand response, transmission, landscape-scale planning, electricity and natural gas demand forecast, transportation energy demand forecast, renewable gas, updates on Southern California's electricity reliability, natural gas outlook, and climate adaptation and resiliency.

Local

The applicable goals, policies, strategies, and actions from the City's General Plan, Specific Plan, and CAP that would help reduce energy consumption and increase renewable energy use in the City would also reduce GHG emissions in the City, and thus have been discussed in the Global Climate Change regulations section above.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) THRESHOLDS

The environmental analysis in this memorandum is patterned after the Initial Study Checklist recommended by the *CEQA Guidelines*, as amended. The issues presented in the Initial Study Checklist have been utilized as thresholds of significance in this section.

Global Climate Change

According to Appendix G of the CEQA Guidelines, the proposed project would have a significant impact related to GHG emissions, if it would:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment (refer to Impact Statement GHG-1); and/or
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases (refer to Impact Statement GHG-2).

Energy

According to Appendix G of the CEQA Guidelines, the proposed project would have a significant impact related to energy, if it would:

- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation (refer to Impact Statement EN-1); and/or

- Conflict with or obstruct a State or local plan for renewable energy or energy efficiency (refer to Impact Statement EN-2).

METHODOLOGY

Global Climate Change

Amendments to CEQA Guidelines Section 15064.4 were adopted to assist lead agencies in determining the significance of the impacts of GHG emissions. Consistent with existing CEQA practice, Section 15064.4 gives lead agencies the discretion to determine whether to assess those emissions quantitatively or qualitatively. The amendments do not establish a threshold of significance; rather, lead agencies are granted discretion to establish significance thresholds for their respective jurisdictions, including looking to thresholds developed by other public agencies or suggested by other experts, such as the California Air Pollution Control Officers Association (CAPCOA), so long as any threshold chosen is supported by substantial evidence (see CEQA Guidelines Section 15064.7(c)). The California Natural Resources Agency (CNRA) has also clarified that the CEQA Guidelines amendments focus on the effects of GHG emissions as cumulative impacts, and therefore GHG emissions should be analyzed in the context of CEQA's requirements for cumulative impact analyses (see CEQA Guidelines Section 15064(h)(3)).[13] A project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements to avoid or substantially lessen the cumulative problem within the geographic area of the project.[14]

The City has adopted an interim screening threshold of 900 $MTCO_2e$ per year based on guidance in the CAPCOA's *CEQA & Climate Change* report.[15] The *CEQA & Climate Change* report references an annual 900 $MTCO_2e$ guideline as a conservative threshold for requiring further analysis and is based on a project's vehicle trips, electricity generation, natural gas consumption/combustion, water usage, and solid waste generation. The HEU EA requires developments that would exceed the interim screening threshold of significance to prepare a project-specific GHG analysis that identifies an appropriate project-level significance threshold and project-specific mitigation measures. The project-level analysis shall demonstrate that, with implementation of the applicable mitigation measures, the project will not impede implementation of AB 32 or SB 32.

The project-level analysis calculates the amount of GHG emissions that would be attributable to the project using recommended models, including the most recent version of the California Emissions Estimator Model (CalEEMod), version 2016.3.2, and the CARB EMission FACtor Model 2017 (EMFAC2017), and compares to the City's interim screening threshold of significance. GHG emissions from on-road transportation were calculated using CalEEMod default trip lengths for San Diego County, trip generation data within the *City of Encinitas Fenway Mixed-Use (Hotel, Residential, Commercial) 1900 N. Coast Highway 101 Draft Local Transportation Analysis* (Traffic Impact Analysis) prepared by LOS Engineering, Inc. (dated November 12, 2020)[16], emission factors from EMFAC2017, and project-specific land use data. GHG emissions from other sources were calculated using CalEEMod default emission rates for San Diego County and project-specific land use data. A CalEEMod model run was conducted to quantify the existing GHG emissions from the operation of the existing restaurant and small commercial center. The CalEEMod

[13] See Generally California Natural Resources Agency, Final Statement of Reasons for Regulatory Action (December 2009), pp. 11-13, 14, 16; see also Letter from Cynthia Bryant, Director of the Office of Planning and Research to Mike Chrisman, Secretary for Natural Resources, April 13, 2009. Available at https://planning.lacity.org/eir/CrossroadsHwd/deir/files/references/C01.pdf, accessed December 16, 2020.

[14] 14 CCR Section 15064(h)(3).

[15] California Air Pollution Control Officers Association, *CEQA & Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act*, January 2008.

[16] LOS Engineering, Inc., *City of Encinitas Fenway Mixed-Use (Hotel, Residential, Commercial) 1900 N. Coast Highway 101 Draft Local Transportation Analysis*, dated November 12, 2020.

model run relied on land use information and daily vehicle trips provided in the Traffic Impact Analysis. It should be noted that although the existing restaurant is currently unoccupied, consistent with the Traffic Impact Analysis, trips generated by the restaurant were accounted for in the existing conditions model.

In the *2017 Climate Change Scoping Plan Update*, CARB suggested substantial progress could be made if a regional or countywide GHG reduction plan, such as the City's CAP, targeted reducing emissions to 6 $MTCO_2e$ per capita by 2030 and 2 $MTCO_2e$ per capita by 2050. However, instead of purely relying on the regional/countywide projections, local data was gathered to establish a baseline to ensure that the proposed project would provide its fair share contribution toward meeting GHG reduction targets.

The significance threshold for the project was developed based on the City's CAP. During preparation of the City's baseline emissions inventory, the University of San Diego's Energy Policy Initiatives Center (EPIC) calculated GHG emissions for both community-wide sectors and County government operations for the year 2012. EPIC then projected emissions for the years 2020 and 2030 based on factors such as population and job growth. EPIC concluded that, in 2012, the total emissions in the City was approximately 459,000 $MTCO_2e$.

To be consistent with SB 32, the City must reduce emissions by 44 percent from the baseline, which equates to a target of 254,575 $MTCO_2e$ per year in 2030. The City's service population in 2030 is expected to be 95,585 (68,345 residents and 27,240 jobs). Therefore, to achieve a City emissions level of 254,575 $MTCO_2e$ per year in 2030, the required per capita efficiency target would be approximately 2.7 $MTCO_2e$ (254,575/95,585) per service population per year, which is approximately half of CARB's suggested target. Based on this approach, for the analysis in Impact Statement GHG-1, if the proposed project would generate GHG emissions equal to or less than 2.7 $MTCO_2e$ per service population per year, the impact would be less than significant. Otherwise, mitigation measures would need to be implemented to mitigate the project's GHG emissions impacts.

The analysis in Impact Statement GHG-2 discusses the project's consistency with statewide, regional, and local plans adopted for the purpose of reducing and/or mitigating GHG emissions. If the project would be consistent with all applicable plans, the project would not impede implementation of AB 32 or SB 32, and the impact would be less than significant. Otherwise, mitigation measures would need to be implemented to mitigate the project's GHG emissions impacts.

Energy

Appendix F of the CEQA Guidelines is an advisory document that assists EIR preparers in determining whether a project will result in the inefficient, wasteful, and unnecessary consumption of energy. The analysis in Impact Statement EN-1 relies upon Appendix F of the CEQA Guidelines, which includes the following criteria to determine whether this threshold of significance is met:

- **Criterion 1**: The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal. If appropriate, the energy intensiveness of materials may be discussed.
- **Criterion 2**: The effects of the project on local and regional energy supplies and on requirements for additional capacity.
- **Criterion 3**: The effects of the project on peak and base period demands for electricity and other forms of energy.
- **Criterion 4**: The degree to which the project complies with existing energy standards.
- **Criterion 5**: The effects of the project on energy resources.

- **Criterion 6**: The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

Quantification of the project's energy usage is presented and addresses **Criterion 1**. The discussion on construction-related energy use focuses on **Criteria 2, 4,** and **5**. The discussion on operational energy use is divided into transportation energy demand and building energy demand. The transportation energy demand analysis discusses **Criteria 2, 4,** and **6**, and the building energy demand analysis discusses **Criteria 2, 3, 4,** and **5**.

The analysis in Impact Statement EN-2 discusses project consistency with applicable statewide, regional, and local plans related to energy efficiency and renewable energy.

GREENHOUSE GAS EMISSIONS IMPACTS

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

Less Than Significant Impact With Mitigation Incorporated.

Project-Related Sources of Greenhouse Gases

The proposed project would result in direct and indirect emissions of CO_2, N_2O, and CH_4, and would not result in other GHGs that would facilitate a meaningful analysis. Therefore, this analysis focuses on these three forms of GHG emissions. Direct project related GHG emissions include emissions from construction activities, area sources, and mobile sources, while indirect sources include emissions from energy consumption, water demand, and solid waste generation.[17] CalEEMod was used to calculate direct and indirect project related GHG emissions. Table 4, *Estimated Greenhouse Gas Emissions*, presents the estimated CO_2, N_2O, and CH_4 emissions of the existing uses and the proposed project. CalEEMod outputs are contained within Appendix A, *Greenhouse Gas Emissions and Energy Data*.

Existing Sources of Greenhouse Gases

A CalEEMod model run was conducted to quantify the existing GHG emissions from the operation of the existing restaurant and small commercial center. As shown in Table 4, the existing development emits approximately 699.05 $MTCO_2e$/year.

Table 4
Annual Estimated Greenhouse Gas Emissions

Source[6]	CO_2	CH_4		N_2O		Total Metric Tons of CO_2e[3]
	Metric Tons/yr[1]	Metric Tons/yr[1]	Metric Tons of CO_2e/yr[2]	Metric Tons/yr[1]	Metric Tons of CO_2e/yr[2]	
Existing Conditions Emissions						
Direct Emissions						
Area Source	<0.01	0.00	0.00	0.00	0.00	<0.01
Mobile Source[4]	685.86	0.05	1.17	0.00	0.00	687.02
Total Direct Emissions[3]	685.86	0.05	1.17	0.00	0.00	687.02
Indirect Emissions						
Energy	9.50	<0.01	0.01	<0.01	0.02	9.53

[17] According to EPA, Scope 1 GHG emissions are direct emissions from sources that are owned or controlled by the Agency, including on-site fossil fuel combustion and fleet fuel consumption. Scope 2 GHG emissions are indirect emissions from sources that are owned or controlled by the Agency, including emissions that result from the generation of electricity, heat or steam purchased by the Agency from a utility provider.

Table 4, continued

Solid Waste	0.48	0.03	0.71	0.00	0.00	1.19
Water Demand	1.13	0.01	0.14	<0.01	0.04	1.31
Total Indirect Emissions[3]	11.11	0.03	0.85	0.00	0.07	12.03
Total Existing Emissions[3]	***699.05 MTCO$_2$e/yr***					
Proposed Project Emissions						
Direct Emissions						
Construction[5]	49.55	0.01	0.29	0.00	0.00	49.84
Area Source	67.78	<0.01	0.06	<0.01	0.36	68.20
Mobile Source[4]	1,690.85	0.11	2.83	0.00	0.00	1,693.68
Total Direct Emissions[3]	1,808.18	0.13	3.18	<0.01	0.36	1,811.73
Indirect Emissions						
Energy	574.38	0.02	0.50	0.01	1.86	576.74
Solid Waste	6.11	0.36	9.03	0.00	0.00	15.15
Water Demand	56.99	0.26	6.57	0.01	1.97	65.53
Total Indirect Emissions[3]	637.49	0.64	16.11	0.01	3.83	657.42
Total Project-Related Emissions[3]	***2,469.15 MTCO$_2$e/yr***					
Net Increase of Total Project-Related Emissions[3]	***1,770.10 MTCO$_2$e/yr***					
Reduction from 250 kW Solar Panels	***140.26 MTCO$_2$e/yr***					
Reduction from 39 EV Charging Stations	***141.68 MTCO$_2$e/yr***					
Net Increase of Total Project-Related Emissions After Reductions[3]	***1,488.16 MTCO$_2$e/yr***					
Total Project Service Population (Residence + Employment)[6]	***274***					
Project Per Service Population Emissions	***5.4 MTCO$_2$e/yr per capita***					
City of Encinitas Climate Action Plan Threshold	***2.7 MTCO$_2$e/yr per capita***					
Is Threshold Exceeded?	***Yes***					

Notes:
MTCO$_2$e/yr = Metric Tons Carbon Dioxide Equivalent per year; kW = kilowatt; EV = electric vehicle

1. Emissions calculated using the CalEEMod version 2016.3.2 and the California Air Resources Board EMission FACtor model 2017 (EMFAC2017).
2. Consistent with CalEEMod version 2016.3.2, carbon dioxide equivalent values were calculated using global warming potentials from the 2007 Intergovernmental Panel on Climate Change (IPCC) Fourth Assessment Report, https://www.ghgprotocol.org/sites/default/files/ghgp/Global-Warming-Potential-Values%20%28Feb%2016%202016%29_1.pdf, accessed December 15, 2020.
3. Totals may be slightly off due to rounding.
4. The mobile source emissions were calculated using the trip generation data provided in the LOS Engineering, Inc., *City of Encinitas Fenway Mixed-Use (Hotel, Residential, Commercial) 1900 N. Coast Highway 101 Draft Local Transportation Analysis*, dated November 12, 2020.
5. Total project construction GHG emissions equate to 1,495.30 MTCO$_2$e. Value shown is amortized over the lifetime of the project (assumed to be 30 years).
6. Total project service population includes 236 residents and 38 employees. The 38 employees represent net increase from existing conditions (i.e. 62 employees for the project and 24 employees for the existing uses).

Refer to Appendix A, *Greenhouse Gas Emissions and Energy Data*, for detailed model input/output data.

Direct Project-Related Source of Greenhouse Gases

Construction Emissions. Because impacts from construction activities occur over a relatively short-term period of time, they contribute a relatively minimal portion of the overall lifetime project GHG emissions. To adequately include GHG emission from construction in the lifetime/operational GHG estimates, construction emissions are amortized over a 30-year project lifetime.[18] Construction GHG emissions are amortized (i.e., total construction emissions divided by the lifetime of the project, assumed to be 30

[18] South Coast Air Quality Management District, *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*, October 2008, http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgattachmente.pdf, accessed January 11, 2021.

Table 4, continued

years),[19] then added to the operational emissions. As seen in Table 4, construction of the proposed project would result in an annual total of 49.84 $MTCO_2e$ (amortized over 30 years) which represents a total of approximately 1,495.30 $MTCO_2e$ from the overall construction activities.

Area Source. The project would result in nominal area source emissions; refer to Table 4. Area source emissions would be generated due to an increased demand for natural gas and fuel associated with the development of the proposed project. The primary use of natural gas and fuel producing area source emissions by the project would be for consumer products, architectural coating, natural gas hearth, and landscaping.

Mobile Source Emissions. According to the Traffic Impact Analysis, the proposed project would result in a maximum of 1,963 daily trips, which equates to approximately 1,693.68 $MTCO_2e$/year of mobile source-generated GHG emissions as modeled in CalEEMod; refer to Table 4.

Indirect Project-Related Source of Greenhouse Gases

Energy Consumption. Energy consumption emissions were calculated using the CalEEMod model and project-specific land use data. Electricity would be provided to the project site via SDG&E. The project would indirectly result in 576.74 $MTCO_2e$/year of GHG emissions due to energy consumption; refer to Table 4.

Water Demand. The proposed project's operations would result in a demand of approximately 13.62 million gallons of water per year. Emissions from indirect energy impacts due to water supply would result in 65.53 $MTCO_2e$/year; refer to Table 4.

Solid Waste. Solid waste associated with operations of the proposed project would result in 15.15 $MTCO_2e$/year; refer to Table 4.

Project Sustainable Design

The proposed project includes design features that would reduce project related GHG emissions. The project would install water-efficient fixtures in compliance with 2019 CALGreen Code. The proposed project would include recycling services per Assembly Bill 341, which would divert at least 75 percent of the solid waste generation. The project would install high-efficiency lighting, and would comply with the 2019 Title 24 standards, which would reduce energy usage by approximately 30 percent compared to nonresidential buildings constructed under the 2016 Title 24 standards.[20] These sustainable design features have been incorporated in CalEEMod and shown in Table 4.

In addition, the project would install approximately 250 kilowatt (kW) of solar panels on-site. According to the City's CAP, the City would increase solar capacity by 1.9 megawatt (MW) from residential and commercial development by 2030 and reduce GHG emissions by 1,066 $MTCO_2e$, which is equivalent to approximately 561 $MTCO_2e$ per MW. Therefore, the 250 kW solar panels on-site would reduce GHG emissions by 140.26 $MTCO_2e$/year. Furthermore, the project would include 39 electric vehicle (EV) charging stations on-site. According to the City's CAP, the City would increase the number of EV charging stations by 866 from residential and commercial development by 2030 and reduce GHG emissions by 3,146 $MTCO_2e$, which is equivalent to approximately 3.63 $MTCO_2e$ per EV charging station. Therefore, the 39 EV charging stations on-site would reduce GHG emissions by 141.68 $MTCO_2e$/year.

[19] Projected GHGs from construction have been quantified and amortized over 30 years, which is the number of years considered to represent the life of the project. The amortized construction emissions are added to the annual average operational emissions.

[20] California Energy Commission, *2019 Building Energy Efficiency Standards Fact Sheet*, March 2018.

Total Project-Related Sources of Greenhouse Gases

As shown in Table 4, the total amount of project related GHG emissions from direct and indirect sources combined minus the existing uses GHG emissions would total 1,770.10 $MTCO_2e$/year. With the emission reductions from on-site solar panels and EV charging stations, the project related GHG emissions would total 1,488.16 $MTCO_2e$/year. The project would increase population by 236 residents and employment by 38 employees (net increase from 24 employees for the existing uses to 62 employees for the project), totaling 274 service population. As such, the project would generate GHG emissions of approximately 5.4 $MTCO_2e$ per year per service population, which would exceed the significance threshold of 2.7 $MTCO_2e$ per year per service population from the City's CAP. Therefore, the impact would be potentially significant and mitigation measure would be required. Mitigation Measure MM GHG-1 requires the project applicant to purchase and retire GHG offsets to reduce the project's GHG emissions to 2.7 $MTCO_2e$ per year per service population. With the implementation of Mitigation Measure MM GHG-1, the project would not exceed the GHG emissions threshold from the City's CAP, and the impact would be less than significant.

Mitigation Measures: The following mitigation measure would be required.

MM GHG-1: The applicant or its designee shall purchase and retire greenhouse gas (GHG) offsets to reduce the project's GHG emissions level to 2.7 metric tons carbon dioxide equivalent ($MTCO_2e$) per service population per year, consistent with the performance standards and requirements set forth below.

- The GHG offsets shall be secured from an accredited registry that is recognized by the California Air Resources Board (CARB) or a California air district, or from an emissions reduction credits program that is administered by CARB or a California air district.
- The GHG offsets shall be real, permanent, quantifiable, verifiable, and enforceable.
- Recognizing that future regulatory mandates, technological advances, and/or final project design features would likely result in GHG emissions that are lower than the levels presented in this memorandum, the applicant may prepare a final project GHG emissions inventory prior to City of Encinitas issuance of building permits. The inventory shall be subject to verification by a City-approved third party (at applicant expense), with the final emissions estimates dictating the increment to be mitigated through purchase of GHG offsets. The offsets must also be secured by the applicant and verified by the City of Encinitas prior to certificate of occupancy, thus providing full mitigation prior to completion of the project.

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

Less Than Significant Impact.

Consistency with Applicable GHG Plans, Policies, or Regulations

The GHG plan consistency for the project is based on the project's consistency with the 2015 Regional Plan, the 2017 Scoping Plan Update, the City's CAP, and applicable goals found within the General Plan. The 2015 Regional Plan is a regional growth-management strategy that targets per-capita GHG reduction from passenger vehicles and light-duty trucks in the San Diego region. The 2015 Regional Plan incorporates local land use projections and circulation networks in city and county general plans. The 2017 Scoping Plan Update describes the approach California will take to reduce GHG emissions by 40 percent below 1990 levels by the year 2030. The City's CAP and General Plan contain strategies, goals,

and policies that would help implement energy efficient, transportation, water efficient, and waste reduction measures and would subsequently reduce GHG emissions within the City.

Consistency with the SANDAG San Diego Forward: The Regional Plan

On October 9, 2015, SANDAG adopted the 2015 Regional Plan. The 2015 Regional Plan includes five key SCS strategies for achieving the regional VMT and GHG reduction goals, as required by the State. Table 5, *Consistency with the 2015 Regional Plan* shows the project's consistency with the five strategies found within SANDAG's 2015 Regional Plan. As shown therein, the proposed project would be consistent with the GHG emission reduction strategies contained in the 2015 Regional Plan.

Table 5
Consistency with the 2015 Regional Plan

Reduction Strategy	Project Consistency Analysis
Focus housing and job growth in urbanized areas where there is existing and planned transportation infrastructure, including transit.	**Consistent.** The project is an infill project located in urbanized area. The bus stop for North County Transit District's Bus Line 101 is located near the project eastern boundary. In addition, the nearest transit station serving Coaster trains is located approximately 2 miles to the north of the project site. The project would also implement Transportation Demand Management (TDM) strategies including voluntary employer commute program, bikeshare program, pedestrian improvements, and providing public transit information. Therefore, the project would support this strategy by providing housing and jobs near existing transportation infrastructure.
Protect the environment and help ensure the success of smart growth land use policies by preserving sensitive habitat, open space, cultural resources, and farmland.	**Consistent.** The project is located in an urbanized area on disturbed land. Therefore, the project would not conflict with the preservation of sensitive habitat, open space, cultural resources, or farmland.
Invest in a transportation network that gives people transportation choices and reduces greenhouse gas emissions.	**Consistent.** As discussed above, the project would be located near bus stops and transit station and would implement TDM strategies to provide residences and employees multiple transportation choices, and thus would reduce GHG emissions.
Address the housing needs of all economic segments of the population.	**Consistent.** The project is a mixed-use project with 94 multi-family residential units, including 20 low-income density bonus affordable units. Therefore, the project would be consistent with this strategy by providing housing for both the general population and low-income population.
Implement the Regional Plan through incentives and collaboration.	**Not Applicable.** The project would not impair the ability of SANDAG to implement the Regional Plan through incentives and collaborations.
Source: SANDAG, *San Diego Forward: The Regional Plan*, October 9, 2015.	

Consistency with the 2017 CARB Scoping Plan Update

The 2017 Scoping Plan Update identifies additional GHG reduction measures necessary to achieve the 2030 target. These measures build upon those identified in the first update to the Scoping Plan (2013). Although a number of these measures are currently established as policies and measures, some measures have not yet been formally proposed or adopted. It is expected that these measures or similar actions to reduce GHG emissions will be adopted as required to achieve statewide GHG emissions targets. Provided in Table 6, *Consistency with the 2017 Scoping Plan Update*, is an evaluation of applicable reduction actions and strategies by emissions source category to determine how the project would be consistent with or exceed reduction actions and strategies outlined in the 2017 Scoping Plan Update.

Table 6
Consistency with the 2017 Scoping Plan Update

Actions and Strategies	Project Consistency Analysis
SB 350	
Achieve a 50 percent Renewables Portfolio Standard (RPS) by 2030, with a doubling of energy efficiency savings by 2030.	**Consistent.** The proposed project would not be an electrical provider or would delay the goals of SB 350. Furthermore, the project would utilize electricity from SDG&E which would be required to comply with SB 350. As such, the project would be in compliance with SB 350.
Low Carbon Fuel Standard (LCFS)	
Increase stringency of carbon fuel standards; reduce the carbon intensity of fuels by 18 percent by 2030, which is up from 10 percent in 2020.	**Consistent.** Motor vehicles driven within the project area would be required to use LCFS complaint fuels, thus the project would be in compliance with this goal.
Mobile Source Strategy (Cleaner Technology and Fuels Scenario)	
Maintain existing GHG standards of light and heavy-duty vehicles while adding an addition 4.2 million zero-emission vehicles (ZEVs) on the road. Increase the number of ZEV buses, delivery trucks, or other trucks.	**Consistent.** The proposed project would include residential and commercial uses which may include occasional light-, medium-, and heavy-duty truck trips. Truck uses associated with the project would be required to comply with all CARB regulations, including the LCFS and newer engine standards. The proposed project would not conflict with the CARB's goal of adding 4.2 million zero-emission (ZEVs) on the road. Furthermore, development within the project area would be required to comply with the most current version of the Title 24 and CALGreen Code at the time of construction. Therefore, the project would install electric vehicle (EV) charging stations and EV parking spaces on-site. As such, the project would not conflict with the goals of the Mobile Source Strategy.
Sustainable Freight Action Plan	
Improve the freight system efficiency and maximize the use of near zero emission vehicles and equipment powered by renewable energy. Deploy over 100,000 zero-emission trucks and equipment by 2030.	**Consistent.** As described above, truck uses within the project area would be required to comply with all CARB regulations, including the LCFS and newer engine standards. Additionally, the project would not conflict with CARB's goal to deploy over 100,000 zero-emission trucks and equipment by 2030, as the project would comply with all future applicable regulatory standard adopted by CARB. The project would also install EV charging stations and parking spaces on-site, which would encourage the use of zero-emission vehicles.
Short-Lived Climate Pollutant (SLCP) Reduction Strategy	
Reduce the GHG emissions of methane and hydrofluorocarbons by 40 percent below the 2013 levels by 2030. Furthermore, reduce the emissions of black carbon by 50 percent below the 2013 levels by the year 2030.	**Consistent.** The project does not involve sources that would emit large amounts of methane (refer to Table 4). Furthermore, the project would comply with all CARB and SDAPCD hydrofluorocarbon regulations. As such, the proposed project would not conflict with the SLCP reduction strategy.
SB 375 Sustainable Communities Strategies	
Increase the stringency of the 2035 GHG emission per capita reduction target for metropolitan planning organizations (MPO).	**Consistent.** As shown in Table 5, the project would be consistent with the SANDAG's 2015 Regional Plan and would not conflict with the goals of SB 375. Furthermore, the project would implement Transportation Demand Management measures to reduce vehicle miles traveled.
Post-2020 Cap and Trade Programs	
The Cap-and-Trade Program will reduce greenhouse gas (GHG) emissions from major sources (covered entities) by setting a firm cap on statewide GHG emissions while employing market mechanisms to cost-effectively achieve the emission-reduction goals.	**Not Applicable.** As seen in Table 5, the project would not generate GHG emissions over 25,000 metric tons per year cap and trade emission threshold. Therefore, the project would not conflict with this goal.

Table 6, continued

Actions and Strategies	Project Consistency Analysis

Source: California Air Resources Board, *2017 Scoping Plan*, November 2017.

Consistency with City of Encinitas General Plan

The City's General Plan Circulation Element, Resource Management Element, and Housing Element Update identify goals and policies that would contribute to a reduction in the City's overall GHG emissions. Table 7, *Project Consistency with Applicable Goals and Policies of the City of Encinitas General Plan* compares the proposed project to applicable policies from the General Plan.

Table 7
Project Consistency with Applicable Goals and Policies of the City of Encinitas General Plan

Goal/Policy	Project Consistency
Circulation Element	
Goal 1: Encinitas should have a transportation system that is safe, convenient and efficient, and sensitive to and compatible with surrounding community character. • Policy 1.15: The City will actively support an integrated transportation program that encourages and provides for mass-transit, bicycle transportation, pedestrians, equestrians, and car-pooling.	**Consistent.** The project would incorporate Transportation Demand Management (TDM) strategies that would promote alternative transportation modes and reduce the dependence on personal automobile, including: • Voluntary employer commute program • Develop and/or promote bicycle usage through a bikeshare program • Provide pedestrian improvements such as a connection to the hotel to the north • Provide information about maps, routes, and schedules for public transit In addition, the project site is located close to local bus stops and regional transit stations, and the project would provide bicycle parking spaces on-site. These measures and strategies would ensure the project's consistency with General Plan Circulation Element policies and goals.
Goal 3: The City of Encinitas will promote the use of other modes of transport to reduce the dependence on the personal automobile. • Policy 3.2: Continue to assist in expanding public transportation and emphasize public transportation in future development with preference given to cost-effective alternatives. • Policy 3.3: Create a safe and convenient circulation system for pedestrians. • Policy 3.11: The City will strive to implement a safe, direct, and convenient circulation system for commuting and recreational bicycle traffic. The City will support the development of additional bicycle facilities in the Coastal Zone, including the following: – All Circulation Element roads will include provisions for bicycle lanes unless precluded by design and safety considerations in which cases, alternative routes shall be provided to form a continuous network. – The provision of secure bicycle storage facilities at all beaches designated for high and moderate levels of use; and – The installation of bicycle and surfboard racks on all buses serving the Coastal Zone.	
Resource Management Element	
Goal 1: The City will conserve, protect, and enhance the water resources in the Planning Area. • Policy 1.1: Require new development to utilize measures designed to conserve water in their construction. • Policy 1.10: Promote the use of water efficient sprinkling and gardening systems to include ordinances and technology to encourage drought tolerant plants.	**Consistent.** The project would install water-efficient fixtures in compliance with 2019 CALGreen Code. In addition, the project would utilize low water use plants appropriate to the region and efficient irrigation system with smart controllers and rain sensors.
Goal 6: The City will make every effort to reduce the amount of solid and liquid waste generated in the Planning Area and will identify ways to responsibly deal with these wastes. • Policy 6.1: The City will phase in all practical forms of mandatory recycling as soon as possible. • Policy 6.2: The City will contract only with waste haulers who will willingly cooperate with the City's recycling effort.	**Consistent.** The project would include recycling services per Assembly Bill 341, which would divert at least 75 percent of the solid waste generation.
Goal 9: The City will encourage the abundant use of natural and drought tolerant landscaping in new development and preserve natural vegetation, as much as	**Consistent.** Refer to Goal 1 of Resource Management Element above.

Table 7, continued

Goal/Policy	Project Consistency
possible, in undeveloped areas. • Policy 9.4: Encourage and adopt standards for the use of drought tolerant and/ or natural landscaping and efficient irrigation systems throughout the City.	
Goal 15: The City will make every effort to conserve energy in the City thus reducing our dependence on fossil fuels. • Policy 15.1: The City will encourage the use of alternate energy systems, including passive solar and architectural and mechanical systems, in both commercial and residential development. • Policy 15.2: The patterns of proposed subdivisions and the orientation and design of structures on lots shall be designed with the objective of maximizing the opportunities for solar energy use and energy conservation. • Policy 15.3: Energy conserving construction standards and requirements shall be enforced in the field inspection of new construction.	**Consistent.** The project would utilize renewable energy by installing solar water heaters for commercial uses and installing approximately 250 kW of solar panels throughout the project site. The project would also comply with the latest energy conserving construction standards and requirements in the 2019 Title 24 Standards and CALGreen Code.
Housing Element Update	
Goal 2: Sound housing will be provided in the City of Encinitas for all persons. • Policy 2.8: Continue to develop and promote an energy efficiency conservation measure consistent with the strategies outlined in the City's Climate Action Plan.	**Consistent.** Refer to Table 8 below for discussion on project consistency with the City's Climate Action Plan energy efficiency conservation measures.
Source: City of Encinitas, *General Plan Circulation Element*, last amended January 22, 2003. City of Encinitas, *General Plan Resource Management Element*, last amended March 9, 2011. City of Encinitas, *2013-2021 Housing Element, Section 1: Housing Element Policy Program*, adopted March 13, 2019.	

Consistency with City of Encinitas Climate Action Plan

The City's CAP identifies GHG reduction strategies, goals, and actions that the City will implement to achieve its GHG reduction target by 2030. Strategies, goals, and actions focus on locally based programs, policies, and projects that will reduce GHG emissions in various categories as a complement to legislative actions taken by the federal and State governments. Table 8, *Project Consistency with Applicable Strategies of the City of Encinitas Climate Action Plan* compares the proposed project to applicable strategies from the CAP.

Table 8
Project Consistency with Applicable Strategies of the City of Encinitas Climate Action Plan

Strategy	Project Consistency
RE-2 Require New Homes to install Solar Photovoltaic Systems Require new multi-family homes to install at least 1 W solar per square feet (e.g., 1,000 sq. ft. home = 1 kW) or minimum 1 kW per unit, to install solar PV systems, unless the installation is impracticable due to poor solar resources.	**Consistent.** The project would include 73,284 square feet of multi-family residential buildings, 18,109 square feet of hotel, and 18,262 square feet of commercial buildings. According to Strategy RE-2, the project would be required to install 1 kW of solar panels per square feet of multi-family residential use, which is equivalent to 73 kW of solar panels in total. The project would install approximately 250 kW of solar panels on-site. Therefore, the project would be consistent with these strategies.
RE-3 Require Commercial Buildings to install Solar Photovoltaic Systems Require installation solar photovoltaic systems on all new commercial buildings, including the commercial portion of mixed-use projects, unless the installation is impracticable due to poor solar resources or other physical constraints, as approved Director of Development Services.	
CET-4 Require Residential Electric Vehicle Charging Stations Starting in 2018, require new residential units to install EVCS equipment. For Multi-Family: Install EVCS equipment at 5% of the total number of parking spaces.	**Consistent.** The project would include a total of 258 parking spaces on-site, and 39 of these spaces would be electric vehicle charging stations (EVCS), which would constitute 15 percent of total parking spaces. Therefore, the project would be consistent with these strategies by providing more than 8 percent EVCS of total parking spaces.
CET-5 Require Commercial Electric Vehicle Charging Stations Stating in 2018, require installation of EVCS at 8% of the total number of parking spaces. For all new commercial buildings, including the	

Strategy	Project Consistency
commercial portion of mixed-use projects.	
Source: City of Encinitas, *Climate Action Plan*, November 2020.	

Consistency with Applicable GHG Plans, Policies, or Regulations

In summary, the project's characteristics render it consistent with statewide, regional, and local climate change mandates, plans, policies, and recommendations. More specifically, the GHG plan consistency analysis provided above demonstrates that the project complies with the regulations and GHG reduction goals, policies, actions, and strategies outlined in the 2015 Regional Plan, the 2017 Scoping Plan Update, the City's General Plan, and the City's CAP. Consistency with these plans would reduce the impact of the project's incremental contribution of GHG emissions. Accordingly, the project would not conflict with any applicable plan, policy, regulation, or recommendation adopted for the purpose of reducing GHG emissions. Therefore, project related greenhouse gas emission impacts in relation to consistency with applicable plans, policies, and/or regulations governing GHG reductions would be less than significant.

Mitigation Measures: No mitigation measures are required.

ENERGY IMPACTS

Impact EN-1: Would the project result in wasteful, inefficient, or unnecessary consumption of energy resources?

Electricity, natural gas, and fuel consumption associated with the proposed project has been prepared utilizing CalEEMod and EMFAC2017. Energy consumption was calculated for both the existing conditions and the proposed project; refer to Appendix A, *Greenhouse Gas Emissions and Energy Data*. The project's electricity, natural gas, and fuel consumption depicted in Table 9, *Project and Countywide Energy Consumption*, include energy consumption reductions from existing uses. As shown in Table 9, the project's energy usage would constitute an approximate 0.0068 percent increase over the County's typical annual electricity consumption, and an approximate 0.0051 percent increase over the County's typical annual natural gas consumption. Additionally, the project's operational vehicle fuel consumption would increase the County's consumption by 0.0109 percent, and the project's construction fuel consumption would increase the County's consumption by 0.0948 percent. (**Criterion 1**).

Table 9
Project and Countywide Energy Consumption

Energy Type	Project Annual Energy Consumption[1]	San Diego County Annual Energy Consumption[2]	Percentage Increase Countywide
Electricity Consumption[3]	1,286 MWh	19,047,674 MWh	0.0068%
Natural Gas Consumption[3]	27,119 therms	533,912,231 therms	0.0051%
Operational Automotive Fuel Consumption[3,4]	162,083 gallons	1,490,698,455 gallons	0.0109%
Construction (Heavy-Duty Diesel Vehicle) Fuel Consumption	102,977 gallons	108,601,793 gallons	0.0948%

Notes:
1. As modeled in CalEEMod version 2016.3.2.
2. The project's electricity, natural gas, and fuel consumption are compared to the total consumption in San Diego County in 2019. San Diego County consumption data are shown in Table 1, Table 2, and Table 3 of this study.
3. The project's electricity and natural gas consumption includes reductions from existing uses.
4. Project fuel consumption is calculated based on CalEEMod results for the proposed project. Trip generation and vehicle miles traveled modeled under proposed project included reductions from existing uses. Countywide fuel consumption is from the California Air Resources Board's EMFAC2017 model.

Refer to Appendix A for assumptions used in this analysis.

Construction-Related Energy

During construction, the project would consume energy in two general forms: (1) the fuel energy consumed by construction vehicles and equipment; and (2) bound energy in construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Fossil fuels used for construction vehicles and other energy-consuming equipment would be used during demolition, grading, and construction. As indicated in Table 9, the project's fuel consumption from construction would be approximately 102,977 gallons, which would increase fuel use in the County by 0.0948 percent. As such, construction would have a nominal effect on the local and regional energy supplies and would not require additional capacity (**Criterion 2**).

Some incidental energy conservation would occur during construction through compliance with State requirements that equipment not in use for more than five minutes be turned off. Project construction equipment would also be required to comply with the latest EPA and CARB engine emissions standards. These emissions standards require highly efficient combustion systems that maximize fuel efficiency and reduce unnecessary fuel consumption. In addition, because the cost of fuel and transportation is a significant aspect of construction budgets, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction (**Criterion 4**).

Significant reductions in energy inputs for construction materials can be achieved by selecting green building materials composed of recycled materials that require less energy to produce than non-recycled materials.[21] The integration of green building materials can help reduce environmental impacts associated with the extraction, transport, processing, fabrication, installation, reuse, recycling, and disposal of these building industry source materials.[22] It is noted that construction fuel use is temporary and would cease upon completion of construction activities. There are no unusual project characteristics that would necessitate the use of construction equipment, building materials, or methods that would be less energy efficient than at comparable construction sites in the region or State. Therefore, fuel energy and construction materials consumed during construction would not represent a significant demand on energy resources (**Criterion 5**).

Therefore, construction energy use would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature. A less than significant impact would occur in this regard.

Operational Energy Consumption

Transportation Energy Demand

Pursuant to the Federal Energy Policy and Conservation Act of 1975, the National Highway Traffic and Safety Administration is responsible for establishing additional vehicle standards and for revising existing standards. Compliance with Federal fuel economy standards is not determined for each individual vehicle model. Rather, compliance is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the United States. Table 9 estimates the annual fuel consumed by vehicles traveling to and from the project site. As indicated in Table 9, project operations are estimated to consume a net increase of approximately 162,083 gallons of fuel per year, which would increase Countywide automotive fuel consumption by 0.0109 percent. The project does not propose any unusual features that would result in excessive long-term operational fuel consumption (**Criterion 2**).

[21] California Department of Resources Recycling and Recovery, *Green Building Materials*, https://www.calrecycle.ca.gov/greenbuilding/materials#Material, accessed December 17, 2020.

[22] Ibid.

The key drivers of transportation-related fuel consumption are job locations/commuting distance and many personal choices on when and where to drive for various purposes. Those factors are outside of the scope of the design of the proposed project. However, the project would include 39 on-site electric vehicle charging stations in parking lots. This project design feature would encourage and support the use of electric vehicles by residents, workers, and visitors of the proposed project and thus reduce the petroleum fuel consumption. In addition, as discussed in the Traffic Impact Analysis, the project would implement Transportation Demand Management (TDM) strategies including voluntary employer commute program, bikeshare program, pedestrian improvements, and providing public transit information. These strategies would reduce VMT and thus reduce transportation fuel consumption (**Criterion 4** and **Criterion 6**).

Therefore, fuel consumption associated with vehicle trips generated by the project would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. A less than significant impact would occur.

Building Energy Demand

The CEC developed 2018–2030 forecasts for energy consumption and peak demand in support of the 2017 IEPR for each of the major electricity and natural gas planning areas and the State based on the economic and demographic growth projections. CEC forecasts that the statewide annual average growth rates of energy demand between 2016 and 2030 would be 0.99 percent to 1.59 percent for electricity and 0.25 percent to 0.77 percent for natural gas.[23] As shown in Table 9, operational energy consumption of the project would represent approximately 0.0068 percent increase in electricity consumption and 0.0051 percent increase in natural gas consumption over the current Countywide usage, which would be significantly lower than the CEC's energy demand forecasts. The commercial component of the project would consume energy during the same time periods as other commercial developments, and the residential component of the project would consume energy evenly throughout the day. As a result, the project would not result in unique or more intensive peak or base period electricity demand (**Criterion 2** and **Criterion 3**).

The proposed project would be required to comply with the most current version of the Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. Implementation of the current 2019 Title 24 standards significantly reduces energy usage (30 percent for nonresidential buildings and 53 percent for residential buildings compared to the 2016 standards). The Title 24 Building Energy Efficiency Standards are updated every three years and become more stringent between each update; therefore, complying with the latest 2019 Title 24 standards would make the proposed project more energy efficient than existing buildings built under the earlier versions of the Title 24 standards (**Criterion 4**).

Furthermore, the electricity provider, SDG&E, is subject to California's Renewables Portfolio Standard (RPS). The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 100 percent of total procurement by 2045. Renewable energy is generally defined as energy that comes from resources which are naturally replenished within a human timescale such as sunlight, wind, tides, waves, and geothermal heat. The project would also install approximately 250 kW of solar panels on-site. The increase in reliance of renewable energy resources further ensures that the project would not result in the waste of the finite energy resources (**Criterion 5**).

[23] California Energy Commission, *California Energy Demand 2018-2030 Revised Forecast*, February 2018. Annual average growth rates of electricity demand and natural gas per capita demand are shown in Table 1 and Table 3, respectively.

Therefore, the project would not cause wasteful, inefficient, and unnecessary consumption of building energy during project operation, or preempt future energy development or future energy conservation. A less than significant impact would occur.

Mitigation Measures: No mitigation measures are required.

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

The project would comply the most recent version Title 24 and CALGreen efficiency standards, which would ensure the project incorporates photovoltaic solar panels, energy efficient windows, insulation, lighting, ventilation systems, water efficient fixtures, as well as green building standards. In addition, the project would comply with energy efficiency and renewable energy goals and policies found within the City's CAP and General Plan, as listed in Table 7 and Table 8 under the GHG impacts discussion above. Adherence to the Title 24 and CALGreen requirements and the City's CAP and General Plan goals and policies would ensure that the project would be consistent with the Energy Efficiency Strategic Plan strategies and the IEPR building energy efficiency recommendations. Therefore, the proposed project would not conflict with an adopted plan, policy, or regulation pertaining to energy efficiency. A less than significant impact would occur.

Mitigation Measures: No mitigation measures are required.

CUMULATIVE IMPACTS

Global Climate Change

Project-related GHG emissions are not confined to a particular region; instead, GHG emissions are dispersed worldwide. No single project is large enough to result in a measurable increase in global concentrations of GHG emissions. Therefore, impacts identified under Impact Statement GHG-1 and Impact Statement GHG-2 are not project-specific impacts to global climate change, but the proposed project's contribution to this cumulative impact. As discussed above, the proposed project would be consistent with statewide, regional, and local climate change mandates, plans, policies, and recommendations, and therefore would not impede implementation of AB 32 or SB 32. Therefore, the proposed project would not cumulatively contribute to GHG impacts and impacts in this regard would be less than significant.

Energy

The geographic context for cumulative energy consumption impacts for electricity and natural gas is County-wide and relative to SDG&E's service areas. While the geographic context for the transportation-related energy use is more difficult to define, it is meaningful to consider the project in the context of County-wide consumption. Future growth within the County is anticipated to increase the demand for electricity, natural gas, and transportation energy, as well as the need for energy infrastructure. As shown above, the project would nominally increase the County's electricity, natural gas, and operational fuel consumption; refer to Table 9. Additionally, per the RPS, the project and cumulative projects would utilize electricity provided by SDG&E that would be comprised of 60 percent renewable energy by 2030 and 100 percent renewable energy by 2045. Furthermore, the project and other cumulative projects in the site vicinity would be subject to Title 24, CALGreen Code, CPUC's Energy Efficiency Strategic Plan, and CEC's 2019 IEPR. Thus, the project and related projects would comply with energy conservation plans and efficiency standards required to ensure that energy is used efficiently. As such, implementation of the project and other cumulative projects would not result in wasteful, inefficient, or unnecessary consumption of energy resources.

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Appendix A:
Greenhouse Gas Emissions and Energy Data

Fenway Highway 101 Mixed Use Project
Energy Calculations

Existing Conditions

Land Use	Natural Gas Use		Electricity Use	
	(kBTU/yr)	(Therms)	(kWh/yr)	(MWh/yr)
High Turnover (Sit Down Restaurant)	0	0	0	0
Strip Mall	5,015	50	28,247	28
Totals	**5,015**	**50**	**28,247**	**28**

Proposed Project

Land Use	Natural Gas Use		Electricity Use	
	(kBTU/yr)	(Therms)	(kWh/yr)	(MWh/yr)
Apartments Low Rise	856,513	8,565	387,769	388
City Park	0	0	0	0
Enclosed Parking with Elevator	0	0	359,253	359
General Office Building	56,000	560	43,116	43
High Turnover (Sit Down Restaurant)	638,874	6,389	140,158	140
Hotel	800,219	8,002	204,469	204
Parking Lot	0	0	5,586	6
Quality Restaurant	349,131	3,491	76,594	77
Strip Mall	16,207	162	96,956	97
Totals	**2,716,943**	**27,169**	**1,313,901**	**1,314**

1 kBTU = 0.01 therms

Energy Type	Project Annual Energy Consumption	San Diego County Annual Energy Consumption (2019)	Percentage Increase Countywide
Electricity (MWh)	1,286	19,047,674	0.0067%
Natural Gas (Therms)	27,119	533,912,231	0.0051%

Source: Refer to CalEEMod outputs for assumptions used in this analysis.

Fenway Highway 101 Mixed Use Project
Energy Calculations

Existing Conditions

Vehicle Type	Percent of Vehicle Trips[1]	Daily Trips[2]	Annual Vehicle Miles Traveled	Average Fuel Economy (miles per gallon)[3]	Total Annual Fuel Consumption (gallons)[4]
Passenger Cars	0.60	507	1,154,440	22	52,475
Light/Medium Trucks	0.32	273	621,208	17.3	35,908
Heavy Trucks/Other	0.07	61	139,799	6.4	21,844
TOTAL [6]	***1.00***	841	***1,915,447***	--	***110,226***

Notes:

1. Percent of Vehicle Trip distribution based on trip characteristics within the CalEEMod model.
2. Daily Trips taken from ITE manual.
3. Average fuel economy derived from the Department of Transportation.
4. Total Daily Fuel Consumption calculated by dividing the daily VMT by the average fuel economy (i.e., VMT/Average Fuel Economy).
5. Values may be slightly off due to rounding.

Source: Refer to CalEEMod outputs for assumptions used in this analysis.

Proposed Project

Vehicle Type	Percent of Vehicle Trips[1]	Daily Trips[2]	Annual Vehicle Miles Traveled	Average Fuel Economy (miles per gallon)[3]	Total Annual Fuel Consumption (gallons)[4]
Passenger Cars	0.60	1,183	2,851,999	22	129,636
Light/Medium Trucks	0.32	637	1,534,671	17.3	88,709
Heavy Trucks/Other	0.07	143	345,368	6.4	53,964
TOTAL [6]	***1.00***	1,963	***4,732,038***	--	***272,309***

Notes:

1. Percent of Vehicle Trip distribution based on trip characteristics within the CalEEMod model.
2. Daily Trips taken from ITE manual.
3. Average fuel economy derived from the Department of Transportation.
4. Total Daily Fuel Consumption calculated by dividing the daily VMT by the average fuel economy (i.e., VMT/Average Fuel Economy).
5. Values may be slightly off due to rounding.

Source: Refer to CalEEMod outputs for assumptions used in this analysis.

Net Increase

Vehicle Type	Daily Trips[2]	Annual Vehicle Miles Traveled[3]	Total Annual Fuel Consumption (gallons)[5]	2019 Countywide Fuel Consumption (gallons)	Percentage Increase Countywide
TOTAL	***1,122***	***2,816,591***	***162,083***	***1,490,698,455***	***0.0109%***

Fenway Highway 101 Mixed Use Project
Energy Calculations

WORKER TRIPS

Phase	Phase Length (# days)	# Worker Trips	Worker Trip Length	Total VMT	Fuel Consumption Factor (Miles/Gallon/Day)	Total Fuel Consumption
Demolition	22	18	10.8	4277		171.74
Grading	98	40	10.8	42336		1700.05
Building Construction	217	129	10.8	302324	**24.90284233**	12140.16
Architectural Coating	132	26	10.8	37066		1488.41
Paving	44	33	10.8	15682		629.71
						16130.06

VENDOR TRIPS

Phase	Phase Length (# days)	# Vendor Trips	Vendor Trip Length	Total VMT	Fuel Consumption Factor (Miles/Gallon/Day)	Total Fuel Consumption
Demolition	22	0	7.3	0		0.00
Grading	98	0	7.3	0		0.00
Building Construction	217	34	7.3	248	**8.343886151**	29.75
Architectural Coating	132	0	7.3	0		0.00
Paving	44	0	7.3	0		0.00
						29.75

HAULING TRIPS

Phase	Phase Length (# days)	# Hauling Trips	Hauling Trip Length	Total VMT	Fuel Consumption Factor (Miles/Gallon/Day)[1]	Total Fuel Consumption
Demolition	22	50	20	1000		119.85
Grading	98	6050	20	121000		14501.64
Building Construction	217	0	20	0	**8.343886151**	0.00
Architectural Coating	132	0	20	0		0.00
Paving	44	0	20	0		0.00
						0.00

TOTAL OFF-SITE MOBILE GALLONS CONSUMED DURING CONSTRUCTION	**16,159.81**

Fenway Highway 101 Mixed Use Project
Energy Calculations

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor	Fuel Consumption Rate (gallons per hour)	Duration (total hours/day)	# days	Total Fuel Consumption (gallons)
Demolition	Concrete/Industrial Saws	1	8	81	0.73	2.3652	8	21	397.35
Demolition	Crawler Tractors	1	8	212	0.43	3.6464	8	21	612.60
Demolition	Crushing/Proc. Equipment	1	8	85	0.78	2.652	8	21	445.54
Demolition	Excavators	1	8	158	0.38	2.4016	8	20	384.26
Demolition	Other Construction Equipment	2	8	172	0.42	2.8896	16	20	924.67
Demolition	Rubber Tired Loaders	1	8	203	0.36	2.9232	8	20	467.71
Grading	Bore/Drill Rigs	2	8	221	0.50	4.42	16	20	1414.40
Grading	Cranes	1	8	231	0.29	2.6796	8	21	450.17
Grading	Crawler Tractors	1	8	212	0.43	3.6464	8	21	612.60
Grading	Excavators	2	8	158	0.38	2.4016	16	21	806.94
Grading	Plate Compactors	2	8	8	0.43	0.1376	16	20	44.03
Grading	Rollers	1	8	80	0.38	1.216	8	20	194.56
Grading	Rough Terrain Forklifts	2	8	100	0.40	1.6	16	20	512.00
Grading	Rubber Tired Loaders	1	8	203	0.36	2.9232	8	20	467.71
Grading	Scrapers	1	8	367	0.48	7.0464	8	20	1127.42
Grading	Signal Boards	2	8	6	0.82	0.1968	16	132	415.64
Grading	Skid Steer Loaders	1	8	65	0.37	0.962	8	132	1015.87
Building Construction	Cranes	1	7	231	0.29	2.6796	7	132	2475.95
Building Construction	Other Construction Equipment	3	8	172	0.42	2.8896	24	132	9154.25
Building Construction	Paving Equipment	1	8	132	0.36	1.9008	8	132	2007.24
Building Construction	Rough Terrain Forklifts	2	8	100	0.4	1.6	16	22	563.20
Building Construction	Rubber Tired Loaders	1	8	203	0.36	2.9232	8	21	491.10
Building Construction	Signal Boards	2	8	6	0.82	0.1968	16	21	66.12
Building Construction	Skid Steer Loaders	1	8	65	0.37	0.962	8	21	161.62
Building Construction	Tractors/Loaders/Backhoes	2	7	97	0.37	1.4356	14	20	401.97
Architectural Coating	Air Compressors	1	6	78	0.48	1.4976	6	20	179.71
Paving	Cement and Mortar Mixers	2	6	9	0.56	0.2016	12	20	48.38
Paving	Graders	1	8	187	0.41	3.0668	8	20	490.69
Paving	Off-Highway Trucks	4	8	402	0.38	6.1104	32	20	3910.66
Paving	Paving Equipment	1	8	132	0.36	1.9008	8	132	2007.24
Paving	Rollers	1	8	80	0.38	1.216	8	132	1284.10
Paving	Rubber Tired Loaders	1	8	203	0.36	2.9232	8	132	3086.90
Paving	Signal Boards	2	8	6	0.82	0.1968	16	132	415.64
Paving	Surfacing Equipment	1	8	263	0.3	3.156	8	132	3332.74
Paving	Tractors/Loaders/Backhoes	2	8	97	0.37	1.4356	16	22	505.33

	Total:	40,876
Notes:	Off-Site Mobile Construction Total:	16,160
Fuel Consumption Rate = Horsepower x Load Factor x Fuel Consumption Factor	**TOTAL:**	**57,036**

Where:

Fuel Consumption Factor for a diesel engine is 0.04 gallons per horsepower per hour (gal/hp/hr) and a gasoline engine is 0.06 gal/hp/hr.

Source: Refer to CalEEMod outputs for assumptions used in this analysis.

Fenway North Coast Highway 101

San Diego County APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	3.64	1000sqft	0.08	3,638.00	0
Enclosed Parking with Elevator	216.00	Space	0.00	78,158.00	0
City Park	0.65	Acre	0.65	28,200.00	0
High Turnover (Sit Down Restaurant)	3.90	1000sqft	0.00	3,905.00	0
Hotel	30.00	Room	0.50	18,109.00	0
Quality Restaurant	2.13	1000sqft	0.00	2,134.00	0
Apartments Low Rise	94.00	Dwelling Unit	2.19	73,284.00	269
Strip Mall	8.58	1000sqft	0.00	8,584.00	0
Parking Lot	42.00	Space	0.38	16,800.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.6	**Precipitation Freq (Days)**	40
Climate Zone	13			**Operational Year**	2023
Utility Company	San Diego Gas & Electric				
CO2 Intensity (lb/MWhr)	720.49	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - per traffic study and site plan; city park = open space; based on site plan, 42 surface parking spaces, remaining subterranaen; total lot 3.8 acres

Construction Phase - per construction questionnaire

Off-road Equipment -

Off-road Equipment - per construction questionnaire

Off-road Equipment - per construction questionnaire

Off-road Equipment - per construction questionnaire

Off-road Equipment - per construction questionnaire

Demolition -

Grading -

Architectural Coating - SDAPCD Rule 67.0.1 Non-flat coatings

Vehicle Trips - based on traffic study; pass-by trips incorporated in trip rate, so set to 0%

Vehicle Emission Factors - EMFAC2017

Vehicle Emission Factors - EMFAC2017

Vehicle Emission Factors - EMFAC2017

Area Coating - SDAPCD Rule 67.0.1 Non-flat coatings

Construction Off-road Equipment Mitigation - dust control implemented by applicant

Area Mitigation - no wood-burning hearth

Energy Mitigation - 2019 Title 24. Applicant will install high efficiency lighting

Water Mitigation -

Waste Mitigation - AB 341

Table Name	Column Name	Default Value	New Value
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tblArchitecturalCoating	EF_Parking	250.00	100.00
tblArchitecturalCoating	EF_Residential_Exterior	250.00	100.00

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tblArchitecturalCoating	EF_Residential_Interior	250.00	100.00
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tblAreaCoating	Area_EF_Parking	250	150
tblAreaCoating	Area_EF_Residential_Exterior	250	150
tblAreaCoating	Area_EF_Residential_Interior	250	150
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tblFleetMix	LDT1	0.04	0.00
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tblFleetMix	UBUS	1.8880e-003	0.00
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tblOffRoadEquipment	UsageHours	6.00	8.00
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tblVehicleEF	LDA	0.09	0.10
tblVehicleEF	LDA	0.02	0.04
tblVehicleEF	LDA	0.02	0.01
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.12	0.23
tblVehicleEF	LDT1	0.01	5.8260e-003
tblVehicleEF	LDT1	0.01	0.07
tblVehicleEF	LDT1	1.15	1.12
tblVehicleEF	LDT1	2.76	2.33
tblVehicleEF	LDT1	318.80	308.27
tblVehicleEF	LDT1	69.57	63.74
tblVehicleEF	LDT1	0.12	0.10
tblVehicleEF	LDT1	0.16	0.26
tblVehicleEF	LDT1	2.6340e-003	2.1010e-003
tblVehicleEF	LDT1	3.2330e-003	2.4620e-003
tblVehicleEF	LDT1	2.4260e-003	1.9340e-003
tblVehicleEF	LDT1	2.9730e-003	2.2640e-003
tblVehicleEF	LDT1	0.10	0.11
tblVehicleEF	LDT1	0.27	0.21
tblVehicleEF	LDT1	0.11	0.12

tblVehicleEF	LDT1	0.03	0.03
tblVehicleEF	LDT1	0.19	0.73
tblVehicleEF	LDT1	0.19	0.36
tblVehicleEF	LDT1	3.2010e-003	3.0510e-003
tblVehicleEF	LDT1	7.4400e-004	6.3100e-004
tblVehicleEF	LDT1	0.10	0.11
tblVehicleEF	LDT1	0.27	0.21
tblVehicleEF	LDT1	0.11	0.12
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.19	0.73
tblVehicleEF	LDT1	0.21	0.40
tblVehicleEF	LDT1	0.01	6.2810e-003
tblVehicleEF	LDT1	0.01	0.06
tblVehicleEF	LDT1	1.28	1.25
tblVehicleEF	LDT1	2.27	1.92
tblVehicleEF	LDT1	336.12	323.06
tblVehicleEF	LDT1	69.57	62.92
tblVehicleEF	LDT1	0.11	0.09
tblVehicleEF	LDT1	0.15	0.24
tblVehicleEF	LDT1	2.6340e-003	2.1010e-003
tblVehicleEF	LDT1	3.2330e-003	2.4620e-003
tblVehicleEF	LDT1	2.4260e-003	1.9340e-003
tblVehicleEF	LDT1	2.9730e-003	2.2640e-003
tblVehicleEF	LDT1	0.16	0.16
tblVehicleEF	LDT1	0.29	0.22
tblVehicleEF	LDT1	0.18	0.19
tblVehicleEF	LDT1	0.03	0.03

tblVehicleEF	LDT1	0.17	0.67
tblVehicleEF	LDT1	0.16	0.31
tblVehicleEF	LDT1	3.3760e-003	3.1970e-003
tblVehicleEF	LDT1	7.3600e-004	6.2300e-004
tblVehicleEF	LDT1	0.16	0.16
tblVehicleEF	LDT1	0.29	0.22
tblVehicleEF	LDT1	0.18	0.19
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.17	0.67
tblVehicleEF	LDT1	0.18	0.34
tblVehicleEF	LDT1	0.01	5.7180e-003
tblVehicleEF	LDT1	0.01	0.08
tblVehicleEF	LDT1	1.13	1.10
tblVehicleEF	LDT1	2.97	2.50
tblVehicleEF	LDT1	315.67	305.60
tblVehicleEF	LDT1	69.57	64.07
tblVehicleEF	LDT1	0.12	0.10
tblVehicleEF	LDT1	0.17	0.27
tblVehicleEF	LDT1	2.6340e-003	2.1010e-003
tblVehicleEF	LDT1	3.2330e-003	2.4620e-003
tblVehicleEF	LDT1	2.4260e-003	1.9340e-003
tblVehicleEF	LDT1	2.9730e-003	2.2640e-003
tblVehicleEF	LDT1	0.09	0.09
tblVehicleEF	LDT1	0.31	0.24
tblVehicleEF	LDT1	0.09	0.10
tblVehicleEF	LDT1	0.02	0.03
tblVehicleEF	LDT1	0.23	0.90

tblVehicleEF	LDT1	0.20	0.38
tblVehicleEF	LDT1	3.1700e-003	3.0240e-003
tblVehicleEF	LDT1	7.4800e-004	6.3400e-004
tblVehicleEF	LDT1	0.09	0.09
tblVehicleEF	LDT1	0.31	0.24
tblVehicleEF	LDT1	0.09	0.10
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.23	0.90
tblVehicleEF	LDT1	0.22	0.42
tblVehicleEF	LDT2	5.2450e-003	3.5940e-003
tblVehicleEF	LDT2	5.9320e-003	0.07
tblVehicleEF	LDT2	0.65	0.78
tblVehicleEF	LDT2	1.31	2.67
tblVehicleEF	LDT2	352.67	328.12
tblVehicleEF	LDT2	76.85	68.00
tblVehicleEF	LDT2	0.07	0.07
tblVehicleEF	LDT2	0.10	0.27
tblVehicleEF	LDT2	1.8240e-003	1.5100e-003
tblVehicleEF	LDT2	2.2870e-003	1.7290e-003
tblVehicleEF	LDT2	1.6780e-003	1.3890e-003
tblVehicleEF	LDT2	2.1030e-003	1.5900e-003
tblVehicleEF	LDT2	0.04	0.06
tblVehicleEF	LDT2	0.10	0.13
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	0.06	0.43
tblVehicleEF	LDT2	0.08	0.30

tblVehicleEF	LDT2	3.5310e-003	3.2460e-003
tblVehicleEF	LDT2	7.9000e-004	6.7300e-004
tblVehicleEF	LDT2	0.04	0.06
tblVehicleEF	LDT2	0.10	0.13
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.06	0.43
tblVehicleEF	LDT2	0.09	0.33
tblVehicleEF	LDT2	5.6410e-003	3.8950e-003
tblVehicleEF	LDT2	5.1630e-003	0.06
tblVehicleEF	LDT2	0.72	0.87
tblVehicleEF	LDT2	1.09	2.20
tblVehicleEF	LDT2	372.26	342.39
tblVehicleEF	LDT2	76.85	67.13
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.09	0.25
tblVehicleEF	LDT2	1.8240e-003	1.5100e-003
tblVehicleEF	LDT2	2.2870e-003	1.7290e-003
tblVehicleEF	LDT2	1.6780e-003	1.3890e-003
tblVehicleEF	LDT2	2.1030e-003	1.5900e-003
tblVehicleEF	LDT2	0.06	0.09
tblVehicleEF	LDT2	0.11	0.13
tblVehicleEF	LDT2	0.08	0.13
tblVehicleEF	LDT2	0.01	0.02
tblVehicleEF	LDT2	0.06	0.40
tblVehicleEF	LDT2	0.07	0.26
tblVehicleEF	LDT2	3.7270e-003	3.3870e-003

tblVehicleEF	LDT2	7.8600e-004	6.6400e-004
tblVehicleEF	LDT2	0.06	0.09
tblVehicleEF	LDT2	0.11	0.13
tblVehicleEF	LDT2	0.08	0.13
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.06	0.40
tblVehicleEF	LDT2	0.08	0.29
tblVehicleEF	LDT2	5.1590e-003	3.5220e-003
tblVehicleEF	LDT2	6.2490e-003	0.07
tblVehicleEF	LDT2	0.63	0.76
tblVehicleEF	LDT2	1.41	2.86
tblVehicleEF	LDT2	349.13	325.54
tblVehicleEF	LDT2	76.85	68.36
tblVehicleEF	LDT2	0.07	0.07
tblVehicleEF	LDT2	0.10	0.28
tblVehicleEF	LDT2	1.8240e-003	1.5100e-003
tblVehicleEF	LDT2	2.2870e-003	1.7290e-003
tblVehicleEF	LDT2	1.6780e-003	1.3890e-003
tblVehicleEF	LDT2	2.1030e-003	1.5900e-003
tblVehicleEF	LDT2	0.03	0.05
tblVehicleEF	LDT2	0.11	0.14
tblVehicleEF	LDT2	0.04	0.07
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	0.08	0.52
tblVehicleEF	LDT2	0.08	0.32
tblVehicleEF	LDT2	3.4950e-003	3.2210e-003
tblVehicleEF	LDT2	7.9200e-004	6.7700e-004

tblVehicleEF	LDT2	0.03	0.05
tblVehicleEF	LDT2	0.11	0.14
tblVehicleEF	LDT2	0.04	0.07
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.08	0.52
tblVehicleEF	LDT2	0.09	0.35
tblVehicleEF	LHD1	4.6610e-003	4.6580e-003
tblVehicleEF	LHD1	0.02	9.0720e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.14	0.17
tblVehicleEF	LHD1	1.04	0.84
tblVehicleEF	LHD1	2.19	0.96
tblVehicleEF	LHD1	9.27	9.21
tblVehicleEF	LHD1	672.14	771.79
tblVehicleEF	LHD1	27.83	10.50
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	1.48	1.05
tblVehicleEF	LHD1	0.85	0.29
tblVehicleEF	LHD1	1.0210e-003	9.6900e-004
tblVehicleEF	LHD1	0.01	9.9790e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	8.2300e-004	2.3500e-004
tblVehicleEF	LHD1	9.7700e-004	9.2700e-004
tblVehicleEF	LHD1	2.5850e-003	2.4950e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	7.5600e-004	2.1600e-004
tblVehicleEF	LHD1	2.1470e-003	1.8170e-003

tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.6470e-003	1.3870e-003
tblVehicleEF	LHD1	0.13	0.11
tblVehicleEF	LHD1	0.29	0.50
tblVehicleEF	LHD1	0.22	0.07
tblVehicleEF	LHD1	9.2000e-005	8.9000e-005
tblVehicleEF	LHD1	6.5770e-003	7.5180e-003
tblVehicleEF	LHD1	3.1900e-004	1.0400e-004
tblVehicleEF	LHD1	2.1470e-003	1.8170e-003
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	1.6470e-003	1.3870e-003
tblVehicleEF	LHD1	0.16	0.13
tblVehicleEF	LHD1	0.29	0.50
tblVehicleEF	LHD1	0.24	0.07
tblVehicleEF	LHD1	4.6610e-003	4.6680e-003
tblVehicleEF	LHD1	0.02	9.2260e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.14	0.17
tblVehicleEF	LHD1	1.06	0.85
tblVehicleEF	LHD1	2.07	0.91
tblVehicleEF	LHD1	9.27	9.21
tblVehicleEF	LHD1	672.14	771.82
tblVehicleEF	LHD1	27.83	10.41
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	1.42	1.01

tblVehicleEF	LHD1	0.81	0.27
tblVehicleEF	LHD1	1.0210e-003	9.6900e-004
tblVehicleEF	LHD1	0.01	9.9790e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	8.2300e-004	2.3500e-004
tblVehicleEF	LHD1	9.7700e-004	9.2700e-004
tblVehicleEF	LHD1	2.5850e-003	2.4950e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	7.5600e-004	2.1600e-004
tblVehicleEF	LHD1	3.0940e-003	2.6280e-003
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	2.7550e-003	2.3350e-003
tblVehicleEF	LHD1	0.13	0.11
tblVehicleEF	LHD1	0.28	0.48
tblVehicleEF	LHD1	0.21	0.06
tblVehicleEF	LHD1	9.2000e-005	8.9000e-005
tblVehicleEF	LHD1	6.5770e-003	7.5190e-003
tblVehicleEF	LHD1	3.1700e-004	1.0300e-004
tblVehicleEF	LHD1	3.0940e-003	2.6280e-003
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	2.7550e-003	2.3350e-003
tblVehicleEF	LHD1	0.16	0.13
tblVehicleEF	LHD1	0.28	0.48
tblVehicleEF	LHD1	0.23	0.07
tblVehicleEF	LHD1	4.6610e-003	4.6540e-003

tblVehicleEF	LHD1	0.02	9.0050e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.14	0.17
tblVehicleEF	LHD1	1.04	0.83
tblVehicleEF	LHD1	2.25	0.98
tblVehicleEF	LHD1	9.27	9.21
tblVehicleEF	LHD1	672.14	771.78
tblVehicleEF	LHD1	27.83	10.54
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	1.48	1.04
tblVehicleEF	LHD1	0.87	0.29
tblVehicleEF	LHD1	1.0210e-003	9.6900e-004
tblVehicleEF	LHD1	0.01	9.9790e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	8.2300e-004	2.3500e-004
tblVehicleEF	LHD1	9.7700e-004	9.2700e-004
tblVehicleEF	LHD1	2.5850e-003	2.4950e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	7.5600e-004	2.1600e-004
tblVehicleEF	LHD1	1.9780e-003	1.6780e-003
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.4560e-003	1.2260e-003
tblVehicleEF	LHD1	0.13	0.11
tblVehicleEF	LHD1	0.32	0.56
tblVehicleEF	LHD1	0.22	0.07
tblVehicleEF	LHD1	9.2000e-005	8.9000e-005

tblVehicleEF	LHD1	6.5770e-003	7.5180e-003
tblVehicleEF	LHD1	3.2000e-004	1.0400e-004
tblVehicleEF	LHD1	1.9780e-003	1.6780e-003
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	1.4560e-003	1.2260e-003
tblVehicleEF	LHD1	0.16	0.13
tblVehicleEF	LHD1	0.32	0.56
tblVehicleEF	LHD1	0.24	0.08
tblVehicleEF	LHD2	3.3670e-003	3.1630e-003
tblVehicleEF	LHD2	7.3190e-003	7.0780e-003
tblVehicleEF	LHD2	6.3840e-003	8.1370e-003
tblVehicleEF	LHD2	0.12	0.14
tblVehicleEF	LHD2	0.56	0.64
tblVehicleEF	LHD2	1.07	0.58
tblVehicleEF	LHD2	14.07	14.23
tblVehicleEF	LHD2	706.25	771.02
tblVehicleEF	LHD2	23.94	7.63
tblVehicleEF	LHD2	0.10	0.10
tblVehicleEF	LHD2	0.80	1.03
tblVehicleEF	LHD2	0.44	0.18
tblVehicleEF	LHD2	1.2450e-003	1.4140e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	3.8200e-004	1.2200e-004
tblVehicleEF	LHD2	1.1910e-003	1.3530e-003
tblVehicleEF	LHD2	0.01	0.02

tblVehicleEF	LHD2	3.5100e-004	1.1200e-004
tblVehicleEF	LHD2	6.9100e-004	9.0800e-004
tblVehicleEF	LHD2	0.03	0.04
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	5.8700e-004	7.2800e-004
tblVehicleEF	LHD2	0.10	0.11
tblVehicleEF	LHD2	0.06	0.24
tblVehicleEF	LHD2	0.09	0.04
tblVehicleEF	LHD2	1.3700e-004	1.3600e-004
tblVehicleEF	LHD2	6.8680e-003	7.4440e-003
tblVehicleEF	LHD2	2.5900e-004	7.6000e-005
tblVehicleEF	LHD2	6.9100e-004	9.0800e-004
tblVehicleEF	LHD2	0.03	0.04
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	5.8700e-004	7.2800e-004
tblVehicleEF	LHD2	0.12	0.13
tblVehicleEF	LHD2	0.06	0.24
tblVehicleEF	LHD2	0.09	0.04
tblVehicleEF	LHD2	3.3670e-003	3.1690e-003
tblVehicleEF	LHD2	7.3940e-003	7.1360e-003
tblVehicleEF	LHD2	6.1320e-003	7.8000e-003
tblVehicleEF	LHD2	0.12	0.14
tblVehicleEF	LHD2	0.56	0.65
tblVehicleEF	LHD2	1.02	0.55
tblVehicleEF	LHD2	14.07	14.23
tblVehicleEF	LHD2	706.25	771.03
tblVehicleEF	LHD2	23.94	7.57

tblVehicleEF	LHD2	0.10	0.10
tblVehicleEF	LHD2	0.77	0.99
tblVehicleEF	LHD2	0.42	0.17
tblVehicleEF	LHD2	1.2450e-003	1.4140e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	3.8200e-004	1.2200e-004
tblVehicleEF	LHD2	1.1910e-003	1.3530e-003
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	3.5100e-004	1.1200e-004
tblVehicleEF	LHD2	1.0020e-003	1.3170e-003
tblVehicleEF	LHD2	0.03	0.04
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	9.8700e-004	1.2280e-003
tblVehicleEF	LHD2	0.10	0.11
tblVehicleEF	LHD2	0.06	0.23
tblVehicleEF	LHD2	0.08	0.04
tblVehicleEF	LHD2	1.3700e-004	1.3600e-004
tblVehicleEF	LHD2	6.8680e-003	7.4440e-003
tblVehicleEF	LHD2	2.5800e-004	7.5000e-005
tblVehicleEF	LHD2	1.0020e-003	1.3170e-003
tblVehicleEF	LHD2	0.03	0.04
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	9.8700e-004	1.2280e-003
tblVehicleEF	LHD2	0.12	0.13
tblVehicleEF	LHD2	0.06	0.23
tblVehicleEF	LHD2	0.09	0.04

tblVehicleEF	LHD2	3.3670e-003	3.1600e-003
tblVehicleEF	LHD2	7.2860e-003	7.0520e-003
tblVehicleEF	LHD2	6.4980e-003	8.2880e-003
tblVehicleEF	LHD2	0.12	0.14
tblVehicleEF	LHD2	0.55	0.64
tblVehicleEF	LHD2	1.10	0.59
tblVehicleEF	LHD2	14.07	14.23
tblVehicleEF	LHD2	706.25	771.01
tblVehicleEF	LHD2	23.94	7.65
tblVehicleEF	LHD2	0.10	0.10
tblVehicleEF	LHD2	0.79	1.02
tblVehicleEF	LHD2	0.45	0.18
tblVehicleEF	LHD2	1.2450e-003	1.4140e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	3.8200e-004	1.2200e-004
tblVehicleEF	LHD2	1.1910e-003	1.3530e-003
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	3.5100e-004	1.1200e-004
tblVehicleEF	LHD2	6.1400e-004	8.2300e-004
tblVehicleEF	LHD2	0.03	0.04
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	5.1700e-004	6.4100e-004
tblVehicleEF	LHD2	0.10	0.11
tblVehicleEF	LHD2	0.07	0.27
tblVehicleEF	LHD2	0.09	0.04
tblVehicleEF	LHD2	1.3700e-004	1.3600e-004

tblVehicleEF	LHD2	6.8680e-003	7.4440e-003
tblVehicleEF	LHD2	2.5900e-004	7.6000e-005
tblVehicleEF	LHD2	6.1400e-004	8.2300e-004
tblVehicleEF	LHD2	0.03	0.04
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	5.1700e-004	6.4100e-004
tblVehicleEF	LHD2	0.12	0.13
tblVehicleEF	LHD2	0.07	0.27
tblVehicleEF	LHD2	0.10	0.04
tblVehicleEF	MCY	0.49	0.36
tblVehicleEF	MCY	0.15	0.24
tblVehicleEF	MCY	20.15	20.36
tblVehicleEF	MCY	9.73	8.62
tblVehicleEF	MCY	182.50	220.59
tblVehicleEF	MCY	45.45	60.38
tblVehicleEF	MCY	1.16	1.16
tblVehicleEF	MCY	0.31	0.27
tblVehicleEF	MCY	2.1640e-003	2.0970e-003
tblVehicleEF	MCY	3.6600e-003	2.9890e-003
tblVehicleEF	MCY	2.0230e-003	1.9610e-003
tblVehicleEF	MCY	3.4480e-003	2.8140e-003
tblVehicleEF	MCY	0.93	0.93
tblVehicleEF	MCY	0.74	0.74
tblVehicleEF	MCY	0.73	0.73
tblVehicleEF	MCY	2.41	2.43
tblVehicleEF	MCY	0.59	2.01
tblVehicleEF	MCY	2.10	1.86

tblVehicleEF	MCY	2.2260e-003	2.1830e-003
tblVehicleEF	MCY	6.7500e-004	5.9700e-004
tblVehicleEF	MCY	0.93	0.93
tblVehicleEF	MCY	0.74	0.74
tblVehicleEF	MCY	0.73	0.73
tblVehicleEF	MCY	2.99	3.00
tblVehicleEF	MCY	0.59	2.01
tblVehicleEF	MCY	2.29	2.02
tblVehicleEF	MCY	0.47	0.35
tblVehicleEF	MCY	0.13	0.21
tblVehicleEF	MCY	19.19	19.39
tblVehicleEF	MCY	8.77	7.73
tblVehicleEF	MCY	182.50	218.78
tblVehicleEF	MCY	45.45	58.13
tblVehicleEF	MCY	1.04	1.04
tblVehicleEF	MCY	0.29	0.25
tblVehicleEF	MCY	2.1640e-003	2.0970e-003
tblVehicleEF	MCY	3.6600e-003	2.9890e-003
tblVehicleEF	MCY	2.0230e-003	1.9610e-003
tblVehicleEF	MCY	3.4480e-003	2.8140e-003
tblVehicleEF	MCY	1.50	1.51
tblVehicleEF	MCY	0.83	0.84
tblVehicleEF	MCY	1.42	1.43
tblVehicleEF	MCY	2.34	2.35
tblVehicleEF	MCY	0.55	1.86
tblVehicleEF	MCY	1.83	1.61
tblVehicleEF	MCY	2.2080e-003	2.1650e-003

tblVehicleEF	MCY	6.5100e-004	5.7500e-004
tblVehicleEF	MCY	1.50	1.51
tblVehicleEF	MCY	0.83	0.84
tblVehicleEF	MCY	1.42	1.43
tblVehicleEF	MCY	2.90	2.91
tblVehicleEF	MCY	0.55	1.86
tblVehicleEF	MCY	1.99	1.75
tblVehicleEF	MCY	0.49	0.36
tblVehicleEF	MCY	0.16	0.26
tblVehicleEF	MCY	20.81	21.03
tblVehicleEF	MCY	10.22	9.08
tblVehicleEF	MCY	182.50	221.81
tblVehicleEF	MCY	45.45	61.49
tblVehicleEF	MCY	1.17	1.17
tblVehicleEF	MCY	0.32	0.27
tblVehicleEF	MCY	2.1640e-003	2.0970e-003
tblVehicleEF	MCY	3.6600e-003	2.9890e-003
tblVehicleEF	MCY	2.0230e-003	1.9610e-003
tblVehicleEF	MCY	3.4480e-003	2.8140e-003
tblVehicleEF	MCY	0.84	0.85
tblVehicleEF	MCY	1.00	1.00
tblVehicleEF	MCY	0.57	0.58
tblVehicleEF	MCY	2.45	2.47
tblVehicleEF	MCY	0.70	2.38
tblVehicleEF	MCY	2.23	1.98
tblVehicleEF	MCY	2.2370e-003	2.1950e-003
tblVehicleEF	MCY	6.8700e-004	6.0900e-004

tblVehicleEF	MCY	0.84	0.85
tblVehicleEF	MCY	1.00	1.00
tblVehicleEF	MCY	0.57	0.58
tblVehicleEF	MCY	3.04	3.05
tblVehicleEF	MCY	0.70	2.38
tblVehicleEF	MCY	2.43	2.15
tblVehicleEF	MDV	8.8620e-003	4.0850e-003
tblVehicleEF	MDV	0.01	0.08
tblVehicleEF	MDV	0.94	0.82
tblVehicleEF	MDV	2.31	2.98
tblVehicleEF	MDV	472.46	396.95
tblVehicleEF	MDV	101.95	81.91
tblVehicleEF	MDV	0.11	0.08
tblVehicleEF	MDV	0.20	0.32
tblVehicleEF	MDV	1.8890e-003	1.5990e-003
tblVehicleEF	MDV	2.3380e-003	1.8340e-003
tblVehicleEF	MDV	1.7410e-003	1.4750e-003
tblVehicleEF	MDV	2.1490e-003	1.6870e-003
tblVehicleEF	MDV	0.05	0.07
tblVehicleEF	MDV	0.15	0.14
tblVehicleEF	MDV	0.07	0.09
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.09	0.45
tblVehicleEF	MDV	0.17	0.37
tblVehicleEF	MDV	4.7270e-003	3.9230e-003
tblVehicleEF	MDV	1.0600e-003	8.1100e-004
tblVehicleEF	MDV	0.05	0.07

tblVehicleEF	MDV	0.15	0.14
tblVehicleEF	MDV	0.07	0.09
tblVehicleEF	MDV	0.03	0.02
tblVehicleEF	MDV	0.09	0.45
tblVehicleEF	MDV	0.19	0.41
tblVehicleEF	MDV	9.5090e-003	4.4250e-003
tblVehicleEF	MDV	0.01	0.07
tblVehicleEF	MDV	1.04	0.92
tblVehicleEF	MDV	1.92	2.45
tblVehicleEF	MDV	498.02	411.39
tblVehicleEF	MDV	101.95	80.91
tblVehicleEF	MDV	0.10	0.07
tblVehicleEF	MDV	0.19	0.29
tblVehicleEF	MDV	1.8890e-003	1.5990e-003
tblVehicleEF	MDV	2.3380e-003	1.8340e-003
tblVehicleEF	MDV	1.7410e-003	1.4750e-003
tblVehicleEF	MDV	2.1490e-003	1.6870e-003
tblVehicleEF	MDV	0.08	0.10
tblVehicleEF	MDV	0.16	0.15
tblVehicleEF	MDV	0.12	0.15
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.09	0.41
tblVehicleEF	MDV	0.15	0.32
tblVehicleEF	MDV	4.9840e-003	4.0660e-003
tblVehicleEF	MDV	1.0530e-003	8.0100e-004
tblVehicleEF	MDV	0.08	0.10
tblVehicleEF	MDV	0.16	0.15

tblVehicleEF	MDV	0.12	0.15
tblVehicleEF	MDV	0.03	0.03
tblVehicleEF	MDV	0.09	0.41
tblVehicleEF	MDV	0.16	0.35
tblVehicleEF	MDV	8.7270e-003	4.0050e-003
tblVehicleEF	MDV	0.01	0.08
tblVehicleEF	MDV	0.92	0.81
tblVehicleEF	MDV	2.49	3.21
tblVehicleEF	MDV	467.83	394.33
tblVehicleEF	MDV	101.95	82.33
tblVehicleEF	MDV	0.11	0.08
tblVehicleEF	MDV	0.21	0.33
tblVehicleEF	MDV	1.8890e-003	1.5990e-003
tblVehicleEF	MDV	2.3380e-003	1.8340e-003
tblVehicleEF	MDV	1.7410e-003	1.4750e-003
tblVehicleEF	MDV	2.1490e-003	1.6870e-003
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.16	0.15
tblVehicleEF	MDV	0.06	0.08
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.11	0.54
tblVehicleEF	MDV	0.18	0.39
tblVehicleEF	MDV	4.6810e-003	3.8980e-003
tblVehicleEF	MDV	1.0630e-003	8.1500e-004
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.16	0.15
tblVehicleEF	MDV	0.06	0.08

tblVehicleEF	MDV	0.03	0.02
tblVehicleEF	MDV	0.11	0.54
tblVehicleEF	MDV	0.20	0.43
tblVehicleEF	MH	0.04	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	2.63	1.44
tblVehicleEF	MH	5.98	2.11
tblVehicleEF	MH	1,229.84	1,578.48
tblVehicleEF	MH	59.91	18.87
tblVehicleEF	MH	1.50	1.64
tblVehicleEF	MH	0.88	0.24
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	1.1530e-003	2.6600e-004
tblVehicleEF	MH	3.2140e-003	3.2780e-003
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	1.0610e-003	2.4400e-004
tblVehicleEF	MH	0.97	0.80
tblVehicleEF	MH	0.08	0.07
tblVehicleEF	MH	0.51	0.43
tblVehicleEF	MH	0.12	0.09
tblVehicleEF	MH	0.03	1.69
tblVehicleEF	MH	0.35	0.10
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	7.0300e-004	1.8700e-004
tblVehicleEF	MH	0.97	0.80
tblVehicleEF	MH	0.08	0.07

tblVehicleEF	MH	0.51	0.43
tblVehicleEF	MH	0.16	0.12
tblVehicleEF	MH	0.03	1.69
tblVehicleEF	MH	0.38	0.11
tblVehicleEF	MH	0.04	0.01
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	2.72	1.48
tblVehicleEF	MH	5.59	1.98
tblVehicleEF	MH	1,229.84	1,578.55
tblVehicleEF	MH	59.91	18.64
tblVehicleEF	MH	1.42	1.56
tblVehicleEF	MH	0.83	0.23
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	1.1530e-003	2.6600e-004
tblVehicleEF	MH	3.2140e-003	3.2780e-003
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	1.0610e-003	2.4400e-004
tblVehicleEF	MH	1.33	1.10
tblVehicleEF	MH	0.08	0.07
tblVehicleEF	MH	0.88	0.74
tblVehicleEF	MH	0.12	0.09
tblVehicleEF	MH	0.03	1.64
tblVehicleEF	MH	0.33	0.09
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	6.9700e-004	1.8400e-004
tblVehicleEF	MH	1.33	1.10

tblVehicleEF	MH	0.08	0.07
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tblVehicleEF	MH	0.17	0.12
tblVehicleEF	MH	0.03	1.64
tblVehicleEF	MH	0.36	0.10
tblVehicleEF	MH	0.04	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	2.60	1.42
tblVehicleEF	MH	6.17	2.18
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tblVehicleEF	MH	59.91	18.98
tblVehicleEF	MH	1.50	1.63
tblVehicleEF	MH	0.90	0.25
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	1.1530e-003	2.6600e-004
tblVehicleEF	MH	3.2140e-003	3.2780e-003
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	1.0610e-003	2.4400e-004
tblVehicleEF	MH	0.99	0.82
tblVehicleEF	MH	0.11	0.09
tblVehicleEF	MH	0.48	0.40
tblVehicleEF	MH	0.12	0.09
tblVehicleEF	MH	0.03	1.81
tblVehicleEF	MH	0.36	0.10
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	7.0700e-004	1.8800e-004

tblVehicleEF	MH	0.99	0.82
tblVehicleEF	MH	0.11	0.09
tblVehicleEF	MH	0.48	0.40
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tblVehicleEF	MH	0.39	0.11
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tblVehicleEF	MHD	1.5900e-004	4.7800e-004
tblVehicleEF	MHD	3.1900e-003	6.6580e-003
tblVehicleEF	MHD	8.3700e-004	1.3400e-004
tblVehicleEF	MHD	1.5200e-004	4.5700e-004
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tblVehicleEF	MHD	7.7000e-004	1.2400e-004
tblVehicleEF	MHD	7.7800e-004	4.7000e-004
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	0.02	0.02

tblVehicleEF	MHD	6.1300e-004	3.6800e-004
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tblVehicleEF	MHD	0.32	0.06
tblVehicleEF	MHD	1.3830e-003	7.6300e-004
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	6.5600e-004	1.0700e-004
tblVehicleEF	MHD	7.7800e-004	4.7000e-004
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	0.03	0.03
tblVehicleEF	MHD	6.1300e-004	3.6800e-004
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tblVehicleEF	MHD	0.02	0.12
tblVehicleEF	MHD	0.35	0.06
tblVehicleEF	MHD	0.02	3.8640e-003
tblVehicleEF	MHD	4.3360e-003	2.4460e-003
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tblVehicleEF	MHD	0.24	0.36
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tblVehicleEF	MHD	1,192.51	1,110.80
tblVehicleEF	MHD	56.35	10.70
tblVehicleEF	MHD	0.43	0.50
tblVehicleEF	MHD	1.10	1.34
tblVehicleEF	MHD	11.01	1.63
tblVehicleEF	MHD	1.3400e-004	4.0600e-004

tblVehicleEF	MHD	3.1900e-003	6.6580e-003
tblVehicleEF	MHD	8.3700e-004	1.3400e-004
tblVehicleEF	MHD	1.2800e-004	3.8900e-004
tblVehicleEF	MHD	3.0470e-003	6.3620e-003
tblVehicleEF	MHD	7.7000e-004	1.2400e-004
tblVehicleEF	MHD	1.1470e-003	6.9200e-004
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	1.0690e-003	6.4100e-004
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.02	0.12
tblVehicleEF	MHD	0.30	0.06
tblVehicleEF	MHD	1.4640e-003	7.6600e-004
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	6.5100e-004	1.0600e-004
tblVehicleEF	MHD	1.1470e-003	6.9200e-004
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	0.03	0.03
tblVehicleEF	MHD	1.0690e-003	6.4100e-004
tblVehicleEF	MHD	0.05	0.03
tblVehicleEF	MHD	0.02	0.12
tblVehicleEF	MHD	0.33	0.06
tblVehicleEF	MHD	0.02	4.3540e-003
tblVehicleEF	MHD	4.2430e-003	2.3680e-003
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tblVehicleEF	MHD	0.46	0.50
tblVehicleEF	MHD	0.34	0.30

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tblVehicleEF	MHD	11.07	1.64
tblVehicleEF	MHD	1.9400e-004	5.7700e-004
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tblVehicleEF	MHD	1.8500e-004	5.5200e-004
tblVehicleEF	MHD	3.0470e-003	6.3620e-003
tblVehicleEF	MHD	7.7000e-004	1.2400e-004
tblVehicleEF	MHD	7.1400e-004	4.3200e-004
tblVehicleEF	MHD	0.04	0.03
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	5.3900e-004	3.2400e-004
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.02	0.14
tblVehicleEF	MHD	0.32	0.06
tblVehicleEF	MHD	1.2720e-003	7.5900e-004
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	6.5900e-004	1.0800e-004
tblVehicleEF	MHD	7.1400e-004	4.3200e-004
tblVehicleEF	MHD	0.04	0.03
tblVehicleEF	MHD	0.04	0.03
tblVehicleEF	MHD	5.3900e-004	3.2400e-004

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tblVehicleEF	MHD	0.02	0.14
tblVehicleEF	MHD	0.36	0.06
tblVehicleEF	OBUS	0.01	8.7080e-003
tblVehicleEF	OBUS	9.2660e-003	9.7640e-003
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.25	0.59
tblVehicleEF	OBUS	0.60	1.09
tblVehicleEF	OBUS	5.69	2.71
tblVehicleEF	OBUS	97.15	83.74
tblVehicleEF	OBUS	1,321.20	1,532.41
tblVehicleEF	OBUS	68.99	20.78
tblVehicleEF	OBUS	0.20	0.32
tblVehicleEF	OBUS	0.85	1.24
tblVehicleEF	OBUS	2.24	0.75
tblVehicleEF	OBUS	1.9000e-005	1.0700e-004
tblVehicleEF	OBUS	2.5760e-003	7.2660e-003
tblVehicleEF	OBUS	9.1300e-004	2.5600e-004
tblVehicleEF	OBUS	1.8000e-005	1.0300e-004
tblVehicleEF	OBUS	2.4400e-003	6.9270e-003
tblVehicleEF	OBUS	8.3900e-004	2.3500e-004
tblVehicleEF	OBUS	1.3050e-003	2.0590e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.03	0.05
tblVehicleEF	OBUS	8.5300e-004	1.2750e-003
tblVehicleEF	OBUS	0.05	0.05
tblVehicleEF	OBUS	0.04	0.32

tblVehicleEF	OBUS	0.35	0.13
tblVehicleEF	OBUS	9.3900e-004	7.9800e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.9000e-004	2.0600e-004
tblVehicleEF	OBUS	1.3050e-003	2.0590e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.05	0.07
tblVehicleEF	OBUS	8.5300e-004	1.2750e-003
tblVehicleEF	OBUS	0.06	0.08
tblVehicleEF	OBUS	0.04	0.32
tblVehicleEF	OBUS	0.39	0.14
tblVehicleEF	OBUS	0.01	8.7890e-003
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tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.24	0.58
tblVehicleEF	OBUS	0.61	1.12
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tblVehicleEF	OBUS	101.91	82.81
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tblVehicleEF	OBUS	0.81	1.18
tblVehicleEF	OBUS	2.19	0.74
tblVehicleEF	OBUS	1.6000e-005	9.5000e-005
tblVehicleEF	OBUS	2.5760e-003	7.2660e-003
tblVehicleEF	OBUS	9.1300e-004	2.5600e-004
tblVehicleEF	OBUS	1.5000e-005	9.1000e-005

tblVehicleEF	OBUS	2.4400e-003	6.9270e-003
tblVehicleEF	OBUS	8.3900e-004	2.3500e-004
tblVehicleEF	OBUS	1.8490e-003	2.8930e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.03	0.05
tblVehicleEF	OBUS	1.5300e-003	2.2630e-003
tblVehicleEF	OBUS	0.05	0.05
tblVehicleEF	OBUS	0.04	0.31
tblVehicleEF	OBUS	0.34	0.12
tblVehicleEF	OBUS	9.8400e-004	7.8900e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.8300e-004	2.0300e-004
tblVehicleEF	OBUS	1.8490e-003	2.8930e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.05	0.07
tblVehicleEF	OBUS	1.5300e-003	2.2630e-003
tblVehicleEF	OBUS	0.06	0.08
tblVehicleEF	OBUS	0.04	0.31
tblVehicleEF	OBUS	0.37	0.13
tblVehicleEF	OBUS	0.01	8.6110e-003
tblVehicleEF	OBUS	9.1750e-003	9.6490e-003
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.26	0.60
tblVehicleEF	OBUS	0.60	1.08
tblVehicleEF	OBUS	5.86	2.80
tblVehicleEF	OBUS	90.56	85.02
tblVehicleEF	OBUS	1,321.20	1,532.39

tblVehicleEF	OBUS	68.99	20.92
tblVehicleEF	OBUS	0.20	0.34
tblVehicleEF	OBUS	0.85	1.24
tblVehicleEF	OBUS	2.26	0.76
tblVehicleEF	OBUS	2.3000e-005	1.2400e-004
tblVehicleEF	OBUS	2.5760e-003	7.2660e-003
tblVehicleEF	OBUS	9.1300e-004	2.5600e-004
tblVehicleEF	OBUS	2.2000e-005	1.1800e-004
tblVehicleEF	OBUS	2.4400e-003	6.9270e-003
tblVehicleEF	OBUS	8.3900e-004	2.3500e-004
tblVehicleEF	OBUS	1.2450e-003	2.0190e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.03	0.05
tblVehicleEF	OBUS	7.6900e-004	1.1640e-003
tblVehicleEF	OBUS	0.05	0.05
tblVehicleEF	OBUS	0.05	0.35
tblVehicleEF	OBUS	0.36	0.13
tblVehicleEF	OBUS	8.7600e-004	8.1000e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.9200e-004	2.0700e-004
tblVehicleEF	OBUS	1.2450e-003	2.0190e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.05	0.07
tblVehicleEF	OBUS	7.6900e-004	1.1640e-003
tblVehicleEF	OBUS	0.06	0.07
tblVehicleEF	OBUS	0.05	0.35
tblVehicleEF	OBUS	0.39	0.14

tblVehicleEF	SBUS	0.84	0.03
tblVehicleEF	SBUS	0.02	9.4420e-003
tblVehicleEF	SBUS	0.08	2.7370e-003
tblVehicleEF	SBUS	6.51	1.26
tblVehicleEF	SBUS	0.93	0.75
tblVehicleEF	SBUS	7.02	0.43
tblVehicleEF	SBUS	1,202.36	332.94
tblVehicleEF	SBUS	1,104.05	1,097.57
tblVehicleEF	SBUS	42.89	2.06
tblVehicleEF	SBUS	9.97	4.02
tblVehicleEF	SBUS	4.09	7.31
tblVehicleEF	SBUS	14.11	0.63
tblVehicleEF	SBUS	9.4890e-003	5.1430e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.02	0.04
tblVehicleEF	SBUS	7.8600e-004	3.3000e-005
tblVehicleEF	SBUS	9.0780e-003	4.9200e-003
tblVehicleEF	SBUS	2.7130e-003	2.8310e-003
tblVehicleEF	SBUS	0.02	0.04
tblVehicleEF	SBUS	7.2300e-004	3.0000e-005
tblVehicleEF	SBUS	2.2010e-003	4.9500e-004
tblVehicleEF	SBUS	0.03	5.2410e-003
tblVehicleEF	SBUS	0.78	0.13
tblVehicleEF	SBUS	1.4590e-003	2.4300e-004
tblVehicleEF	SBUS	0.11	0.12
tblVehicleEF	SBUS	0.01	0.03
tblVehicleEF	SBUS	0.36	0.02

tblVehicleEF	SBUS	0.01	3.1570e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	5.5000e-004	2.0000e-005
tblVehicleEF	SBUS	2.2010e-003	4.9500e-004
tblVehicleEF	SBUS	0.03	5.2410e-003
tblVehicleEF	SBUS	1.12	0.18
tblVehicleEF	SBUS	1.4590e-003	2.4300e-004
tblVehicleEF	SBUS	0.14	0.15
tblVehicleEF	SBUS	0.01	0.03
tblVehicleEF	SBUS	0.39	0.02
tblVehicleEF	SBUS	0.84	0.03
tblVehicleEF	SBUS	0.02	9.5710e-003
tblVehicleEF	SBUS	0.07	2.3800e-003
tblVehicleEF	SBUS	6.39	1.21
tblVehicleEF	SBUS	0.95	0.77
tblVehicleEF	SBUS	5.49	0.34
tblVehicleEF	SBUS	1,261.22	344.72
tblVehicleEF	SBUS	1,104.05	1,097.59
tblVehicleEF	SBUS	42.89	1.91
tblVehicleEF	SBUS	10.29	4.13
tblVehicleEF	SBUS	3.94	7.04
tblVehicleEF	SBUS	14.07	0.63
tblVehicleEF	SBUS	7.9990e-003	4.3420e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.02	0.04
tblVehicleEF	SBUS	7.8600e-004	3.3000e-005
tblVehicleEF	SBUS	7.6530e-003	4.1540e-003

tblVehicleEF	SBUS	2.7130e-003	2.8310e-003
tblVehicleEF	SBUS	0.02	0.04
tblVehicleEF	SBUS	7.2300e-004	3.0000e-005
tblVehicleEF	SBUS	3.1130e-003	6.9800e-004
tblVehicleEF	SBUS	0.03	5.4960e-003
tblVehicleEF	SBUS	0.77	0.13
tblVehicleEF	SBUS	2.6250e-003	4.5800e-004
tblVehicleEF	SBUS	0.11	0.13
tblVehicleEF	SBUS	9.3450e-003	0.03
tblVehicleEF	SBUS	0.31	0.01
tblVehicleEF	SBUS	0.01	3.2680e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	5.2400e-004	1.9000e-005
tblVehicleEF	SBUS	3.1130e-003	6.9800e-004
tblVehicleEF	SBUS	0.03	5.4960e-003
tblVehicleEF	SBUS	1.11	0.18
tblVehicleEF	SBUS	2.6250e-003	4.5800e-004
tblVehicleEF	SBUS	0.14	0.15
tblVehicleEF	SBUS	9.3450e-003	0.03
tblVehicleEF	SBUS	0.34	0.02
tblVehicleEF	SBUS	0.84	0.03
tblVehicleEF	SBUS	0.02	9.3810e-003
tblVehicleEF	SBUS	0.08	2.9140e-003
tblVehicleEF	SBUS	6.68	1.32
tblVehicleEF	SBUS	0.92	0.75
tblVehicleEF	SBUS	7.78	0.48
tblVehicleEF	SBUS	1,121.06	316.67

tblVehicleEF	SBUS	1,104.05	1,097.55
tblVehicleEF	SBUS	42.89	2.14
tblVehicleEF	SBUS	9.53	3.87
tblVehicleEF	SBUS	4.07	7.28
tblVehicleEF	SBUS	14.12	0.63
tblVehicleEF	SBUS	0.01	6.2490e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.02	0.04
tblVehicleEF	SBUS	7.8600e-004	3.3000e-005
tblVehicleEF	SBUS	0.01	5.9780e-003
tblVehicleEF	SBUS	2.7130e-003	2.8310e-003
tblVehicleEF	SBUS	0.02	0.04
tblVehicleEF	SBUS	7.2300e-004	3.0000e-005
tblVehicleEF	SBUS	2.0770e-003	5.1300e-004
tblVehicleEF	SBUS	0.03	5.7420e-003
tblVehicleEF	SBUS	0.78	0.13
tblVehicleEF	SBUS	1.3030e-003	2.1600e-004
tblVehicleEF	SBUS	0.11	0.12
tblVehicleEF	SBUS	0.01	0.05
tblVehicleEF	SBUS	0.38	0.02
tblVehicleEF	SBUS	0.01	3.0030e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	5.6300e-004	2.1000e-005
tblVehicleEF	SBUS	2.0770e-003	5.1300e-004
tblVehicleEF	SBUS	0.03	5.7420e-003
tblVehicleEF	SBUS	1.12	0.18
tblVehicleEF	SBUS	1.3030e-003	2.1600e-004

tblVehicleEF	SBUS	0.14	0.15
tblVehicleEF	SBUS	0.01	0.05
tblVehicleEF	SBUS	0.41	0.02
tblVehicleEF	UBUS	1.67	4.89
tblVehicleEF	UBUS	0.05	0.01
tblVehicleEF	UBUS	7.41	38.17
tblVehicleEF	UBUS	7.16	1.23
tblVehicleEF	UBUS	1,914.19	1,906.11
tblVehicleEF	UBUS	116.57	14.21
tblVehicleEF	UBUS	6.89	0.40
tblVehicleEF	UBUS	13.92	0.13
tblVehicleEF	UBUS	0.57	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.11	3.0810e-003
tblVehicleEF	UBUS	1.0130e-003	1.6800e-004
tblVehicleEF	UBUS	0.24	0.03
tblVehicleEF	UBUS	3.0000e-003	7.1460e-003
tblVehicleEF	UBUS	0.10	2.9270e-003
tblVehicleEF	UBUS	9.3100e-004	1.5400e-004
tblVehicleEF	UBUS	2.2340e-003	4.8800e-004
tblVehicleEF	UBUS	0.04	5.1130e-003
tblVehicleEF	UBUS	2.2130e-003	4.1700e-004
tblVehicleEF	UBUS	0.51	0.07
tblVehicleEF	UBUS	9.6460e-003	0.02
tblVehicleEF	UBUS	0.63	0.06
tblVehicleEF	UBUS	0.01	3.7920e-003
tblVehicleEF	UBUS	1.2970e-003	1.4100e-004

tblVehicleEF	UBUS	2.2340e-003	4.8800e-004
tblVehicleEF	UBUS	0.04	5.1130e-003
tblVehicleEF	UBUS	2.2130e-003	4.1700e-004
tblVehicleEF	UBUS	2.24	5.00
tblVehicleEF	UBUS	9.6460e-003	0.02
tblVehicleEF	UBUS	0.69	0.06
tblVehicleEF	UBUS	1.67	4.89
tblVehicleEF	UBUS	0.04	0.01
tblVehicleEF	UBUS	7.43	38.17
tblVehicleEF	UBUS	6.11	1.06
tblVehicleEF	UBUS	1,914.19	1,906.11
tblVehicleEF	UBUS	116.57	13.93
tblVehicleEF	UBUS	6.64	0.40
tblVehicleEF	UBUS	13.86	0.13
tblVehicleEF	UBUS	0.57	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.11	3.0810e-003
tblVehicleEF	UBUS	1.0130e-003	1.6800e-004
tblVehicleEF	UBUS	0.24	0.03
tblVehicleEF	UBUS	3.0000e-003	7.1460e-003
tblVehicleEF	UBUS	0.10	2.9270e-003
tblVehicleEF	UBUS	9.3100e-004	1.5400e-004
tblVehicleEF	UBUS	2.7460e-003	7.0800e-004
tblVehicleEF	UBUS	0.05	5.5750e-003
tblVehicleEF	UBUS	3.9420e-003	7.9900e-004
tblVehicleEF	UBUS	0.51	0.07
tblVehicleEF	UBUS	8.6180e-003	0.02

tblVehicleEF	UBUS	0.58	0.05
tblVehicleEF	UBUS	0.01	3.7920e-003
tblVehicleEF	UBUS	1.2790e-003	1.3800e-004
tblVehicleEF	UBUS	2.7460e-003	7.0800e-004
tblVehicleEF	UBUS	0.05	5.5750e-003
tblVehicleEF	UBUS	3.9420e-003	7.9900e-004
tblVehicleEF	UBUS	2.24	5.00
tblVehicleEF	UBUS	8.6180e-003	0.02
tblVehicleEF	UBUS	0.63	0.06
tblVehicleEF	UBUS	1.67	4.89
tblVehicleEF	UBUS	0.05	0.02
tblVehicleEF	UBUS	7.41	38.17
tblVehicleEF	UBUS	7.63	1.31
tblVehicleEF	UBUS	1,914.19	1,906.11
tblVehicleEF	UBUS	116.57	14.34
tblVehicleEF	UBUS	6.85	0.40
tblVehicleEF	UBUS	13.94	0.14
tblVehicleEF	UBUS	0.57	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.11	3.0810e-003
tblVehicleEF	UBUS	1.0130e-003	1.6800e-004
tblVehicleEF	UBUS	0.24	0.03
tblVehicleEF	UBUS	3.0000e-003	7.1460e-003
tblVehicleEF	UBUS	0.10	2.9270e-003
tblVehicleEF	UBUS	9.3100e-004	1.5400e-004
tblVehicleEF	UBUS	2.0580e-003	4.5000e-004
tblVehicleEF	UBUS	0.05	5.9530e-003

tblVehicleEF	UBUS	2.0030e-003	3.7300e-004
tblVehicleEF	UBUS	0.51	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.66	0.06
tblVehicleEF	UBUS	0.01	3.7920e-003
tblVehicleEF	UBUS	1.3050e-003	1.4200e-004
tblVehicleEF	UBUS	2.0580e-003	4.5000e-004
tblVehicleEF	UBUS	0.05	5.9530e-003
tblVehicleEF	UBUS	2.0030e-003	3.7300e-004
tblVehicleEF	UBUS	2.23	5.00
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.72	0.07
tblVehicleTrips	HO_TTP	39.60	39.50
tblVehicleTrips	HS_TTP	18.80	18.90
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	43.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	44.00	0.00
tblVehicleTrips	PB_TP	15.00	0.00
tblVehicleTrips	PR_TP	86.00	89.00
tblVehicleTrips	PR_TP	77.00	81.00
tblVehicleTrips	PR_TP	37.00	80.00
tblVehicleTrips	PR_TP	58.00	62.00
tblVehicleTrips	PR_TP	38.00	82.00
tblVehicleTrips	PR_TP	45.00	60.00
tblVehicleTrips	ST_TR	7.16	6.00

tblVehicleTrips	ST_TR	22.75	0.00
tblVehicleTrips	ST_TR	2.46	19.24
tblVehicleTrips	ST_TR	158.37	141.10
tblVehicleTrips	ST_TR	8.19	10.00
tblVehicleTrips	ST_TR	94.36	87.82
tblVehicleTrips	ST_TR	42.04	33.95
tblVehicleTrips	SU_TR	6.07	6.00
tblVehicleTrips	SU_TR	16.74	0.00
tblVehicleTrips	SU_TR	1.05	19.24
tblVehicleTrips	SU_TR	131.84	141.10
tblVehicleTrips	SU_TR	5.95	10.00
tblVehicleTrips	SU_TR	72.16	87.82
tblVehicleTrips	SU_TR	20.43	33.95
tblVehicleTrips	WD_TR	6.59	6.00
tblVehicleTrips	WD_TR	1.89	0.00
tblVehicleTrips	WD_TR	11.03	19.24
tblVehicleTrips	WD_TR	127.15	141.10
tblVehicleTrips	WD_TR	8.17	10.00
tblVehicleTrips	WD_TR	89.95	87.82
tblVehicleTrips	WD_TR	44.32	33.95

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.2828	3.4168	2.4308	6.9900e-003	0.1779	0.1159	0.2938	0.0343	0.1073	0.1415	0.0000	635.1526	635.1526	0.1435	0.0000	638.7393
2022	1.0621	4.0862	3.9614	9.5700e-003	0.2550	0.1609	0.4159	0.0550	0.1488	0.2038	0.0000	851.3212	851.3212	0.2097	0.0000	856.5635
Maximum	**1.0621**	**4.0862**	**3.9614**	**9.5700e-003**	**0.2550**	**0.1609**	**0.4159**	**0.0550**	**0.1488**	**0.2038**	**0.0000**	**851.3212**	**851.3212**	**0.2097**	**0.0000**	**856.5635**

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					
2021	0.2828	3.4168	2.4308	6.9900e-003	0.1250	0.1159	0.2409	0.0283	0.1073	0.1356	0.0000	635.1521	635.1521	0.1435	0.0000	638.7388
2022	1.0621	4.0862	3.9614	9.5700e-003	0.2053	0.1609	0.3663	0.0495	0.1488	0.1984	0.0000	851.3205	851.3205	0.2097	0.0000	856.5628
Maximum	**1.0621**	**4.0862**	**3.9614**	**9.5700e-003**	**0.2053**	**0.1609**	**0.3663**	**0.0495**	**0.1488**	**0.1984**	**0.0000**	**851.3205**	**851.3205**	**0.2097**	**0.0000**	**856.5628**

	ROG	NOx	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**	**23.70**	**0.00**	**14.45**	**12.77**	**0.00**	**3.30**	**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	9-1-2021	11-30-2021	2.4983	2.4983
2	12-1-2021	2-28-2022	2.4839	2.4839
3	3-1-2022	5-31-2022	1.1617	1.1617
4	6-1-2022	8-31-2022	1.4962	1.4962
5	9-1-2022	9-30-2022	0.1227	0.1227
		Highest	2.4983	2.4983

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	6.4499	0.1233	7.9816	0.0132		1.0247	1.0247		1.0247	1.0247	97.0980	41.8671	138.9651	0.0907	7.6400e-003	143.5090
Energy	0.0176	0.1566	0.1114	9.6000e-004		0.0121	0.0121		0.0121	0.0121	0.0000	660.0635	660.0635	0.0229	7.2400e-003	662.7925
Mobile	0.7537	1.2332	6.1745	0.0181	1.7785	0.0147	1.7932	0.4755	0.0137	0.4892	0.0000	1,690.8538	1,690.8538	0.1132	0.0000	1,693.6834
Waste						0.0000	0.0000		0.0000	0.0000	24.4564	0.0000	24.4564	1.4453	0.0000	60.5896
Water						0.0000	0.0000		0.0000	0.0000	3.1720	62.9626	66.1346	0.3283	8.2200e-003	76.7915
Total	**7.2211**	**1.5131**	**14.2674**	**0.0323**	**1.7785**	**1.0515**	**2.8300**	**0.4755**	**1.0506**	**1.5260**	**124.7264**	**2,455.7471**	**2,580.4734**	**2.0005**	**0.0231**	**2,637.3659**

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	0.5585	0.0656	0.7254	4.0000e-004		8.5300e-003	8.5300e-003		8.5300e-003	8.5300e-003	0.0000	67.7808	67.7808	2.3900e-003	1.2200e-003	68.2045
Energy	0.0147	0.1307	0.0934	8.0000e-004		0.0101	0.0101		0.0101	0.0101	0.0000	574.3808	574.3808	0.0201	6.2300e-003	576.7400
Mobile	0.7537	1.2332	6.1745	0.0181	1.7785	0.0147	1.7932	0.4755	0.0137	0.4892	0.0000	1,690.8538	1,690.8538	0.1132	0.0000	1,693.6834
Waste						0.0000	0.0000		0.0000	0.0000	6.1141	0.0000	6.1141	0.3613	0.0000	15.1474
Water						0.0000	0.0000		0.0000	0.0000	2.5376	54.4533	56.9909	0.2628	6.6100e-003	65.5307
Total	**1.3268**	**1.4295**	**6.9933**	**0.0193**	**1.7785**	**0.0333**	**1.8118**	**0.4755**	**0.0324**	**0.5078**	**8.6517**	**2,387.4687**	**2,396.1204**	**0.7598**	**0.0141**	**2,419.3060**

	ROG	NOx	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	**81.63**	**5.52**	**50.98**	**40.27**	**0.00**	**96.83**	**35.98**	**0.00**	**96.92**	**66.72**	**93.06**	**2.78**	**7.14**	**62.02**	**39.13**	**8.27**

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	9/1/2021	9/30/2021	5	22	
2	Grading	Grading	9/16/2021	1/31/2022	5	98	
3	Building Construction	Building Construction	11/2/2021	8/31/2022	5	217	
4	Architectural Coating	Architectural Coating	5/22/2022	11/22/2022	5	132	
5	Paving	Paving	10/5/2022	12/5/2022	5	44	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 147

Acres of Paving: 0.38

Residential Indoor: 148,400; Residential Outdoor: 49,467; Non-Residential Indoor: 54,555; Non-Residential Outdoor: 18,185; Striped Parking Area: 5,697 (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	Crawler Tractors	1	8.00	212	0.43
Demolition	Crushing/Proc. Equipment	1	8.00	85	0.78
Demolition	Excavators	1	8.00	158	0.38
Demolition	Other Construction Equipment	2	8.00	172	0.42
Demolition	Rubber Tired Dozers	0	8.00	247	0.40
Demolition	Rubber Tired Loaders	1	8.00	203	0.36
Grading	Bore/Drill Rigs	2	8.00	221	0.50
Grading	Cranes	1	8.00	231	0.29
Grading	Crawler Tractors	1	8.00	212	0.43
Grading	Excavators	2	8.00	158	0.38

Grading	Graders	0	8.00	187	0.41
Grading	Plate Compactors	2	8.00	8	0.43
Grading	Rollers	1	8.00	80	0.38
Grading	Rough Terrain Forklifts	2	8.00	100	0.40
Grading	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Rubber Tired Loaders	1	8.00	203	0.36
Grading	Scrapers	1	8.00	367	0.48
Grading	Signal Boards	2	8.00	6	0.82
Grading	Skid Steer Loaders	1	8.00	65	0.37
Grading	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	0	8.00	89	0.20
Building Construction	Generator Sets	0	8.00	84	0.74
Building Construction	Other Construction Equipment	3	8.00	172	0.42
Building Construction	Paving Equipment	1	8.00	132	0.36
Building Construction	Rough Terrain Forklifts	2	8.00	100	0.40
Building Construction	Rubber Tired Loaders	1	8.00	203	0.36
Building Construction	Signal Boards	2	8.00	6	0.82
Building Construction	Skid Steer Loaders	1	8.00	65	0.37
Building Construction	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Welders	0	8.00	46	0.45
Paving	Graders	1	8.00	187	0.41
Paving	Off-Highway Trucks	4	8.00	402	0.38
Paving	Pavers	0	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	8.00	80	0.38
Paving	Rubber Tired Loaders	1	8.00	203	0.36

Paving	Signal Boards	2	8.00	6	0.82
Paving	Surfacing Equipment	1	8.00	263	0.30
Paving	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	2	6.00	9	0.56

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	7	18.00	0.00	50.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	16	40.00	0.00	6,050.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	13	129.00	34.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	15	33.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	26.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.4800e-003	0.0000	5.4800e-003	8.3000e-004	0.0000	8.3000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0315	0.3111	0.2577	4.9000e-004		0.0147	0.0147		0.0138	0.0138	0.0000	43.1097	43.1097	0.0107	0.0000	43.3768
Total	**0.0315**	**0.3111**	**0.2577**	**4.9000e-004**	**5.4800e-003**	**0.0147**	**0.0202**	**8.3000e-004**	**0.0138**	**0.0147**	**0.0000**	**43.1097**	**43.1097**	**0.0107**	**0.0000**	**43.3768**

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	1.9000e-004	6.5300e-003	1.6100e-003	2.0000e-005	4.3000e-004	2.0000e-005	4.5000e-004	1.2000e-004	2.0000e-005	1.4000e-004	0.0000	1.9041	1.9041	1.7000e-004	0.0000	1.9084
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	6.9000e-004	4.9000e-004	4.9500e-003	2.0000e-005	1.5900e-003	1.0000e-005	1.6000e-003	4.2000e-004	1.0000e-005	4.3000e-004	0.0000	1.3870	1.3870	4.0000e-005	0.0000	1.3880
Total	**8.8000e-004**	**7.0200e-003**	**6.5600e-003**	**4.0000e-005**	**2.0200e-003**	**3.0000e-005**	**2.0500e-003**	**5.4000e-004**	**3.0000e-005**	**5.7000e-004**	**0.0000**	**3.2911**	**3.2911**	**2.1000e-004**	**0.0000**	**3.2964**

3.2 Demolition - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.1400e-003	0.0000	2.1400e-003	3.2000e-004	0.0000	3.2000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0315	0.3111	0.2577	4.9000e-004		0.0147	0.0147		0.0138	0.0138	0.0000	43.1096	43.1096	0.0107	0.0000	43.3767
Total	**0.0315**	**0.3111**	**0.2577**	**4.9000e-004**	**2.1400e-003**	**0.0147**	**0.0168**	**3.2000e-004**	**0.0138**	**0.0142**	**0.0000**	**43.1096**	**43.1096**	**0.0107**	**0.0000**	**43.3767**

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	1.9000e-004	6.5300e-003	1.6100e-003	2.0000e-005	4.3000e-004	2.0000e-005	4.5000e-004	1.2000e-004	2.0000e-005	1.4000e-004	0.0000	1.9041	1.9041	1.7000e-004	0.0000	1.9084
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	6.9000e-004	4.9000e-004	4.9500e-003	2.0000e-005	1.5900e-003	1.0000e-005	1.6000e-003	4.2000e-004	1.0000e-005	4.3000e-004	0.0000	1.3870	1.3870	4.0000e-005	0.0000	1.3880
Total	**8.8000e-004**	**7.0200e-003**	**6.5600e-003**	**4.0000e-005**	**2.0200e-003**	**3.0000e-005**	**2.0500e-003**	**5.4000e-004**	**3.0000e-005**	**5.7000e-004**	**0.0000**	**3.2911**	**3.2911**	**2.1000e-004**	**0.0000**	**3.2964**

3.3 Grading - 2021

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					0.0814	0.0000	0.0814	8.9300e-003	0.0000	8.9300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1508	1.6982	1.2549	3.0100e-003		0.0665	0.0665		0.0613	0.0613	0.0000	262.1647	262.1647	0.0835	0.0000	264.2523
Total	**0.1508**	**1.6982**	**1.2549**	**3.0100e-003**	**0.0814**	**0.0665**	**0.1479**	**8.9300e-003**	**0.0613**	**0.0703**	**0.0000**	**262.1647**	**262.1647**	**0.0835**	**0.0000**	**264.2523**

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	0.0179	0.6207	0.1531	1.8200e-003	0.0490	1.8800e-003	0.0509	0.0132	1.7900e-003	0.0150	0.0000	181.0210	181.0210	0.0163	0.0000	181.4295
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	5.3500e-003	3.8200e-003	0.0385	1.2000e-004	0.0124	9.0000e-005	0.0124	3.2800e-003	8.0000e-005	3.3600e-003	0.0000	10.7881	10.7881	3.1000e-004	0.0000	10.7958
Total	**0.0232**	**0.6246**	**0.1916**	**1.9400e-003**	**0.0614**	**1.9700e-003**	**0.0633**	**0.0165**	**1.8700e-003**	**0.0184**	**0.0000**	**191.8091**	**191.8091**	**0.0167**	**0.0000**	**192.2253**

3.3 Grading - 2021

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	3.4800e-003	0.0000	3.4800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1508	1.6982	1.2549	3.0100e-003		0.0665	0.0665		0.0613	0.0613	0.0000	262.1644	262.1644	0.0835	0.0000	264.2520
Total	**0.1508**	**1.6982**	**1.2549**	**3.0100e-003**	**0.0317**	**0.0665**	**0.0982**	**3.4800e-003**	**0.0613**	**0.0648**	**0.0000**	**262.1644**	**262.1644**	**0.0835**	**0.0000**	**264.2520**

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	0.0179	0.6207	0.1531	1.8200e-003	0.0490	1.8800e-003	0.0509	0.0132	1.7900e-003	0.0150	0.0000	181.0210	181.0210	0.0163	0.0000	181.4295
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	5.3500e-003	3.8200e-003	0.0385	1.2000e-004	0.0124	9.0000e-005	0.0124	3.2800e-003	8.0000e-005	3.3600e-003	0.0000	10.7881	10.7881	3.1000e-004	0.0000	10.7958
Total	**0.0232**	**0.6246**	**0.1916**	**1.9400e-003**	**0.0614**	**1.9700e-003**	**0.0633**	**0.0165**	**1.8700e-003**	**0.0184**	**0.0000**	**191.8091**	**191.8091**	**0.0167**	**0.0000**	**192.2253**

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					0.0814	0.0000	0.0814	8.9300e-003	0.0000	8.9300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0366	0.3894	0.3313	8.2000e-004		0.0153	0.0153		0.0141	0.0141	0.0000	71.5414	71.5414	0.0228	0.0000	72.1111
Total	**0.0366**	**0.3894**	**0.3313**	**8.2000e-004**	**0.0814**	**0.0153**	**0.0966**	**8.9300e-003**	**0.0141**	**0.0230**	**0.0000**	**71.5414**	**71.5414**	**0.0228**	**0.0000**	**72.1111**

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	4.5700e-003	0.1548	0.0415	4.9000e-004	0.0417	4.3000e-004	0.0421	0.0106	4.1000e-004	0.0110	0.0000	48.7218	48.7218	4.4100e-003	0.0000	48.8320
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	1.3800e-003	9.5000e-004	9.7400e-003	3.0000e-005	3.3700e-003	2.0000e-005	3.3900e-003	8.9000e-004	2.0000e-005	9.2000e-004	0.0000	2.8343	2.8343	8.0000e-005	0.0000	2.8363
Total	**5.9500e-003**	**0.1557**	**0.0512**	**5.2000e-004**	**0.0450**	**4.5000e-004**	**0.0455**	**0.0114**	**4.3000e-004**	**0.0119**	**0.0000**	**51.5561**	**51.5561**	**4.4900e-003**	**0.0000**	**51.6683**

3.3 Grading - 2022

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	3.4800e-003	0.0000	3.4800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0366	0.3894	0.3313	8.2000e-004		0.0153	0.0153		0.0141	0.0141	0.0000	71.5413	71.5413	0.0228	0.0000	72.1110
Total	**0.0366**	**0.3894**	**0.3313**	**8.2000e-004**	**0.0317**	**0.0153**	**0.0470**	**3.4800e-003**	**0.0141**	**0.0176**	**0.0000**	**71.5413**	**71.5413**	**0.0228**	**0.0000**	**72.1110**

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	4.5700e-003	0.1548	0.0415	4.9000e-004	0.0417	4.3000e-004	0.0421	0.0106	4.1000e-004	0.0110	0.0000	48.7218	48.7218	4.4100e-003	0.0000	48.8320
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	1.3800e-003	9.5000e-004	9.7400e-003	3.0000e-005	3.3700e-003	2.0000e-005	3.3900e-003	8.9000e-004	2.0000e-005	9.2000e-004	0.0000	2.8343	2.8343	8.0000e-005	0.0000	2.8363
Total	**5.9500e-003**	**0.1557**	**0.0512**	**5.2000e-004**	**0.0450**	**4.5000e-004**	**0.0455**	**0.0114**	**4.3000e-004**	**0.0119**	**0.0000**	**51.5561**	**51.5561**	**4.4900e-003**	**0.0000**	**51.6683**

3.4 Building Construction - 2021

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	0.0643	0.6920	0.6287	1.0900e-003		0.0324	0.0324		0.0299	0.0299	0.0000	95.3415	95.3415	0.0304	0.0000	96.1016
Total	**0.0643**	**0.6920**	**0.6287**	**1.0900e-003**		**0.0324**	**0.0324**		**0.0299**	**0.0299**	**0.0000**	**95.3415**	**95.3415**	**0.0304**	**0.0000**	**96.1016**

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	2.3100e-003	0.0769	0.0205	2.0000e-004	4.9600e-003	1.6000e-004	5.1300e-003	1.4300e-003	1.6000e-004	1.5900e-003	0.0000	19.5557	19.5557	1.4500e-003	0.0000	19.5920
Worker	9.8700e-003	7.0400e-003	0.0709	2.2000e-004	0.0228	1.6000e-004	0.0229	6.0500e-003	1.5000e-004	6.2000e-003	0.0000	19.8808	19.8808	5.7000e-004	0.0000	19.8951
Total	**0.0122**	**0.0839**	**0.0914**	**4.2000e-004**	**0.0277**	**3.2000e-004**	**0.0281**	**7.4800e-003**	**3.1000e-004**	**7.7900e-003**	**0.0000**	**39.4365**	**39.4365**	**2.0200e-003**	**0.0000**	**39.4871**

3.4 Building Construction - 2021

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	0.0643	0.6920	0.6287	1.0900e-003		0.0324	0.0324		0.0299	0.0299	0.0000	95.3414	95.3414	0.0304	0.0000	96.1015
Total	**0.0643**	**0.6920**	**0.6287**	**1.0900e-003**		**0.0324**	**0.0324**		**0.0299**	**0.0299**	**0.0000**	**95.3414**	**95.3414**	**0.0304**	**0.0000**	**96.1015**

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	2.3100e-003	0.0769	0.0205	2.0000e-004	4.9600e-003	1.6000e-004	5.1300e-003	1.4300e-003	1.6000e-004	1.5900e-003	0.0000	19.5557	19.5557	1.4500e-003	0.0000	19.5920
Worker	9.8700e-003	7.0400e-003	0.0709	2.2000e-004	0.0228	1.6000e-004	0.0229	6.0500e-003	1.5000e-004	6.2000e-003	0.0000	19.8808	19.8808	5.7000e-004	0.0000	19.8951
Total	**0.0122**	**0.0839**	**0.0914**	**4.2000e-004**	**0.0277**	**3.2000e-004**	**0.0281**	**7.4800e-003**	**3.1000e-004**	**7.7900e-003**	**0.0000**	**39.4365**	**39.4365**	**2.0200e-003**	**0.0000**	**39.4871**

3.4 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	0.2267	2.3709	2.4459	4.3000e-003		0.1089	0.1089		0.1004	0.1004	0.0000	374.9209	374.9209	0.1196	0.0000	377.9099
Total	**0.2267**	**2.3709**	**2.4459**	**4.3000e-003**		**0.1089**	**0.1089**		**0.1004**	**0.1004**	**0.0000**	**374.9209**	**374.9209**	**0.1196**	**0.0000**	**377.9099**

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	8.4600e-003	0.2854	0.0763	7.8000e-004	0.0195	5.5000e-004	0.0201	5.6400e-003	5.3000e-004	6.1600e-003	0.0000	76.1614	76.1614	5.5300e-003	0.0000	76.2996
Worker	0.0367	0.0252	0.2588	8.3000e-004	0.0895	6.2000e-004	0.0901	0.0238	5.7000e-004	0.0244	0.0000	75.3024	75.3024	2.0500e-003	0.0000	75.3537
Total	**0.0452**	**0.3106**	**0.3351**	**1.6100e-003**	**0.1090**	**1.1700e-003**	**0.1102**	**0.0294**	**1.1000e-003**	**0.0305**	**0.0000**	**151.4637**	**151.4637**	**7.5800e-003**	**0.0000**	**151.6532**

3.4 Building Construction - 2022

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	0.2267	2.3709	2.4459	4.3000e-003		0.1089	0.1089		0.1004	0.1004	0.0000	374.9205	374.9205	0.1196	0.0000	377.9094
Total	**0.2267**	**2.3709**	**2.4459**	**4.3000e-003**		**0.1089**	**0.1089**		**0.1004**	**0.1004**	**0.0000**	**374.9205**	**374.9205**	**0.1196**	**0.0000**	**377.9094**

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	8.4600e-003	0.2854	0.0763	7.8000e-004	0.0195	5.5000e-004	0.0201	5.6400e-003	5.3000e-004	6.1600e-003	0.0000	76.1614	76.1614	5.5300e-003	0.0000	76.2996
Worker	0.0367	0.0252	0.2588	8.3000e-004	0.0895	6.2000e-004	0.0901	0.0238	5.7000e-004	0.0244	0.0000	75.3024	75.3024	2.0500e-003	0.0000	75.3537
Total	**0.0452**	**0.3106**	**0.3351**	**1.6100e-003**	**0.1090**	**1.1700e-003**	**0.1102**	**0.0294**	**1.1000e-003**	**0.0305**	**0.0000**	**151.4637**	**151.4637**	**7.5800e-003**	**0.0000**	**151.6532**

3.5 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	0.6403					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0135	0.0930	0.1197	2.0000e-004		5.3900e-003	5.3900e-003		5.3900e-003	5.3900e-003	0.0000	16.8515	16.8515	1.1000e-003	0.0000	16.8789
Total	**0.6538**	**0.0930**	**0.1197**	**2.0000e-004**		**5.3900e-003**	**5.3900e-003**		**5.3900e-003**	**5.3900e-003**	**0.0000**	**16.8515**	**16.8515**	**1.1000e-003**	**0.0000**	**16.8789**

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	5.6400e-003	3.8800e-003	0.0398	1.3000e-004	0.0138	1.0000e-004	0.0139	3.6600e-003	9.0000e-005	3.7400e-003	0.0000	11.5803	11.5803	3.2000e-004	0.0000	11.5882
Total	**5.6400e-003**	**3.8800e-003**	**0.0398**	**1.3000e-004**	**0.0138**	**1.0000e-004**	**0.0139**	**3.6600e-003**	**9.0000e-005**	**3.7400e-003**	**0.0000**	**11.5803**	**11.5803**	**3.2000e-004**	**0.0000**	**11.5882**

3.5 Architectural Coating - 2022

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	0.6403					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0135	0.0930	0.1197	2.0000e-004		5.3900e-003	5.3900e-003		5.3900e-003	5.3900e-003	0.0000	16.8515	16.8515	1.1000e-003	0.0000	16.8789
Total	**0.6538**	**0.0930**	**0.1197**	**2.0000e-004**		**5.3900e-003**	**5.3900e-003**		**5.3900e-003**	**5.3900e-003**	**0.0000**	**16.8515**	**16.8515**	**1.1000e-003**	**0.0000**	**16.8789**

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	5.6400e-003	3.8800e-003	0.0398	1.3000e-004	0.0138	1.0000e-004	0.0139	3.6600e-003	9.0000e-005	3.7400e-003	0.0000	11.5803	11.5803	3.2000e-004	0.0000	11.5882
Total	**5.6400e-003**	**3.8800e-003**	**0.0398**	**1.3000e-004**	**0.0138**	**1.0000e-004**	**0.0139**	**3.6600e-003**	**9.0000e-005**	**3.7400e-003**	**0.0000**	**11.5803**	**11.5803**	**3.2000e-004**	**0.0000**	**11.5882**

3.6 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	0.0854	0.7610	0.6215	1.9300e-003		0.0296	0.0296		0.0273	0.0273	0.0000	168.5079	168.5079	0.0537	0.0000	169.8513
Paving	5.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0859**	**0.7610**	**0.6215**	**1.9300e-003**		**0.0296**	**0.0296**		**0.0273**	**0.0273**	**0.0000**	**168.5079**	**168.5079**	**0.0537**	**0.0000**	**169.8513**

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	2.3900e-003	1.6400e-003	0.0168	5.0000e-005	5.8200e-003	4.0000e-005	5.8600e-003	1.5500e-003	4.0000e-005	1.5800e-003	0.0000	4.8994	4.8994	1.3000e-004	0.0000	4.9027
Total	**2.3900e-003**	**1.6400e-003**	**0.0168**	**5.0000e-005**	**5.8200e-003**	**4.0000e-005**	**5.8600e-003**	**1.5500e-003**	**4.0000e-005**	**1.5800e-003**	**0.0000**	**4.8994**	**4.8994**	**1.3000e-004**	**0.0000**	**4.9027**

3.6 Paving - 2022

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	0.0854	0.7610	0.6215	1.9300e-003		0.0296	0.0296		0.0273	0.0273	0.0000	168.5077	168.5077	0.0537	0.0000	169.8511
Paving	5.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0859**	**0.7610**	**0.6215**	**1.9300e-003**		**0.0296**	**0.0296**		**0.0273**	**0.0273**	**0.0000**	**168.5077**	**168.5077**	**0.0537**	**0.0000**	**169.8511**

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	2.3900e-003	1.6400e-003	0.0168	5.0000e-005	5.8200e-003	4.0000e-005	5.8600e-003	1.5500e-003	4.0000e-005	1.5800e-003	0.0000	4.8994	4.8994	1.3000e-004	0.0000	4.9027
Total	**2.3900e-003**	**1.6400e-003**	**0.0168**	**5.0000e-005**	**5.8200e-003**	**4.0000e-005**	**5.8600e-003**	**1.5500e-003**	**4.0000e-005**	**1.5800e-003**	**0.0000**	**4.8994**	**4.8994**	**1.3000e-004**	**0.0000**	**4.9027**

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	0.7537	1.2332	6.1745	0.0181	1.7785	0.0147	1.7932	0.4755	0.0137	0.4892	0.0000	1,690.8538	1,690.8538	0.1132	0.0000	1,693.6834
Unmitigated	0.7537	1.2332	6.1745	0.0181	1.7785	0.0147	1.7932	0.4755	0.0137	0.4892	0.0000	1,690.8538	1,690.8538	0.1132	0.0000	1,693.6834

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	564.00	564.00	564.00	1,664,152	1,664,152
City Park	0.00	0.00	0.00		
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	70.03	70.03	70.03	175,445	175,445
High Turnover (Sit Down Restaurant)	550.29	550.29	550.29	1,274,735	1,274,735
Hotel	300.00	300.00	300.00	603,293	603,293
Quality Restaurant	187.06	187.06	187.06	445,494	445,494
Strip Mall	291.29	291.29	291.29	568,918	568,918
Parking Lot	0.00	0.00	0.00		
Total	1,962.67	1,962.67	1,962.67	4,732,038	4,732,038

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 Low Rise	10.80	7.30	7.50	41.60	18.90	39.50	89	11	0
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
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	81	19	0
High Turnover (Sit Down	9.50	7.30	7.30	8.50	72.50	19.00	80	20	0
Hotel	9.50	7.30	7.30	19.40	61.60	19.00	62	38	0
Quality Restaurant	9.50	7.30	7.30	12.00	69.00	19.00	82	18	0
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	60	40	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.602700	0.040134	0.179939	0.104242	0.014985	0.005435	0.016642	0.024350	0.001934	0.001888	0.005938	0.000757	0.001056
City Park	0.602700	0.040134	0.179939	0.104242	0.014985	0.005435	0.016642	0.024350	0.001934	0.001888	0.005938	0.000757	0.001056
Enclosed Parking with Elevator	0.602700	0.040134	0.179939	0.104242	0.014985	0.005435	0.016642	0.024350	0.001934	0.001888	0.005938	0.000757	0.001056
General Office Building	0.602700	0.040134	0.179939	0.104242	0.014985	0.005435	0.016642	0.024350	0.001934	0.001888	0.005938	0.000757	0.001056
High Turnover (Sit Down Restaurant)	0.602700	0.040134	0.179939	0.104242	0.014985	0.005435	0.016642	0.024350	0.001934	0.001888	0.005938	0.000757	0.001056
Hotel	0.602700	0.040134	0.179939	0.104242	0.014985	0.005435	0.016642	0.024350	0.001934	0.001888	0.005938	0.000757	0.001056
Quality Restaurant	0.602700	0.040134	0.179939	0.104242	0.014985	0.005435	0.016642	0.024350	0.001934	0.001888	0.005938	0.000757	0.001056
Strip Mall	0.602700	0.040134	0.179939	0.104242	0.014985	0.005435	0.016642	0.024350	0.001934	0.001888	0.005938	0.000757	0.001056
Parking Lot	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Fenway North Coast Highway 101 - San Diego County APCD Air District, Annual

Exceed Title 24

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	429.3944	429.3944	0.0173	3.5800e-003	430.8920
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	486.2099	486.2099	0.0196	4.0500e-003	487.9058
NaturalGas Mitigated	0.0147	0.1307	0.0934	8.0000e-004		0.0101	0.0101		0.0101	0.0101	0.0000	144.9864	144.9864	2.7800e-003	2.6600e-003	145.8480
NaturalGas Unmitigated	0.0176	0.1566	0.1114	9.6000e-004		0.0121	0.0121		0.0121	0.0121	0.0000	173.8536	173.8536	3.3300e-003	3.1900e-003	174.8867

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 Low Rise	1.0552e+006	5.6900e-003	0.0486	0.0207	3.1000e-004		3.9300e-003	3.9300e-003		3.9300e-003	3.9300e-003	0.0000	56.3093	56.3093	1.0800e-003	1.0300e-003	56.6439
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
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	73451.2	4.0000e-004	3.6000e-003	3.0200e-003	2.0000e-005		2.7000e-004	2.7000e-004		2.7000e-004	2.7000e-004	0.0000	3.9196	3.9196	8.0000e-005	7.0000e-005	3.9429
High Turnover (Sit Down Restaurant)	680954	3.6700e-003	0.0334	0.0280	2.0000e-004		2.5400e-003	2.5400e-003		2.5400e-003	2.5400e-003	0.0000	36.3383	36.3383	7.0000e-004	6.7000e-004	36.5542
Hotel	1.05702e+006	5.7000e-003	0.0518	0.0435	3.1000e-004		3.9400e-003	3.9400e-003		3.9400e-003	3.9400e-003	0.0000	56.4067	56.4067	1.0800e-003	1.0300e-003	56.7419
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
Quality Restaurant	372127	2.0100e-003	0.0182	0.0153	1.1000e-004		1.3900e-003	1.3900e-003		1.3900e-003	1.3900e-003	0.0000	19.8581	19.8581	3.8000e-004	3.6000e-004	19.9761
Strip Mall	19142.3	1.0000e-004	9.4000e-004	7.9000e-004	1.0000e-005		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000	1.0215	1.0215	2.0000e-005	2.0000e-005	1.0276
Total		**0.0176**	**0.1566**	**0.1114**	**9.6000e-004**		**0.0121**	**0.0121**		**0.0121**	**0.0121**	**0.0000**	**173.8536**	**173.8536**	**3.3400e-003**	**3.1800e-003**	**174.8867**

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 Low Rise	856513	4.6200e-003	0.0395	0.0168	2.5000e-004		3.1900e-003	3.1900e-003		3.1900e-003	3.1900e-003	0.0000	45.7068	45.7068	8.8000e-004	8.4000e-004	45.9784
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
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	55999.7	3.0000e-004	2.7500e-003	2.3100e-003	2.0000e-005		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004	0.0000	2.9884	2.9884	6.0000e-005	5.0000e-005	3.0061
High Turnover (Sit Down Restaurant)	638874	3.4400e-003	0.0313	0.0263	1.9000e-004		2.3800e-003	2.3800e-003		2.3800e-003	2.3800e-003	0.0000	34.0927	34.0927	6.5000e-004	6.3000e-004	34.2953
Hotel	800219	4.3100e-003	0.0392	0.0330	2.4000e-004		2.9800e-003	2.9800e-003		2.9800e-003	2.9800e-003	0.0000	42.7027	42.7027	8.2000e-004	7.8000e-004	42.9565
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
Quality Restaurant	349131	1.8800e-003	0.0171	0.0144	1.0000e-004		1.3000e-003	1.3000e-003		1.3000e-003	1.3000e-003	0.0000	18.6310	18.6310	3.6000e-004	3.4000e-004	18.7417
Strip Mall	16206.6	9.0000e-005	7.9000e-004	6.7000e-004	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.8649	0.8649	2.0000e-005	2.0000e-005	0.8700
Total		**0.0146**	**0.1307**	**0.0934**	**8.0000e-004**		**0.0101**	**0.0101**		**0.0101**	**0.0101**	**0.0000**	**144.9864**	**144.9864**	**2.7900e-003**	**2.6600e-003**	**145.8480**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	398934	130.3752	5.2500e-003	1.0900e-003	130.8299
City Park	0	0.0000	0.0000	0.0000	0.0000
Enclosed Parking with Elevator	458006	149.6803	6.0200e-003	1.2500e-003	150.2024
General Office Building	48894.7	15.9792	6.4000e-004	1.3000e-004	16.0350
High Turnover (Sit Down Restaurant)	151124	49.3885	1.9900e-003	4.1000e-004	49.5608
Hotel	234512	76.6404	3.0800e-003	6.4000e-004	76.9077
Parking Lot	5880	1.9216	8.0000e-005	2.0000e-005	1.9283
Quality Restaurant	82585.8	26.9898	1.0900e-003	2.2000e-004	27.0839
Strip Mall	107815	35.2349	1.4200e-003	2.9000e-004	35.3578
Total		**486.2099**	**0.0196**	**4.0500e-003**	**487.9058**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	387769	126.7264	5.1000e-003	1.0600e-003	127.1684
City Park	0	0.0000	0.0000	0.0000	0.0000
Enclosed Parking with Elevator	359253	117.4071	4.7300e-003	9.8000e-004	117.8166
General Office Building	43115.8	14.0906	5.7000e-004	1.2000e-004	14.1398
High Turnover (Sit Down Restaurant)	140158	45.8050	1.8400e-003	3.8000e-004	45.9647
Hotel	204469	66.8222	2.6900e-003	5.6000e-004	67.0552
Parking Lot	5586	1.8256	7.0000e-005	2.0000e-005	1.8319
Quality Restaurant	76593.5	25.0314	1.0100e-003	2.1000e-004	25.1187
Strip Mall	96956.3	31.6862	1.2800e-003	2.6000e-004	31.7967
Total		**429.3944**	**0.0173**	**3.5900e-003**	**430.8920**

6.0 Area Detail

6.1 Mitigation Measures Area

Use only Natural Gas Hearths

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.5585	0.0656	0.7254	4.0000e-004		8.5300e-003	8.5300e-003		8.5300e-003	8.5300e-003	0.0000	67.7808	67.7808	2.3900e-003	1.2200e-003	68.2045
Unmitigated	6.4499	0.1233	7.9816	0.0132		1.0247	1.0247		1.0247	1.0247	97.0980	41.8671	138.9651	0.0907	7.6400e-003	143.5090

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	0.0958					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.4347					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	5.8981	0.1152	7.2806	0.0132		1.0208	1.0208		1.0208	1.0208	97.0980	40.7215	137.8195	0.0896	7.6400e-003	142.3356
Landscaping	0.0213	8.0700e-003	0.7009	4.0000e-005		3.8700e-003	3.8700e-003		3.8700e-003	3.8700e-003	0.0000	1.1456	1.1456	1.1100e-003	0.0000	1.1734
Total	**6.4499**	**0.1233**	**7.9816**	**0.0132**		**1.0247**	**1.0247**		**1.0247**	**1.0247**	**97.0980**	**41.8671**	**138.9651**	**0.0907**	**7.6400e-003**	**143.5090**

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	0.0958					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.4347					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	6.7300e-003	0.0575	0.0245	3.7000e-004		4.6500e-003	4.6500e-003		4.6500e-003	4.6500e-003	0.0000	66.6352	66.6352	1.2800e-003	1.2200e-003	67.0312
Landscaping	0.0213	8.0700e-003	0.7009	4.0000e-005		3.8700e-003	3.8700e-003		3.8700e-003	3.8700e-003	0.0000	1.1456	1.1456	1.1100e-003	0.0000	1.1734
Total	**0.5585**	**0.0656**	**0.7254**	**4.1000e-004**		**8.5200e-003**	**8.5200e-003**		**8.5200e-003**	**8.5200e-003**	**0.0000**	**67.7808**	**67.7808**	**2.3900e-003**	**1.2200e-003**	**68.2045**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Fenway North Coast Highway 101 - San Diego County APCD Air District, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	56.9909	0.2628	6.6100e-003	65.5307
Unmitigated	66.1346	0.3283	8.2200e-003	76.7915

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	6.12448 / 3.86108	42.0240	0.2012	5.0500e-003	48.5572
City Park	0 / 0.774463	2.8120	1.1000e-004	2.0000e-005	2.8218
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	0.646951 / 0.396518	4.3980	0.0213	5.3000e-004	5.0879
High Turnover (Sit Down Restaurant)	1.18378 / 0.0755605	5.6873	0.0388	9.6000e-004	6.9416
Hotel	0.761003 / 0.0845559	3.7868	0.0249	6.2000e-004	4.5936
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	0.646527 / 0.0412677	3.1062	0.0212	5.2000e-004	3.7912
Strip Mall	0.635542 / 0.389526	4.3204	0.0209	5.2000e-004	4.9982
Total		**66.1346**	**0.3283**	**8.2200e-003**	**76.7915**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	4.89958 / 3.86108	36.4230	0.1611	4.0600e-003	41.6593
City Park	0 / 0.774463	2.8120	1.1000e-004	2.0000e-005	2.8218
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	0.517561 / 0.396518	3.8063	0.0170	4.3000e-004	4.3593
High Turnover (Sit Down Restaurant)	0.947025 / 0.0755605	4.6048	0.0310	7.6000e-004	5.6084
Hotel	0.608802 / 0.0845559	3.0908	0.0200	4.9000e-004	3.7365
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	0.517221 / 0.0412677	2.5149	0.0170	4.2000e-004	3.0630
Strip Mall	0.508434 / 0.389526	3.7392	0.0167	4.2000e-004	4.2824
Total		**56.9909**	**0.2628**	**6.6000e-003**	**65.5307**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	6.1141	0.3613	0.0000	15.1474
Unmitigated	24.4564	1.4453	0.0000	60.5896

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	43.24	8.7773	0.5187	0.0000	21.7455
City Park	0.06	0.0122	7.2000e-004	0.0000	0.0302
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
General Office Building	3.39	0.6881	0.0407	0.0000	1.7048
High Turnover (Sit Down Restaurant)	46.41	9.4208	0.5568	0.0000	23.3397
Hotel	16.43	3.3351	0.1971	0.0000	8.2627
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	1.94	0.3938	0.0233	0.0000	0.9756
Strip Mall	9.01	1.8290	0.1081	0.0000	4.5311
Total		**24.4564**	**1.4453**	**0.0000**	**60.5896**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	10.81	2.1943	0.1297	0.0000	5.4364
City Park	0.015	3.0400e-003	1.8000e-004	0.0000	7.5400e-003
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
General Office Building	0.8475	0.1720	0.0102	0.0000	0.4262
High Turnover (Sit Down Restaurant)	11.6025	2.3552	0.1392	0.0000	5.8349
Hotel	4.1075	0.8338	0.0493	0.0000	2.0657
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	0.485	0.0985	5.8200e-003	0.0000	0.2439
Strip Mall	2.2525	0.4572	0.0270	0.0000	1.1328
Total		**6.1141**	**0.3613**	**0.0000**	**15.1474**

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

Fenway Existing Conditions

San Diego County APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
High Turnover (Sit Down Restaurant)	5.33	1000sqft	0.12	5,333.00	0
Strip Mall	2.25	1000sqft	0.05	2,249.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.6	**Precipitation Freq (Days)**	40
Climate Zone	13			**Operational Year**	2023
Utility Company	San Diego Gas & Electric				
CO2 Intensity (lb/MWhr)	720.49	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Fenway Existing Conditions - San Diego County APCD Air District, Annual

Project Characteristics -

Land Use -

Architectural Coating -

Vehicle Trips - based on traffic study; pass-by trips incorporated in trip rates, so set as 0%

Vehicle Emission Factors - EMFAC2017

Vehicle Emission Factors - EMFAC2017

Vehicle Emission Factors - EMFAC2017

Energy Use - restaurant is currently unoccupied

Water And Wastewater - restaurant is currently unoccupied

Solid Waste - restaurant is currently unoccupied

Table Name	Column Name	Default Value	New Value
tblEnergyUse	LightingElect	6.78	0.00
tblEnergyUse	NT24E	23.69	0.00
tblEnergyUse	NT24NG	138.46	0.00
tblEnergyUse	T24E	8.23	0.00
tblEnergyUse	T24NG	35.92	0.00
tblSolidWaste	SolidWasteGenerationRate	63.43	0.00
tblVehicleEF	HHD	0.59	0.03
tblVehicleEF	HHD	0.13	0.07
tblVehicleEF	HHD	0.08	1.0000e-006
tblVehicleEF	HHD	1.74	6.66
tblVehicleEF	HHD	1.10	0.48
tblVehicleEF	HHD	3.37	9.0030e-003
tblVehicleEF	HHD	4,504.81	1,118.02
tblVehicleEF	HHD	1,581.68	1,437.27
tblVehicleEF	HHD	10.55	0.10

tblVehicleEF	HHD	15.07	5.75
tblVehicleEF	HHD	1.98	2.66
tblVehicleEF	HHD	19.53	2.38
tblVehicleEF	HHD	0.01	3.1570e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	6.2470e-003	0.02
tblVehicleEF	HHD	1.0100e-004	2.0000e-006
tblVehicleEF	HHD	0.01	3.0200e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8120e-003	8.8680e-003
tblVehicleEF	HHD	5.9770e-003	0.02
tblVehicleEF	HHD	9.3000e-005	1.0000e-006
tblVehicleEF	HHD	8.7000e-005	6.0000e-006
tblVehicleEF	HHD	4.6540e-003	2.7700e-004
tblVehicleEF	HHD	0.43	0.45
tblVehicleEF	HHD	8.2000e-005	5.0000e-006
tblVehicleEF	HHD	0.09	0.03
tblVehicleEF	HHD	4.1600e-004	1.7310e-003
tblVehicleEF	HHD	0.08	3.0000e-006
tblVehicleEF	HHD	0.04	0.01
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	1.6100e-004	1.0000e-006
tblVehicleEF	HHD	8.7000e-005	6.0000e-006
tblVehicleEF	HHD	4.6540e-003	2.7700e-004
tblVehicleEF	HHD	0.51	0.52
tblVehicleEF	HHD	8.2000e-005	5.0000e-006

tblVehicleEF	HHD	0.22	0.10
tblVehicleEF	HHD	4.1600e-004	1.7310e-003
tblVehicleEF	HHD	0.09	3.0000e-006
tblVehicleEF	HHD	0.56	0.03
tblVehicleEF	HHD	0.13	0.07
tblVehicleEF	HHD	0.08	1.0000e-006
tblVehicleEF	HHD	1.27	6.57
tblVehicleEF	HHD	1.10	0.48
tblVehicleEF	HHD	3.17	8.4620e-003
tblVehicleEF	HHD	4,772.44	1,105.76
tblVehicleEF	HHD	1,581.68	1,437.27
tblVehicleEF	HHD	10.55	0.09
tblVehicleEF	HHD	15.55	5.50
tblVehicleEF	HHD	1.91	2.56
tblVehicleEF	HHD	19.51	2.38
tblVehicleEF	HHD	0.01	2.7490e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	6.2470e-003	0.02
tblVehicleEF	HHD	1.0100e-004	2.0000e-006
tblVehicleEF	HHD	9.6380e-003	2.6300e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8120e-003	8.8680e-003
tblVehicleEF	HHD	5.9770e-003	0.02
tblVehicleEF	HHD	9.3000e-005	1.0000e-006
tblVehicleEF	HHD	1.3000e-004	9.0000e-006
tblVehicleEF	HHD	4.8050e-003	2.8600e-004

tblVehicleEF	HHD	0.40	0.48
tblVehicleEF	HHD	1.4300e-004	1.0000e-005
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tblVehicleEF	HHD	4.0200e-004	1.7110e-003
tblVehicleEF	HHD	0.08	3.0000e-006
tblVehicleEF	HHD	0.04	0.01
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	1.5800e-004	1.0000e-006
tblVehicleEF	HHD	1.3000e-004	9.0000e-006
tblVehicleEF	HHD	4.8050e-003	2.8600e-004
tblVehicleEF	HHD	0.49	0.55
tblVehicleEF	HHD	1.4300e-004	1.0000e-005
tblVehicleEF	HHD	0.22	0.10
tblVehicleEF	HHD	4.0200e-004	1.7110e-003
tblVehicleEF	HHD	0.09	3.0000e-006
tblVehicleEF	HHD	0.64	0.03
tblVehicleEF	HHD	0.13	0.07
tblVehicleEF	HHD	0.08	1.0000e-006
tblVehicleEF	HHD	2.40	6.80
tblVehicleEF	HHD	1.09	0.48
tblVehicleEF	HHD	3.46	9.2430e-003
tblVehicleEF	HHD	4,135.22	1,134.96
tblVehicleEF	HHD	1,581.68	1,437.27
tblVehicleEF	HHD	10.55	0.10
tblVehicleEF	HHD	14.40	6.09
tblVehicleEF	HHD	1.98	2.65
tblVehicleEF	HHD	19.53	2.38

tblVehicleEF	HHD	0.01	3.7200e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	6.2470e-003	0.02
tblVehicleEF	HHD	1.0100e-004	2.0000e-006
tblVehicleEF	HHD	0.01	3.5590e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8120e-003	8.8680e-003
tblVehicleEF	HHD	5.9770e-003	0.02
tblVehicleEF	HHD	9.3000e-005	1.0000e-006
tblVehicleEF	HHD	7.5000e-005	5.0000e-006
tblVehicleEF	HHD	5.0550e-003	3.2300e-004
tblVehicleEF	HHD	0.46	0.41
tblVehicleEF	HHD	7.1000e-005	4.0000e-006
tblVehicleEF	HHD	0.09	0.03
tblVehicleEF	HHD	4.6000e-004	1.8670e-003
tblVehicleEF	HHD	0.09	3.0000e-006
tblVehicleEF	HHD	0.04	0.01
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	1.6200e-004	1.0000e-006
tblVehicleEF	HHD	7.5000e-005	5.0000e-006
tblVehicleEF	HHD	5.0550e-003	3.2300e-004
tblVehicleEF	HHD	0.56	0.48
tblVehicleEF	HHD	7.1000e-005	4.0000e-006
tblVehicleEF	HHD	0.22	0.10
tblVehicleEF	HHD	4.6000e-004	1.8670e-003
tblVehicleEF	HHD	0.09	3.0000e-006

tblVehicleEF	LDA	6.1170e-003	2.0310e-003
tblVehicleEF	LDA	7.4160e-003	0.05
tblVehicleEF	LDA	0.58	0.53
tblVehicleEF	LDA	1.39	2.07
tblVehicleEF	LDA	248.05	253.20
tblVehicleEF	LDA	54.17	51.49
tblVehicleEF	LDA	0.06	0.03
tblVehicleEF	LDA	0.07	0.17
tblVehicleEF	LDA	1.8380e-003	1.5160e-003
tblVehicleEF	LDA	2.2710e-003	1.7820e-003
tblVehicleEF	LDA	1.6940e-003	1.3970e-003
tblVehicleEF	LDA	2.0880e-003	1.6380e-003
tblVehicleEF	LDA	0.02	0.04
tblVehicleEF	LDA	0.08	0.09
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	0.02	7.5890e-003
tblVehicleEF	LDA	0.03	0.20
tblVehicleEF	LDA	0.10	0.20
tblVehicleEF	LDA	2.4840e-003	2.5050e-003
tblVehicleEF	LDA	5.6600e-004	5.1000e-004
tblVehicleEF	LDA	0.02	0.04
tblVehicleEF	LDA	0.08	0.09
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	0.02	0.01
tblVehicleEF	LDA	0.03	0.20
tblVehicleEF	LDA	0.11	0.22
tblVehicleEF	LDA	6.5890e-003	2.2110e-003

tblVehicleEF	LDA	6.4700e-003	0.04
tblVehicleEF	LDA	0.65	0.60
tblVehicleEF	LDA	1.15	1.71
tblVehicleEF	LDA	262.13	267.26
tblVehicleEF	LDA	54.17	50.84
tblVehicleEF	LDA	0.06	0.03
tblVehicleEF	LDA	0.07	0.16
tblVehicleEF	LDA	1.8380e-003	1.5160e-003
tblVehicleEF	LDA	2.2710e-003	1.7820e-003
tblVehicleEF	LDA	1.6940e-003	1.3970e-003
tblVehicleEF	LDA	2.0880e-003	1.6380e-003
tblVehicleEF	LDA	0.04	0.06
tblVehicleEF	LDA	0.08	0.09
tblVehicleEF	LDA	0.05	0.07
tblVehicleEF	LDA	0.02	8.1610e-003
tblVehicleEF	LDA	0.03	0.19
tblVehicleEF	LDA	0.09	0.18
tblVehicleEF	LDA	2.6260e-003	2.6440e-003
tblVehicleEF	LDA	5.6200e-004	5.0300e-004
tblVehicleEF	LDA	0.04	0.06
tblVehicleEF	LDA	0.08	0.09
tblVehicleEF	LDA	0.05	0.07
tblVehicleEF	LDA	0.02	0.01
tblVehicleEF	LDA	0.03	0.19
tblVehicleEF	LDA	0.10	0.19
tblVehicleEF	LDA	6.0150e-003	1.9880e-003
tblVehicleEF	LDA	7.8030e-003	0.05

tblVehicleEF	LDA	0.56	0.52
tblVehicleEF	LDA	1.49	2.22
tblVehicleEF	LDA	245.50	250.66
tblVehicleEF	LDA	54.17	51.77
tblVehicleEF	LDA	0.06	0.03
tblVehicleEF	LDA	0.08	0.18
tblVehicleEF	LDA	1.8380e-003	1.5160e-003
tblVehicleEF	LDA	2.2710e-003	1.7820e-003
tblVehicleEF	LDA	1.6940e-003	1.3970e-003
tblVehicleEF	LDA	2.0880e-003	1.6380e-003
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	0.09	0.10
tblVehicleEF	LDA	0.02	0.04
tblVehicleEF	LDA	0.02	7.4640e-003
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.11	0.21
tblVehicleEF	LDA	2.4590e-003	2.4790e-003
tblVehicleEF	LDA	5.6800e-004	5.1200e-004
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	0.09	0.10
tblVehicleEF	LDA	0.02	0.04
tblVehicleEF	LDA	0.02	0.01
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.12	0.23
tblVehicleEF	LDT1	0.01	5.8260e-003
tblVehicleEF	LDT1	0.01	0.07
tblVehicleEF	LDT1	1.15	1.12

tblVehicleEF	LDT1	2.76	2.33
tblVehicleEF	LDT1	318.80	308.27
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tblVehicleEF	LDT1	0.12	0.10
tblVehicleEF	LDT1	0.16	0.26
tblVehicleEF	LDT1	2.6340e-003	2.1010e-003
tblVehicleEF	LDT1	3.2330e-003	2.4620e-003
tblVehicleEF	LDT1	2.4260e-003	1.9340e-003
tblVehicleEF	LDT1	2.9730e-003	2.2640e-003
tblVehicleEF	LDT1	0.10	0.11
tblVehicleEF	LDT1	0.27	0.21
tblVehicleEF	LDT1	0.11	0.12
tblVehicleEF	LDT1	0.03	0.03
tblVehicleEF	LDT1	0.19	0.73
tblVehicleEF	LDT1	0.19	0.36
tblVehicleEF	LDT1	3.2010e-003	3.0510e-003
tblVehicleEF	LDT1	7.4400e-004	6.3100e-004
tblVehicleEF	LDT1	0.10	0.11
tblVehicleEF	LDT1	0.27	0.21
tblVehicleEF	LDT1	0.11	0.12
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.19	0.73
tblVehicleEF	LDT1	0.21	0.40
tblVehicleEF	LDT1	0.01	6.2810e-003
tblVehicleEF	LDT1	0.01	0.06
tblVehicleEF	LDT1	1.28	1.25
tblVehicleEF	LDT1	2.27	1.92

tblVehicleEF	LDT1	336.12	323.06
tblVehicleEF	LDT1	69.57	62.92
tblVehicleEF	LDT1	0.11	0.09
tblVehicleEF	LDT1	0.15	0.24
tblVehicleEF	LDT1	2.6340e-003	2.1010e-003
tblVehicleEF	LDT1	3.2330e-003	2.4620e-003
tblVehicleEF	LDT1	2.4260e-003	1.9340e-003
tblVehicleEF	LDT1	2.9730e-003	2.2640e-003
tblVehicleEF	LDT1	0.16	0.16
tblVehicleEF	LDT1	0.29	0.22
tblVehicleEF	LDT1	0.18	0.19
tblVehicleEF	LDT1	0.03	0.03
tblVehicleEF	LDT1	0.17	0.67
tblVehicleEF	LDT1	0.16	0.31
tblVehicleEF	LDT1	3.3760e-003	3.1970e-003
tblVehicleEF	LDT1	7.3600e-004	6.2300e-004
tblVehicleEF	LDT1	0.16	0.16
tblVehicleEF	LDT1	0.29	0.22
tblVehicleEF	LDT1	0.18	0.19
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.17	0.67
tblVehicleEF	LDT1	0.18	0.34
tblVehicleEF	LDT1	0.01	5.7180e-003
tblVehicleEF	LDT1	0.01	0.08
tblVehicleEF	LDT1	1.13	1.10
tblVehicleEF	LDT1	2.97	2.50
tblVehicleEF	LDT1	315.67	305.60

tblVehicleEF	LDT1	69.57	64.07
tblVehicleEF	LDT1	0.12	0.10
tblVehicleEF	LDT1	0.17	0.27
tblVehicleEF	LDT1	2.6340e-003	2.1010e-003
tblVehicleEF	LDT1	3.2330e-003	2.4620e-003
tblVehicleEF	LDT1	2.4260e-003	1.9340e-003
tblVehicleEF	LDT1	2.9730e-003	2.2640e-003
tblVehicleEF	LDT1	0.09	0.09
tblVehicleEF	LDT1	0.31	0.24
tblVehicleEF	LDT1	0.09	0.10
tblVehicleEF	LDT1	0.02	0.03
tblVehicleEF	LDT1	0.23	0.90
tblVehicleEF	LDT1	0.20	0.38
tblVehicleEF	LDT1	3.1700e-003	3.0240e-003
tblVehicleEF	LDT1	7.4800e-004	6.3400e-004
tblVehicleEF	LDT1	0.09	0.09
tblVehicleEF	LDT1	0.31	0.24
tblVehicleEF	LDT1	0.09	0.10
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.23	0.90
tblVehicleEF	LDT1	0.22	0.42
tblVehicleEF	LDT2	5.2450e-003	3.5940e-003
tblVehicleEF	LDT2	5.9320e-003	0.07
tblVehicleEF	LDT2	0.65	0.78
tblVehicleEF	LDT2	1.31	2.67
tblVehicleEF	LDT2	352.67	328.12
tblVehicleEF	LDT2	76.85	68.00

tblVehicleEF	LDT2	0.07	0.07
tblVehicleEF	LDT2	0.10	0.27
tblVehicleEF	LDT2	1.8240e-003	1.5100e-003
tblVehicleEF	LDT2	2.2870e-003	1.7290e-003
tblVehicleEF	LDT2	1.6780e-003	1.3890e-003
tblVehicleEF	LDT2	2.1030e-003	1.5900e-003
tblVehicleEF	LDT2	0.04	0.06
tblVehicleEF	LDT2	0.10	0.13
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	0.06	0.43
tblVehicleEF	LDT2	0.08	0.30
tblVehicleEF	LDT2	3.5310e-003	3.2460e-003
tblVehicleEF	LDT2	7.9000e-004	6.7300e-004
tblVehicleEF	LDT2	0.04	0.06
tblVehicleEF	LDT2	0.10	0.13
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.06	0.43
tblVehicleEF	LDT2	0.09	0.33
tblVehicleEF	LDT2	5.6410e-003	3.8950e-003
tblVehicleEF	LDT2	5.1630e-003	0.06
tblVehicleEF	LDT2	0.72	0.87
tblVehicleEF	LDT2	1.09	2.20
tblVehicleEF	LDT2	372.26	342.39
tblVehicleEF	LDT2	76.85	67.13
tblVehicleEF	LDT2	0.06	0.06

tblVehicleEF	LDT2	0.09	0.25
tblVehicleEF	LDT2	1.8240e-003	1.5100e-003
tblVehicleEF	LDT2	2.2870e-003	1.7290e-003
tblVehicleEF	LDT2	1.6780e-003	1.3890e-003
tblVehicleEF	LDT2	2.1030e-003	1.5900e-003
tblVehicleEF	LDT2	0.06	0.09
tblVehicleEF	LDT2	0.11	0.13
tblVehicleEF	LDT2	0.08	0.13
tblVehicleEF	LDT2	0.01	0.02
tblVehicleEF	LDT2	0.06	0.40
tblVehicleEF	LDT2	0.07	0.26
tblVehicleEF	LDT2	3.7270e-003	3.3870e-003
tblVehicleEF	LDT2	7.8600e-004	6.6400e-004
tblVehicleEF	LDT2	0.06	0.09
tblVehicleEF	LDT2	0.11	0.13
tblVehicleEF	LDT2	0.08	0.13
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.06	0.40
tblVehicleEF	LDT2	0.08	0.29
tblVehicleEF	LDT2	5.1590e-003	3.5220e-003
tblVehicleEF	LDT2	6.2490e-003	0.07
tblVehicleEF	LDT2	0.63	0.76
tblVehicleEF	LDT2	1.41	2.86
tblVehicleEF	LDT2	349.13	325.54
tblVehicleEF	LDT2	76.85	68.36
tblVehicleEF	LDT2	0.07	0.07
tblVehicleEF	LDT2	0.10	0.28

tblVehicleEF	LDT2	1.8240e-003	1.5100e-003
tblVehicleEF	LDT2	2.2870e-003	1.7290e-003
tblVehicleEF	LDT2	1.6780e-003	1.3890e-003
tblVehicleEF	LDT2	2.1030e-003	1.5900e-003
tblVehicleEF	LDT2	0.03	0.05
tblVehicleEF	LDT2	0.11	0.14
tblVehicleEF	LDT2	0.04	0.07
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	0.08	0.52
tblVehicleEF	LDT2	0.08	0.32
tblVehicleEF	LDT2	3.4950e-003	3.2210e-003
tblVehicleEF	LDT2	7.9200e-004	6.7700e-004
tblVehicleEF	LDT2	0.03	0.05
tblVehicleEF	LDT2	0.11	0.14
tblVehicleEF	LDT2	0.04	0.07
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.08	0.52
tblVehicleEF	LDT2	0.09	0.35
tblVehicleEF	LHD1	4.6610e-003	4.6580e-003
tblVehicleEF	LHD1	0.02	9.0720e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.14	0.17
tblVehicleEF	LHD1	1.04	0.84
tblVehicleEF	LHD1	2.19	0.96
tblVehicleEF	LHD1	9.27	9.21
tblVehicleEF	LHD1	672.14	771.79
tblVehicleEF	LHD1	27.83	10.50

tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	1.48	1.05
tblVehicleEF	LHD1	0.85	0.29
tblVehicleEF	LHD1	1.0210e-003	9.6900e-004
tblVehicleEF	LHD1	0.01	9.9790e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	8.2300e-004	2.3500e-004
tblVehicleEF	LHD1	9.7700e-004	9.2700e-004
tblVehicleEF	LHD1	2.5850e-003	2.4950e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	7.5600e-004	2.1600e-004
tblVehicleEF	LHD1	2.1470e-003	1.8170e-003
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.6470e-003	1.3870e-003
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tblVehicleEF	LHD1	0.29	0.50
tblVehicleEF	LHD1	0.22	0.07
tblVehicleEF	LHD1	9.2000e-005	8.9000e-005
tblVehicleEF	LHD1	6.5770e-003	7.5180e-003
tblVehicleEF	LHD1	3.1900e-004	1.0400e-004
tblVehicleEF	LHD1	2.1470e-003	1.8170e-003
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	1.6470e-003	1.3870e-003
tblVehicleEF	LHD1	0.16	0.13
tblVehicleEF	LHD1	0.29	0.50

tblVehicleEF	LHD1	0.24	0.07
tblVehicleEF	LHD1	4.6610e-003	4.6680e-003
tblVehicleEF	LHD1	0.02	9.2260e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.14	0.17
tblVehicleEF	LHD1	1.06	0.85
tblVehicleEF	LHD1	2.07	0.91
tblVehicleEF	LHD1	9.27	9.21
tblVehicleEF	LHD1	672.14	771.82
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tblVehicleEF	LHD1	1.42	1.01
tblVehicleEF	LHD1	0.81	0.27
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tblVehicleEF	LHD1	8.2300e-004	2.3500e-004
tblVehicleEF	LHD1	9.7700e-004	9.2700e-004
tblVehicleEF	LHD1	2.5850e-003	2.4950e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	7.5600e-004	2.1600e-004
tblVehicleEF	LHD1	3.0940e-003	2.6280e-003
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	2.7550e-003	2.3350e-003
tblVehicleEF	LHD1	0.13	0.11
tblVehicleEF	LHD1	0.28	0.48

tblVehicleEF	LHD1	0.21	0.06
tblVehicleEF	LHD1	9.2000e-005	8.9000e-005
tblVehicleEF	LHD1	6.5770e-003	7.5190e-003
tblVehicleEF	LHD1	3.1700e-004	1.0300e-004
tblVehicleEF	LHD1	3.0940e-003	2.6280e-003
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	2.7550e-003	2.3350e-003
tblVehicleEF	LHD1	0.16	0.13
tblVehicleEF	LHD1	0.28	0.48
tblVehicleEF	LHD1	0.23	0.07
tblVehicleEF	LHD1	4.6610e-003	4.6540e-003
tblVehicleEF	LHD1	0.02	9.0050e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.14	0.17
tblVehicleEF	LHD1	1.04	0.83
tblVehicleEF	LHD1	2.25	0.98
tblVehicleEF	LHD1	9.27	9.21
tblVehicleEF	LHD1	672.14	771.78
tblVehicleEF	LHD1	27.83	10.54
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	1.48	1.04
tblVehicleEF	LHD1	0.87	0.29
tblVehicleEF	LHD1	1.0210e-003	9.6900e-004
tblVehicleEF	LHD1	0.01	9.9790e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	8.2300e-004	2.3500e-004

tblVehicleEF	LHD1	9.7700e-004	9.2700e-004
tblVehicleEF	LHD1	2.5850e-003	2.4950e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	7.5600e-004	2.1600e-004
tblVehicleEF	LHD1	1.9780e-003	1.6780e-003
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.4560e-003	1.2260e-003
tblVehicleEF	LHD1	0.13	0.11
tblVehicleEF	LHD1	0.32	0.56
tblVehicleEF	LHD1	0.22	0.07
tblVehicleEF	LHD1	9.2000e-005	8.9000e-005
tblVehicleEF	LHD1	6.5770e-003	7.5180e-003
tblVehicleEF	LHD1	3.2000e-004	1.0400e-004
tblVehicleEF	LHD1	1.9780e-003	1.6780e-003
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	1.4560e-003	1.2260e-003
tblVehicleEF	LHD1	0.16	0.13
tblVehicleEF	LHD1	0.32	0.56
tblVehicleEF	LHD1	0.24	0.08
tblVehicleEF	LHD2	3.3670e-003	3.1630e-003
tblVehicleEF	LHD2	7.3190e-003	7.0780e-003
tblVehicleEF	LHD2	6.3840e-003	8.1370e-003
tblVehicleEF	LHD2	0.12	0.14
tblVehicleEF	LHD2	0.56	0.64
tblVehicleEF	LHD2	1.07	0.58

tblVehicleEF	LHD2	14.07	14.23
tblVehicleEF	LHD2	706.25	771.02
tblVehicleEF	LHD2	23.94	7.63
tblVehicleEF	LHD2	0.10	0.10
tblVehicleEF	LHD2	0.80	1.03
tblVehicleEF	LHD2	0.44	0.18
tblVehicleEF	LHD2	1.2450e-003	1.4140e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	3.8200e-004	1.2200e-004
tblVehicleEF	LHD2	1.1910e-003	1.3530e-003
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	3.5100e-004	1.1200e-004
tblVehicleEF	LHD2	6.9100e-004	9.0800e-004
tblVehicleEF	LHD2	0.03	0.04
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	5.8700e-004	7.2800e-004
tblVehicleEF	LHD2	0.10	0.11
tblVehicleEF	LHD2	0.06	0.24
tblVehicleEF	LHD2	0.09	0.04
tblVehicleEF	LHD2	1.3700e-004	1.3600e-004
tblVehicleEF	LHD2	6.8680e-003	7.4440e-003
tblVehicleEF	LHD2	2.5900e-004	7.6000e-005
tblVehicleEF	LHD2	6.9100e-004	9.0800e-004
tblVehicleEF	LHD2	0.03	0.04
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	5.8700e-004	7.2800e-004

tblVehicleEF	LHD2	0.12	0.13
tblVehicleEF	LHD2	0.06	0.24
tblVehicleEF	LHD2	0.09	0.04
tblVehicleEF	LHD2	3.3670e-003	3.1690e-003
tblVehicleEF	LHD2	7.3940e-003	7.1360e-003
tblVehicleEF	LHD2	6.1320e-003	7.8000e-003
tblVehicleEF	LHD2	0.12	0.14
tblVehicleEF	LHD2	0.56	0.65
tblVehicleEF	LHD2	1.02	0.55
tblVehicleEF	LHD2	14.07	14.23
tblVehicleEF	LHD2	706.25	771.03
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tblVehicleEF	LHD2	0.10	0.10
tblVehicleEF	LHD2	0.77	0.99
tblVehicleEF	LHD2	0.42	0.17
tblVehicleEF	LHD2	1.2450e-003	1.4140e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	3.8200e-004	1.2200e-004
tblVehicleEF	LHD2	1.1910e-003	1.3530e-003
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	3.5100e-004	1.1200e-004
tblVehicleEF	LHD2	1.0020e-003	1.3170e-003
tblVehicleEF	LHD2	0.03	0.04
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	9.8700e-004	1.2280e-003
tblVehicleEF	LHD2	0.10	0.11

tblVehicleEF	LHD2	0.06	0.23
tblVehicleEF	LHD2	0.08	0.04
tblVehicleEF	LHD2	1.3700e-004	1.3600e-004
tblVehicleEF	LHD2	6.8680e-003	7.4440e-003
tblVehicleEF	LHD2	2.5800e-004	7.5000e-005
tblVehicleEF	LHD2	1.0020e-003	1.3170e-003
tblVehicleEF	LHD2	0.03	0.04
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	9.8700e-004	1.2280e-003
tblVehicleEF	LHD2	0.12	0.13
tblVehicleEF	LHD2	0.06	0.23
tblVehicleEF	LHD2	0.09	0.04
tblVehicleEF	LHD2	3.3670e-003	3.1600e-003
tblVehicleEF	LHD2	7.2860e-003	7.0520e-003
tblVehicleEF	LHD2	6.4980e-003	8.2880e-003
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tblVehicleEF	LHD2	0.55	0.64
tblVehicleEF	LHD2	1.10	0.59
tblVehicleEF	LHD2	14.07	14.23
tblVehicleEF	LHD2	706.25	771.01
tblVehicleEF	LHD2	23.94	7.65
tblVehicleEF	LHD2	0.10	0.10
tblVehicleEF	LHD2	0.79	1.02
tblVehicleEF	LHD2	0.45	0.18
tblVehicleEF	LHD2	1.2450e-003	1.4140e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02

tblVehicleEF	LHD2	3.8200e-004	1.2200e-004
tblVehicleEF	LHD2	1.1910e-003	1.3530e-003
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	3.5100e-004	1.1200e-004
tblVehicleEF	LHD2	6.1400e-004	8.2300e-004
tblVehicleEF	LHD2	0.03	0.04
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	5.1700e-004	6.4100e-004
tblVehicleEF	LHD2	0.10	0.11
tblVehicleEF	LHD2	0.07	0.27
tblVehicleEF	LHD2	0.09	0.04
tblVehicleEF	LHD2	1.3700e-004	1.3600e-004
tblVehicleEF	LHD2	6.8680e-003	7.4440e-003
tblVehicleEF	LHD2	2.5900e-004	7.6000e-005
tblVehicleEF	LHD2	6.1400e-004	8.2300e-004
tblVehicleEF	LHD2	0.03	0.04
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	5.1700e-004	6.4100e-004
tblVehicleEF	LHD2	0.12	0.13
tblVehicleEF	LHD2	0.07	0.27
tblVehicleEF	LHD2	0.10	0.04
tblVehicleEF	MCY	0.49	0.36
tblVehicleEF	MCY	0.15	0.24
tblVehicleEF	MCY	20.15	20.36
tblVehicleEF	MCY	9.73	8.62
tblVehicleEF	MCY	182.50	220.59
tblVehicleEF	MCY	45.45	60.38

tblVehicleEF	MCY	1.16	1.16
tblVehicleEF	MCY	0.31	0.27
tblVehicleEF	MCY	2.1640e-003	2.0970e-003
tblVehicleEF	MCY	3.6600e-003	2.9890e-003
tblVehicleEF	MCY	2.0230e-003	1.9610e-003
tblVehicleEF	MCY	3.4480e-003	2.8140e-003
tblVehicleEF	MCY	0.93	0.93
tblVehicleEF	MCY	0.74	0.74
tblVehicleEF	MCY	0.73	0.73
tblVehicleEF	MCY	2.41	2.43
tblVehicleEF	MCY	0.59	2.01
tblVehicleEF	MCY	2.10	1.86
tblVehicleEF	MCY	2.2260e-003	2.1830e-003
tblVehicleEF	MCY	6.7500e-004	5.9700e-004
tblVehicleEF	MCY	0.93	0.93
tblVehicleEF	MCY	0.74	0.74
tblVehicleEF	MCY	0.73	0.73
tblVehicleEF	MCY	2.99	3.00
tblVehicleEF	MCY	0.59	2.01
tblVehicleEF	MCY	2.29	2.02
tblVehicleEF	MCY	0.47	0.35
tblVehicleEF	MCY	0.13	0.21
tblVehicleEF	MCY	19.19	19.39
tblVehicleEF	MCY	8.77	7.73
tblVehicleEF	MCY	182.50	218.78
tblVehicleEF	MCY	45.45	58.13
tblVehicleEF	MCY	1.04	1.04

tblVehicleEF	MCY	0.29	0.25
tblVehicleEF	MCY	2.1640e-003	2.0970e-003
tblVehicleEF	MCY	3.6600e-003	2.9890e-003
tblVehicleEF	MCY	2.0230e-003	1.9610e-003
tblVehicleEF	MCY	3.4480e-003	2.8140e-003
tblVehicleEF	MCY	1.50	1.51
tblVehicleEF	MCY	0.83	0.84
tblVehicleEF	MCY	1.42	1.43
tblVehicleEF	MCY	2.34	2.35
tblVehicleEF	MCY	0.55	1.86
tblVehicleEF	MCY	1.83	1.61
tblVehicleEF	MCY	2.2080e-003	2.1650e-003
tblVehicleEF	MCY	6.5100e-004	5.7500e-004
tblVehicleEF	MCY	1.50	1.51
tblVehicleEF	MCY	0.83	0.84
tblVehicleEF	MCY	1.42	1.43
tblVehicleEF	MCY	2.90	2.91
tblVehicleEF	MCY	0.55	1.86
tblVehicleEF	MCY	1.99	1.75
tblVehicleEF	MCY	0.49	0.36
tblVehicleEF	MCY	0.16	0.26
tblVehicleEF	MCY	20.81	21.03
tblVehicleEF	MCY	10.22	9.08
tblVehicleEF	MCY	182.50	221.81
tblVehicleEF	MCY	45.45	61.49
tblVehicleEF	MCY	1.17	1.17
tblVehicleEF	MCY	0.32	0.27

tblVehicleEF	MCY	2.1640e-003	2.0970e-003
tblVehicleEF	MCY	3.6600e-003	2.9890e-003
tblVehicleEF	MCY	2.0230e-003	1.9610e-003
tblVehicleEF	MCY	3.4480e-003	2.8140e-003
tblVehicleEF	MCY	0.84	0.85
tblVehicleEF	MCY	1.00	1.00
tblVehicleEF	MCY	0.57	0.58
tblVehicleEF	MCY	2.45	2.47
tblVehicleEF	MCY	0.70	2.38
tblVehicleEF	MCY	2.23	1.98
tblVehicleEF	MCY	2.2370e-003	2.1950e-003
tblVehicleEF	MCY	6.8700e-004	6.0900e-004
tblVehicleEF	MCY	0.84	0.85
tblVehicleEF	MCY	1.00	1.00
tblVehicleEF	MCY	0.57	0.58
tblVehicleEF	MCY	3.04	3.05
tblVehicleEF	MCY	0.70	2.38
tblVehicleEF	MCY	2.43	2.15
tblVehicleEF	MDV	8.8620e-003	4.0850e-003
tblVehicleEF	MDV	0.01	0.08
tblVehicleEF	MDV	0.94	0.82
tblVehicleEF	MDV	2.31	2.98
tblVehicleEF	MDV	472.46	396.95
tblVehicleEF	MDV	101.95	81.91
tblVehicleEF	MDV	0.11	0.08
tblVehicleEF	MDV	0.20	0.32
tblVehicleEF	MDV	1.8890e-003	1.5990e-003

tblVehicleEF	MDV	2.3380e-003	1.8340e-003
tblVehicleEF	MDV	1.7410e-003	1.4750e-003
tblVehicleEF	MDV	2.1490e-003	1.6870e-003
tblVehicleEF	MDV	0.05	0.07
tblVehicleEF	MDV	0.15	0.14
tblVehicleEF	MDV	0.07	0.09
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.09	0.45
tblVehicleEF	MDV	0.17	0.37
tblVehicleEF	MDV	4.7270e-003	3.9230e-003
tblVehicleEF	MDV	1.0600e-003	8.1100e-004
tblVehicleEF	MDV	0.05	0.07
tblVehicleEF	MDV	0.15	0.14
tblVehicleEF	MDV	0.07	0.09
tblVehicleEF	MDV	0.03	0.02
tblVehicleEF	MDV	0.09	0.45
tblVehicleEF	MDV	0.19	0.41
tblVehicleEF	MDV	9.5090e-003	4.4250e-003
tblVehicleEF	MDV	0.01	0.07
tblVehicleEF	MDV	1.04	0.92
tblVehicleEF	MDV	1.92	2.45
tblVehicleEF	MDV	498.02	411.39
tblVehicleEF	MDV	101.95	80.91
tblVehicleEF	MDV	0.10	0.07
tblVehicleEF	MDV	0.19	0.29
tblVehicleEF	MDV	1.8890e-003	1.5990e-003
tblVehicleEF	MDV	2.3380e-003	1.8340e-003

tblVehicleEF	MDV	1.7410e-003	1.4750e-003
tblVehicleEF	MDV	2.1490e-003	1.6870e-003
tblVehicleEF	MDV	0.08	0.10
tblVehicleEF	MDV	0.16	0.15
tblVehicleEF	MDV	0.12	0.15
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.09	0.41
tblVehicleEF	MDV	0.15	0.32
tblVehicleEF	MDV	4.9840e-003	4.0660e-003
tblVehicleEF	MDV	1.0530e-003	8.0100e-004
tblVehicleEF	MDV	0.08	0.10
tblVehicleEF	MDV	0.16	0.15
tblVehicleEF	MDV	0.12	0.15
tblVehicleEF	MDV	0.03	0.03
tblVehicleEF	MDV	0.09	0.41
tblVehicleEF	MDV	0.16	0.35
tblVehicleEF	MDV	8.7270e-003	4.0050e-003
tblVehicleEF	MDV	0.01	0.08
tblVehicleEF	MDV	0.92	0.81
tblVehicleEF	MDV	2.49	3.21
tblVehicleEF	MDV	467.83	394.33
tblVehicleEF	MDV	101.95	82.33
tblVehicleEF	MDV	0.11	0.08
tblVehicleEF	MDV	0.21	0.33
tblVehicleEF	MDV	1.8890e-003	1.5990e-003
tblVehicleEF	MDV	2.3380e-003	1.8340e-003
tblVehicleEF	MDV	1.7410e-003	1.4750e-003

tblVehicleEF	MDV	2.1490e-003	1.6870e-003
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.16	0.15
tblVehicleEF	MDV	0.06	0.08
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.11	0.54
tblVehicleEF	MDV	0.18	0.39
tblVehicleEF	MDV	4.6810e-003	3.8980e-003
tblVehicleEF	MDV	1.0630e-003	8.1500e-004
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.16	0.15
tblVehicleEF	MDV	0.06	0.08
tblVehicleEF	MDV	0.03	0.02
tblVehicleEF	MDV	0.11	0.54
tblVehicleEF	MDV	0.20	0.43
tblVehicleEF	MH	0.04	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	2.63	1.44
tblVehicleEF	MH	5.98	2.11
tblVehicleEF	MH	1,229.84	1,578.48
tblVehicleEF	MH	59.91	18.87
tblVehicleEF	MH	1.50	1.64
tblVehicleEF	MH	0.88	0.24
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	1.1530e-003	2.6600e-004
tblVehicleEF	MH	3.2140e-003	3.2780e-003

tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	1.0610e-003	2.4400e-004
tblVehicleEF	MH	0.97	0.80
tblVehicleEF	MH	0.08	0.07
tblVehicleEF	MH	0.51	0.43
tblVehicleEF	MH	0.12	0.09
tblVehicleEF	MH	0.03	1.69
tblVehicleEF	MH	0.35	0.10
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	7.0300e-004	1.8700e-004
tblVehicleEF	MH	0.97	0.80
tblVehicleEF	MH	0.08	0.07
tblVehicleEF	MH	0.51	0.43
tblVehicleEF	MH	0.16	0.12
tblVehicleEF	MH	0.03	1.69
tblVehicleEF	MH	0.38	0.11
tblVehicleEF	MH	0.04	0.01
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	2.72	1.48
tblVehicleEF	MH	5.59	1.98
tblVehicleEF	MH	1,229.84	1,578.55
tblVehicleEF	MH	59.91	18.64
tblVehicleEF	MH	1.42	1.56
tblVehicleEF	MH	0.83	0.23
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	1.1530e-003	2.6600e-004

tblVehicleEF	MH	3.2140e-003	3.2780e-003
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	1.0610e-003	2.4400e-004
tblVehicleEF	MH	1.33	1.10
tblVehicleEF	MH	0.08	0.07
tblVehicleEF	MH	0.88	0.74
tblVehicleEF	MH	0.12	0.09
tblVehicleEF	MH	0.03	1.64
tblVehicleEF	MH	0.33	0.09
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	6.9700e-004	1.8400e-004
tblVehicleEF	MH	1.33	1.10
tblVehicleEF	MH	0.08	0.07
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tblVehicleEF	MH	0.17	0.12
tblVehicleEF	MH	0.03	1.64
tblVehicleEF	MH	0.36	0.10
tblVehicleEF	MH	0.04	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	2.60	1.42
tblVehicleEF	MH	6.17	2.18
tblVehicleEF	MH	1,229.84	1,578.45
tblVehicleEF	MH	59.91	18.98
tblVehicleEF	MH	1.50	1.63
tblVehicleEF	MH	0.90	0.25
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.03	0.03

tblVehicleEF	MH	1.1530e-003	2.6600e-004
tblVehicleEF	MH	3.2140e-003	3.2780e-003
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	1.0610e-003	2.4400e-004
tblVehicleEF	MH	0.99	0.82
tblVehicleEF	MH	0.11	0.09
tblVehicleEF	MH	0.48	0.40
tblVehicleEF	MH	0.12	0.09
tblVehicleEF	MH	0.03	1.81
tblVehicleEF	MH	0.36	0.10
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	7.0700e-004	1.8800e-004
tblVehicleEF	MH	0.99	0.82
tblVehicleEF	MH	0.11	0.09
tblVehicleEF	MH	0.48	0.40
tblVehicleEF	MH	0.16	0.11
tblVehicleEF	MH	0.03	1.81
tblVehicleEF	MH	0.39	0.11
tblVehicleEF	MHD	0.02	4.0650e-003
tblVehicleEF	MHD	4.2710e-003	2.3930e-003
tblVehicleEF	MHD	0.05	0.01
tblVehicleEF	MHD	0.33	0.42
tblVehicleEF	MHD	0.34	0.31
tblVehicleEF	MHD	5.31	1.27
tblVehicleEF	MHD	143.80	80.44
tblVehicleEF	MHD	1,192.51	1,110.79
tblVehicleEF	MHD	56.35	10.83

tblVehicleEF	MHD	0.42	0.50
tblVehicleEF	MHD	1.14	1.40
tblVehicleEF	MHD	11.05	1.63
tblVehicleEF	MHD	1.5900e-004	4.7800e-004
tblVehicleEF	MHD	3.1900e-003	6.6580e-003
tblVehicleEF	MHD	8.3700e-004	1.3400e-004
tblVehicleEF	MHD	1.5200e-004	4.5700e-004
tblVehicleEF	MHD	3.0470e-003	6.3620e-003
tblVehicleEF	MHD	7.7000e-004	1.2400e-004
tblVehicleEF	MHD	7.7800e-004	4.7000e-004
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	6.1300e-004	3.6800e-004
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.02	0.12
tblVehicleEF	MHD	0.32	0.06
tblVehicleEF	MHD	1.3830e-003	7.6300e-004
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	6.5600e-004	1.0700e-004
tblVehicleEF	MHD	7.7800e-004	4.7000e-004
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	0.03	0.03
tblVehicleEF	MHD	6.1300e-004	3.6800e-004
tblVehicleEF	MHD	0.05	0.03
tblVehicleEF	MHD	0.02	0.12
tblVehicleEF	MHD	0.35	0.06
tblVehicleEF	MHD	0.02	3.8640e-003

tblVehicleEF	MHD	4.3360e-003	2.4460e-003
tblVehicleEF	MHD	0.04	0.01
tblVehicleEF	MHD	0.24	0.36
tblVehicleEF	MHD	0.35	0.31
tblVehicleEF	MHD	4.99	1.20
tblVehicleEF	MHD	152.31	80.75
tblVehicleEF	MHD	1,192.51	1,110.80
tblVehicleEF	MHD	56.35	10.70
tblVehicleEF	MHD	0.43	0.50
tblVehicleEF	MHD	1.10	1.34
tblVehicleEF	MHD	11.01	1.63
tblVehicleEF	MHD	1.3400e-004	4.0600e-004
tblVehicleEF	MHD	3.1900e-003	6.6580e-003
tblVehicleEF	MHD	8.3700e-004	1.3400e-004
tblVehicleEF	MHD	1.2800e-004	3.8900e-004
tblVehicleEF	MHD	3.0470e-003	6.3620e-003
tblVehicleEF	MHD	7.7000e-004	1.2400e-004
tblVehicleEF	MHD	1.1470e-003	6.9200e-004
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	1.0690e-003	6.4100e-004
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.02	0.12
tblVehicleEF	MHD	0.30	0.06
tblVehicleEF	MHD	1.4640e-003	7.6600e-004
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	6.5100e-004	1.0600e-004

tblVehicleEF	MHD	1.1470e-003	6.9200e-004
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	0.03	0.03
tblVehicleEF	MHD	1.0690e-003	6.4100e-004
tblVehicleEF	MHD	0.05	0.03
tblVehicleEF	MHD	0.02	0.12
tblVehicleEF	MHD	0.33	0.06
tblVehicleEF	MHD	0.02	4.3540e-003
tblVehicleEF	MHD	4.2430e-003	2.3680e-003
tblVehicleEF	MHD	0.05	0.01
tblVehicleEF	MHD	0.46	0.50
tblVehicleEF	MHD	0.34	0.30
tblVehicleEF	MHD	5.46	1.31
tblVehicleEF	MHD	132.03	80.00
tblVehicleEF	MHD	1,192.51	1,110.79
tblVehicleEF	MHD	56.35	10.88
tblVehicleEF	MHD	0.40	0.51
tblVehicleEF	MHD	1.14	1.39
tblVehicleEF	MHD	11.07	1.64
tblVehicleEF	MHD	1.9400e-004	5.7700e-004
tblVehicleEF	MHD	3.1900e-003	6.6580e-003
tblVehicleEF	MHD	8.3700e-004	1.3400e-004
tblVehicleEF	MHD	1.8500e-004	5.5200e-004
tblVehicleEF	MHD	3.0470e-003	6.3620e-003
tblVehicleEF	MHD	7.7000e-004	1.2400e-004
tblVehicleEF	MHD	7.1400e-004	4.3200e-004
tblVehicleEF	MHD	0.04	0.03

tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	5.3900e-004	3.2400e-004
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.02	0.14
tblVehicleEF	MHD	0.32	0.06
tblVehicleEF	MHD	1.2720e-003	7.5900e-004
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	6.5900e-004	1.0800e-004
tblVehicleEF	MHD	7.1400e-004	4.3200e-004
tblVehicleEF	MHD	0.04	0.03
tblVehicleEF	MHD	0.04	0.03
tblVehicleEF	MHD	5.3900e-004	3.2400e-004
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.02	0.14
tblVehicleEF	MHD	0.36	0.06
tblVehicleEF	OBUS	0.01	8.7080e-003
tblVehicleEF	OBUS	9.2660e-003	9.7640e-003
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.25	0.59
tblVehicleEF	OBUS	0.60	1.09
tblVehicleEF	OBUS	5.69	2.71
tblVehicleEF	OBUS	97.15	83.74
tblVehicleEF	OBUS	1,321.20	1,532.41
tblVehicleEF	OBUS	68.99	20.78
tblVehicleEF	OBUS	0.20	0.32
tblVehicleEF	OBUS	0.85	1.24
tblVehicleEF	OBUS	2.24	0.75

tblVehicleEF	OBUS	1.9000e-005	1.0700e-004
tblVehicleEF	OBUS	2.5760e-003	7.2660e-003
tblVehicleEF	OBUS	9.1300e-004	2.5600e-004
tblVehicleEF	OBUS	1.8000e-005	1.0300e-004
tblVehicleEF	OBUS	2.4400e-003	6.9270e-003
tblVehicleEF	OBUS	8.3900e-004	2.3500e-004
tblVehicleEF	OBUS	1.3050e-003	2.0590e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.03	0.05
tblVehicleEF	OBUS	8.5300e-004	1.2750e-003
tblVehicleEF	OBUS	0.05	0.05
tblVehicleEF	OBUS	0.04	0.32
tblVehicleEF	OBUS	0.35	0.13
tblVehicleEF	OBUS	9.3900e-004	7.9800e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.9000e-004	2.0600e-004
tblVehicleEF	OBUS	1.3050e-003	2.0590e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.05	0.07
tblVehicleEF	OBUS	8.5300e-004	1.2750e-003
tblVehicleEF	OBUS	0.06	0.08
tblVehicleEF	OBUS	0.04	0.32
tblVehicleEF	OBUS	0.39	0.14
tblVehicleEF	OBUS	0.01	8.7890e-003
tblVehicleEF	OBUS	9.4730e-003	0.01
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.24	0.58

tblVehicleEF	OBUS	0.61	1.12
tblVehicleEF	OBUS	5.32	2.54
tblVehicleEF	OBUS	101.91	82.81
tblVehicleEF	OBUS	1,321.20	1,532.46
tblVehicleEF	OBUS	68.99	20.48
tblVehicleEF	OBUS	0.21	0.30
tblVehicleEF	OBUS	0.81	1.18
tblVehicleEF	OBUS	2.19	0.74
tblVehicleEF	OBUS	1.6000e-005	9.5000e-005
tblVehicleEF	OBUS	2.5760e-003	7.2660e-003
tblVehicleEF	OBUS	9.1300e-004	2.5600e-004
tblVehicleEF	OBUS	1.5000e-005	9.1000e-005
tblVehicleEF	OBUS	2.4400e-003	6.9270e-003
tblVehicleEF	OBUS	8.3900e-004	2.3500e-004
tblVehicleEF	OBUS	1.8490e-003	2.8930e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.03	0.05
tblVehicleEF	OBUS	1.5300e-003	2.2630e-003
tblVehicleEF	OBUS	0.05	0.05
tblVehicleEF	OBUS	0.04	0.31
tblVehicleEF	OBUS	0.34	0.12
tblVehicleEF	OBUS	9.8400e-004	7.8900e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.8300e-004	2.0300e-004
tblVehicleEF	OBUS	1.8490e-003	2.8930e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.05	0.07

tblVehicleEF	OBUS	1.5300e-003	2.2630e-003
tblVehicleEF	OBUS	0.06	0.08
tblVehicleEF	OBUS	0.04	0.31
tblVehicleEF	OBUS	0.37	0.13
tblVehicleEF	OBUS	0.01	8.6110e-003
tblVehicleEF	OBUS	9.1750e-003	9.6490e-003
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.26	0.60
tblVehicleEF	OBUS	0.60	1.08
tblVehicleEF	OBUS	5.86	2.80
tblVehicleEF	OBUS	90.56	85.02
tblVehicleEF	OBUS	1,321.20	1,532.39
tblVehicleEF	OBUS	68.99	20.92
tblVehicleEF	OBUS	0.20	0.34
tblVehicleEF	OBUS	0.85	1.24
tblVehicleEF	OBUS	2.26	0.76
tblVehicleEF	OBUS	2.3000e-005	1.2400e-004
tblVehicleEF	OBUS	2.5760e-003	7.2660e-003
tblVehicleEF	OBUS	9.1300e-004	2.5600e-004
tblVehicleEF	OBUS	2.2000e-005	1.1800e-004
tblVehicleEF	OBUS	2.4400e-003	6.9270e-003
tblVehicleEF	OBUS	8.3900e-004	2.3500e-004
tblVehicleEF	OBUS	1.2450e-003	2.0190e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.03	0.05
tblVehicleEF	OBUS	7.6900e-004	1.1640e-003
tblVehicleEF	OBUS	0.05	0.05

tblVehicleEF	OBUS	0.05	0.35
tblVehicleEF	OBUS	0.36	0.13
tblVehicleEF	OBUS	8.7600e-004	8.1000e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.9200e-004	2.0700e-004
tblVehicleEF	OBUS	1.2450e-003	2.0190e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.05	0.07
tblVehicleEF	OBUS	7.6900e-004	1.1640e-003
tblVehicleEF	OBUS	0.06	0.07
tblVehicleEF	OBUS	0.05	0.35
tblVehicleEF	OBUS	0.39	0.14
tblVehicleEF	SBUS	0.84	0.03
tblVehicleEF	SBUS	0.02	9.4420e-003
tblVehicleEF	SBUS	0.08	2.7370e-003
tblVehicleEF	SBUS	6.51	1.26
tblVehicleEF	SBUS	0.93	0.75
tblVehicleEF	SBUS	7.02	0.43
tblVehicleEF	SBUS	1,202.36	332.94
tblVehicleEF	SBUS	1,104.05	1,097.57
tblVehicleEF	SBUS	42.89	2.06
tblVehicleEF	SBUS	9.97	4.02
tblVehicleEF	SBUS	4.09	7.31
tblVehicleEF	SBUS	14.11	0.63
tblVehicleEF	SBUS	9.4890e-003	5.1430e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.02	0.04

tblVehicleEF	SBUS	7.8600e-004	3.3000e-005
tblVehicleEF	SBUS	9.0780e-003	4.9200e-003
tblVehicleEF	SBUS	2.7130e-003	2.8310e-003
tblVehicleEF	SBUS	0.02	0.04
tblVehicleEF	SBUS	7.2300e-004	3.0000e-005
tblVehicleEF	SBUS	2.2010e-003	4.9500e-004
tblVehicleEF	SBUS	0.03	5.2410e-003
tblVehicleEF	SBUS	0.78	0.13
tblVehicleEF	SBUS	1.4590e-003	2.4300e-004
tblVehicleEF	SBUS	0.11	0.12
tblVehicleEF	SBUS	0.01	0.03
tblVehicleEF	SBUS	0.36	0.02
tblVehicleEF	SBUS	0.01	3.1570e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	5.5000e-004	2.0000e-005
tblVehicleEF	SBUS	2.2010e-003	4.9500e-004
tblVehicleEF	SBUS	0.03	5.2410e-003
tblVehicleEF	SBUS	1.12	0.18
tblVehicleEF	SBUS	1.4590e-003	2.4300e-004
tblVehicleEF	SBUS	0.14	0.15
tblVehicleEF	SBUS	0.01	0.03
tblVehicleEF	SBUS	0.39	0.02
tblVehicleEF	SBUS	0.84	0.03
tblVehicleEF	SBUS	0.02	9.5710e-003
tblVehicleEF	SBUS	0.07	2.3800e-003
tblVehicleEF	SBUS	6.39	1.21
tblVehicleEF	SBUS	0.95	0.77

tblVehicleEF	SBUS	5.49	0.34
tblVehicleEF	SBUS	1,261.22	344.72
tblVehicleEF	SBUS	1,104.05	1,097.59
tblVehicleEF	SBUS	42.89	1.91
tblVehicleEF	SBUS	10.29	4.13
tblVehicleEF	SBUS	3.94	7.04
tblVehicleEF	SBUS	14.07	0.63
tblVehicleEF	SBUS	7.9990e-003	4.3420e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.02	0.04
tblVehicleEF	SBUS	7.8600e-004	3.3000e-005
tblVehicleEF	SBUS	7.6530e-003	4.1540e-003
tblVehicleEF	SBUS	2.7130e-003	2.8310e-003
tblVehicleEF	SBUS	0.02	0.04
tblVehicleEF	SBUS	7.2300e-004	3.0000e-005
tblVehicleEF	SBUS	3.1130e-003	6.9800e-004
tblVehicleEF	SBUS	0.03	5.4960e-003
tblVehicleEF	SBUS	0.77	0.13
tblVehicleEF	SBUS	2.6250e-003	4.5800e-004
tblVehicleEF	SBUS	0.11	0.13
tblVehicleEF	SBUS	9.3450e-003	0.03
tblVehicleEF	SBUS	0.31	0.01
tblVehicleEF	SBUS	0.01	3.2680e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	5.2400e-004	1.9000e-005
tblVehicleEF	SBUS	3.1130e-003	6.9800e-004
tblVehicleEF	SBUS	0.03	5.4960e-003

tblVehicleEF	SBUS	1.11	0.18
tblVehicleEF	SBUS	2.6250e-003	4.5800e-004
tblVehicleEF	SBUS	0.14	0.15
tblVehicleEF	SBUS	9.3450e-003	0.03
tblVehicleEF	SBUS	0.34	0.02
tblVehicleEF	SBUS	0.84	0.03
tblVehicleEF	SBUS	0.02	9.3810e-003
tblVehicleEF	SBUS	0.08	2.9140e-003
tblVehicleEF	SBUS	6.68	1.32
tblVehicleEF	SBUS	0.92	0.75
tblVehicleEF	SBUS	7.78	0.48
tblVehicleEF	SBUS	1,121.06	316.67
tblVehicleEF	SBUS	1,104.05	1,097.55
tblVehicleEF	SBUS	42.89	2.14
tblVehicleEF	SBUS	9.53	3.87
tblVehicleEF	SBUS	4.07	7.28
tblVehicleEF	SBUS	14.12	0.63
tblVehicleEF	SBUS	0.01	6.2490e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.02	0.04
tblVehicleEF	SBUS	7.8600e-004	3.3000e-005
tblVehicleEF	SBUS	0.01	5.9780e-003
tblVehicleEF	SBUS	2.7130e-003	2.8310e-003
tblVehicleEF	SBUS	0.02	0.04
tblVehicleEF	SBUS	7.2300e-004	3.0000e-005
tblVehicleEF	SBUS	2.0770e-003	5.1300e-004
tblVehicleEF	SBUS	0.03	5.7420e-003

tblVehicleEF	SBUS	0.78	0.13
tblVehicleEF	SBUS	1.3030e-003	2.1600e-004
tblVehicleEF	SBUS	0.11	0.12
tblVehicleEF	SBUS	0.01	0.05
tblVehicleEF	SBUS	0.38	0.02
tblVehicleEF	SBUS	0.01	3.0030e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	5.6300e-004	2.1000e-005
tblVehicleEF	SBUS	2.0770e-003	5.1300e-004
tblVehicleEF	SBUS	0.03	5.7420e-003
tblVehicleEF	SBUS	1.12	0.18
tblVehicleEF	SBUS	1.3030e-003	2.1600e-004
tblVehicleEF	SBUS	0.14	0.15
tblVehicleEF	SBUS	0.01	0.05
tblVehicleEF	SBUS	0.41	0.02
tblVehicleEF	UBUS	1.67	4.89
tblVehicleEF	UBUS	0.05	0.01
tblVehicleEF	UBUS	7.41	38.17
tblVehicleEF	UBUS	7.16	1.23
tblVehicleEF	UBUS	1,914.19	1,906.11
tblVehicleEF	UBUS	116.57	14.21
tblVehicleEF	UBUS	6.89	0.40
tblVehicleEF	UBUS	13.92	0.13
tblVehicleEF	UBUS	0.57	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.11	3.0810e-003
tblVehicleEF	UBUS	1.0130e-003	1.6800e-004

tblVehicleEF	UBUS	0.24	0.03
tblVehicleEF	UBUS	3.0000e-003	7.1460e-003
tblVehicleEF	UBUS	0.10	2.9270e-003
tblVehicleEF	UBUS	9.3100e-004	1.5400e-004
tblVehicleEF	UBUS	2.2340e-003	4.8800e-004
tblVehicleEF	UBUS	0.04	5.1130e-003
tblVehicleEF	UBUS	2.2130e-003	4.1700e-004
tblVehicleEF	UBUS	0.51	0.07
tblVehicleEF	UBUS	9.6460e-003	0.02
tblVehicleEF	UBUS	0.63	0.06
tblVehicleEF	UBUS	0.01	3.7920e-003
tblVehicleEF	UBUS	1.2970e-003	1.4100e-004
tblVehicleEF	UBUS	2.2340e-003	4.8800e-004
tblVehicleEF	UBUS	0.04	5.1130e-003
tblVehicleEF	UBUS	2.2130e-003	4.1700e-004
tblVehicleEF	UBUS	2.24	5.00
tblVehicleEF	UBUS	9.6460e-003	0.02
tblVehicleEF	UBUS	0.69	0.06
tblVehicleEF	UBUS	1.67	4.89
tblVehicleEF	UBUS	0.04	0.01
tblVehicleEF	UBUS	7.43	38.17
tblVehicleEF	UBUS	6.11	1.06
tblVehicleEF	UBUS	1,914.19	1,906.11
tblVehicleEF	UBUS	116.57	13.93
tblVehicleEF	UBUS	6.64	0.40
tblVehicleEF	UBUS	13.86	0.13
tblVehicleEF	UBUS	0.57	0.07

tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.11	3.0810e-003
tblVehicleEF	UBUS	1.0130e-003	1.6800e-004
tblVehicleEF	UBUS	0.24	0.03
tblVehicleEF	UBUS	3.0000e-003	7.1460e-003
tblVehicleEF	UBUS	0.10	2.9270e-003
tblVehicleEF	UBUS	9.3100e-004	1.5400e-004
tblVehicleEF	UBUS	2.7460e-003	7.0800e-004
tblVehicleEF	UBUS	0.05	5.5750e-003
tblVehicleEF	UBUS	3.9420e-003	7.9900e-004
tblVehicleEF	UBUS	0.51	0.07
tblVehicleEF	UBUS	8.6180e-003	0.02
tblVehicleEF	UBUS	0.58	0.05
tblVehicleEF	UBUS	0.01	3.7920e-003
tblVehicleEF	UBUS	1.2790e-003	1.3800e-004
tblVehicleEF	UBUS	2.7460e-003	7.0800e-004
tblVehicleEF	UBUS	0.05	5.5750e-003
tblVehicleEF	UBUS	3.9420e-003	7.9900e-004
tblVehicleEF	UBUS	2.24	5.00
tblVehicleEF	UBUS	8.6180e-003	0.02
tblVehicleEF	UBUS	0.63	0.06
tblVehicleEF	UBUS	1.67	4.89
tblVehicleEF	UBUS	0.05	0.02
tblVehicleEF	UBUS	7.41	38.17
tblVehicleEF	UBUS	7.63	1.31
tblVehicleEF	UBUS	1,914.19	1,906.11
tblVehicleEF	UBUS	116.57	14.34

tblVehicleEF	UBUS	6.85	0.40
tblVehicleEF	UBUS	13.94	0.14
tblVehicleEF	UBUS	0.57	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.11	3.0810e-003
tblVehicleEF	UBUS	1.0130e-003	1.6800e-004
tblVehicleEF	UBUS	0.24	0.03
tblVehicleEF	UBUS	3.0000e-003	7.1460e-003
tblVehicleEF	UBUS	0.10	2.9270e-003
tblVehicleEF	UBUS	9.3100e-004	1.5400e-004
tblVehicleEF	UBUS	2.0580e-003	4.5000e-004
tblVehicleEF	UBUS	0.05	5.9530e-003
tblVehicleEF	UBUS	2.0030e-003	3.7300e-004
tblVehicleEF	UBUS	0.51	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.66	0.06
tblVehicleEF	UBUS	0.01	3.7920e-003
tblVehicleEF	UBUS	1.3050e-003	1.4200e-004
tblVehicleEF	UBUS	2.0580e-003	4.5000e-004
tblVehicleEF	UBUS	0.05	5.9530e-003
tblVehicleEF	UBUS	2.0030e-003	3.7300e-004
tblVehicleEF	UBUS	2.23	5.00
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.72	0.07
tblVehicleTrips	PB_TP	43.00	0.00
tblVehicleTrips	PB_TP	15.00	0.00
tblVehicleTrips	PR_TP	37.00	80.00

tblVehicleTrips	PR_TP	45.00	60.00
tblVehicleTrips	ST_TR	158.37	140.82
tblVehicleTrips	ST_TR	42.04	40.02
tblVehicleTrips	SU_TR	131.84	140.82
tblVehicleTrips	SU_TR	20.43	40.02
tblVehicleTrips	WD_TR	127.15	140.82
tblVehicleTrips	WD_TR	44.32	40.02
tblWater	IndoorWaterUseRate	1,617,834.69	0.00
tblWater	OutdoorWaterUseRate	103,266.04	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	7.0900e-003	0.0651	0.0607	1.0000e-004	1.5700e-003	3.7600e-003	5.3200e-003	5.9000e-004	3.5500e-003	4.1400e-003	0.0000	8.6986	8.6986	1.8200e-003	0.0000	8.7442
2021	0.1286	0.4134	0.3807	6.2000e-004	1.8700e-003	0.0229	0.0247	5.0000e-004	0.0211	0.0216	0.0000	54.1462	54.1462	0.0166	0.0000	54.5602
Maximum	**0.1286**	**0.4134**	**0.3807**	**6.2000e-004**	**1.8700e-003**	**0.0229**	**0.0247**	**5.9000e-004**	**0.0211**	**0.0216**	**0.0000**	**54.1462**	**54.1462**	**0.0166**	**0.0000**	**54.5602**

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					
2020	7.0900e-003	0.0651	0.0607	1.0000e-004	1.5700e-003	3.7600e-003	5.3200e-003	5.9000e-004	3.5500e-003	4.1400e-003	0.0000	8.6986	8.6986	1.8200e-003	0.0000	8.7442
2021	0.1286	0.4133	0.3807	6.2000e-004	1.8700e-003	0.0229	0.0247	5.0000e-004	0.0211	0.0216	0.0000	54.1462	54.1462	0.0166	0.0000	54.5601
Maximum	**0.1286**	**0.4133**	**0.3807**	**6.2000e-004**	**1.8700e-003**	**0.0229**	**0.0247**	**5.9000e-004**	**0.0211**	**0.0216**	**0.0000**	**54.1462**	**54.1462**	**0.0166**	**0.0000**	**54.5601**

	ROG	NOx	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	12-10-2020	3-9-2021	0.2862	0.2862
2	3-10-2021	6-9-2021	0.3300	0.3300
		Highest	0.3300	0.3300

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	0.0384	0.0000	7.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.4000e-004	1.4000e-004	0.0000	0.0000	1.4000e-004
Energy	3.0000e-005	2.5000e-004	2.1000e-004	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	9.4991	9.4991	3.8000e-004	8.0000e-005	9.5329
Mobile	0.3195	0.5075	2.5442	7.3300e-003	0.7199	5.9800e-003	0.7259	0.1925	5.5900e-003	0.1980	0.0000	685.8563	685.8563	0.0467	0.0000	687.0241
Waste						0.0000	0.0000		0.0000	0.0000	0.4791	0.0000	0.4791	0.0283	0.0000	1.1869
Water						0.0000	0.0000		0.0000	0.0000	0.0529	1.0801	1.1330	5.4700e-003	1.4000e-004	1.3107
Total	**0.3579**	**0.5077**	**2.5445**	**7.3300e-003**	**0.7199**	**6.0000e-003**	**0.7259**	**0.1925**	**5.6100e-003**	**0.1981**	**0.5319**	**696.4356**	**696.9676**	**0.0809**	**2.2000e-004**	**699.0547**

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	0.0384	0.0000	7.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.4000e-004	1.4000e-004	0.0000	0.0000	1.4000e-004
Energy	3.0000e-005	2.5000e-004	2.1000e-004	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	9.4991	9.4991	3.8000e-004	8.0000e-005	9.5329
Mobile	0.3195	0.5075	2.5442	7.3300e-003	0.7199	5.9800e-003	0.7259	0.1925	5.5900e-003	0.1980	0.0000	685.8563	685.8563	0.0467	0.0000	687.0241
Waste						0.0000	0.0000		0.0000	0.0000	0.4791	0.0000	0.4791	0.0283	0.0000	1.1869
Water						0.0000	0.0000		0.0000	0.0000	0.0529	1.0801	1.1330	5.4700e-003	1.4000e-004	1.3107
Total	**0.3579**	**0.5077**	**2.5445**	**7.3300e-003**	**0.7199**	**6.0000e-003**	**0.7259**	**0.1925**	**5.6100e-003**	**0.1981**	**0.5319**	**696.4356**	**696.9676**	**0.0809**	**2.2000e-004**	**699.0547**

	ROG	NOx	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

Fenway Existing Conditions - San Diego County APCD Air District, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	5/25/2021	5/31/2021	5	5	
2	Building Construction	Building Construction	12/29/2020	5/17/2021	5	100	
3	Demolition	Demolition	12/10/2020	12/23/2020	5	10	
4	Grading	Grading	12/25/2020	12/28/2020	5	2	
5	Paving	Paving	5/18/2021	5/24/2021	5	5	
6	Site Preparation	Site Preparation	12/24/2020	12/24/2020	5	1	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 11,373; Non-Residential Outdoor: 3,791; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	1.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	3.00	1.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Architectural Coating - 2021

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	0.0879					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.5000e-004	3.8200e-003	4.5400e-003	1.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6394
Total	**0.0884**	**3.8200e-003**	**4.5400e-003**	**1.0000e-005**		**2.4000e-004**	**2.4000e-004**		**2.4000e-004**	**2.4000e-004**	**0.0000**	**0.6383**	**0.6383**	**4.0000e-005**	**0.0000**	**0.6394**

3.2 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	6.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0175	0.0175	0.0000	0.0000	0.0175
Total	**1.0000e-005**	**1.0000e-005**	**6.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0175**	**0.0175**	**0.0000**	**0.0000**	**0.0175**

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	0.0879					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.5000e-004	3.8200e-003	4.5400e-003	1.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6394
Total	**0.0884**	**3.8200e-003**	**4.5400e-003**	**1.0000e-005**		**2.4000e-004**	**2.4000e-004**		**2.4000e-004**	**2.4000e-004**	**0.0000**	**0.6383**	**0.6383**	**4.0000e-005**	**0.0000**	**0.6394**

3.2 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	6.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0175	0.0175	0.0000	0.0000	0.0175
Total	**1.0000e-005**	**1.0000e-005**	**6.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0175**	**0.0175**	**0.0000**	**0.0000**	**0.0175**

3.3 Building Construction - 2020

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	1.2900e-003	0.0133	0.0111	2.0000e-005		7.8000e-004	7.8000e-004		7.2000e-004	7.2000e-004	0.0000	1.5009	1.5009	4.9000e-004	0.0000	1.5130
Total	**1.2900e-003**	**0.0133**	**0.0111**	**2.0000e-005**		**7.8000e-004**	**7.8000e-004**		**7.2000e-004**	**7.2000e-004**	**0.0000**	**1.5009**	**1.5009**	**4.9000e-004**	**0.0000**	**1.5130**

3.3 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.0000e-005	1.7000e-004	5.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0396	0.0396	0.0000	0.0000	0.0397
Worker	2.0000e-005	1.0000e-005	1.2000e-004	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0326	0.0326	0.0000	0.0000	0.0326
Total	**3.0000e-005**	**1.8000e-004**	**1.7000e-004**	**0.0000**	**5.0000e-005**	**0.0000**	**5.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0722**	**0.0722**	**0.0000**	**0.0000**	**0.0723**

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	1.2900e-003	0.0133	0.0111	2.0000e-005		7.8000e-004	7.8000e-004		7.2000e-004	7.2000e-004	0.0000	1.5009	1.5009	4.9000e-004	0.0000	1.5130
Total	**1.2900e-003**	**0.0133**	**0.0111**	**2.0000e-005**		**7.8000e-004**	**7.8000e-004**		**7.2000e-004**	**7.2000e-004**	**0.0000**	**1.5009**	**1.5009**	**4.9000e-004**	**0.0000**	**1.5130**

3.3 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.0000e-005	1.7000e-004	5.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0396	0.0396	0.0000	0.0000	0.0397
Worker	2.0000e-005	1.0000e-005	1.2000e-004	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0326	0.0326	0.0000	0.0000	0.0326
Total	**3.0000e-005**	**1.8000e-004**	**1.7000e-004**	**0.0000**	**5.0000e-005**	**0.0000**	**5.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0722**	**0.0722**	**0.0000**	**0.0000**	**0.0723**

3.3 Building Construction - 2021

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	0.0376	0.3873	0.3523	5.5000e-004		0.0217	0.0217		0.0200	0.0200	0.0000	48.5398	48.5398	0.0157	0.0000	48.9323
Total	**0.0376**	**0.3873**	**0.3523**	**5.5000e-004**		**0.0217**	**0.0217**		**0.0200**	**0.0200**	**0.0000**	**48.5398**	**48.5398**	**0.0157**	**0.0000**	**48.9323**

3.3 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.5000e-004	4.9800e-003	1.3300e-003	1.0000e-005	3.2000e-004	1.0000e-005	3.3000e-004	9.0000e-005	1.0000e-005	1.0000e-004	0.0000	1.2680	1.2680	9.0000e-005	0.0000	1.2703
Worker	5.1000e-004	3.6000e-004	3.6300e-003	1.0000e-005	1.1700e-003	1.0000e-005	1.1800e-003	3.1000e-004	1.0000e-005	3.2000e-004	0.0000	1.0193	1.0193	3.0000e-005	0.0000	1.0200
Total	**6.6000e-004**	**5.3400e-003**	**4.9600e-003**	**2.0000e-005**	**1.4900e-003**	**2.0000e-005**	**1.5100e-003**	**4.0000e-004**	**2.0000e-005**	**4.2000e-004**	**0.0000**	**2.2872**	**2.2872**	**1.2000e-004**	**0.0000**	**2.2903**

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	0.0376	0.3873	0.3523	5.5000e-004		0.0217	0.0217		0.0200	0.0200	0.0000	48.5397	48.5397	0.0157	0.0000	48.9322
Total	**0.0376**	**0.3873**	**0.3523**	**5.5000e-004**		**0.0217**	**0.0217**		**0.0200**	**0.0200**	**0.0000**	**48.5397**	**48.5397**	**0.0157**	**0.0000**	**48.9322**

3.3 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.5000e-004	4.9800e-003	1.3300e-003	1.0000e-005	3.2000e-004	1.0000e-005	3.3000e-004	9.0000e-005	1.0000e-005	1.0000e-004	0.0000	1.2680	1.2680	9.0000e-005	0.0000	1.2703
Worker	5.1000e-004	3.6000e-004	3.6300e-003	1.0000e-005	1.1700e-003	1.0000e-005	1.1800e-003	3.1000e-004	1.0000e-005	3.2000e-004	0.0000	1.0193	1.0193	3.0000e-005	0.0000	1.0200
Total	**6.6000e-004**	**5.3400e-003**	**4.9600e-003**	**2.0000e-005**	**1.4900e-003**	**2.0000e-005**	**1.5100e-003**	**4.0000e-004**	**2.0000e-005**	**4.2000e-004**	**0.0000**	**2.2872**	**2.2872**	**1.2000e-004**	**0.0000**	**2.2903**

3.4 Demolition - 2020

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	4.3400e-003	0.0394	0.0381	6.0000e-005		2.3400e-003	2.3400e-003		2.2300e-003	2.2300e-003	0.0000	5.2038	5.2038	9.8000e-004	0.0000	5.2284
Total	**4.3400e-003**	**0.0394**	**0.0381**	**6.0000e-005**		**2.3400e-003**	**2.3400e-003**		**2.2300e-003**	**2.2300e-003**	**0.0000**	**5.2038**	**5.2038**	**9.8000e-004**	**0.0000**	**5.2284**

3.4 Demolition - 2020

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	1.4000e-004	1.3400e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3624	0.3624	1.0000e-005	0.0000	0.3627
Total	**1.8000e-004**	**1.4000e-004**	**1.3400e-003**	**0.0000**	**4.0000e-004**	**0.0000**	**4.0000e-004**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**0.3624**	**0.3624**	**1.0000e-005**	**0.0000**	**0.3627**

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	4.3400e-003	0.0394	0.0381	6.0000e-005		2.3400e-003	2.3400e-003		2.2300e-003	2.2300e-003	0.0000	5.2038	5.2038	9.8000e-004	0.0000	5.2284
Total	**4.3400e-003**	**0.0394**	**0.0381**	**6.0000e-005**		**2.3400e-003**	**2.3400e-003**		**2.2300e-003**	**2.2300e-003**	**0.0000**	**5.2038**	**5.2038**	**9.8000e-004**	**0.0000**	**5.2284**

3.4 Demolition - 2020

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	1.4000e-004	1.3400e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3624	0.3624	1.0000e-005	0.0000	0.3627
Total	**1.8000e-004**	**1.4000e-004**	**1.3400e-003**	**0.0000**	**4.0000e-004**	**0.0000**	**4.0000e-004**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**0.3624**	**0.3624**	**1.0000e-005**	**0.0000**	**0.3627**

3.5 Grading - 2020

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					7.5000e-004	0.0000	7.5000e-004	4.1000e-004	0.0000	4.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.7000e-004	7.8700e-003	7.6200e-003	1.0000e-005		4.7000e-004	4.7000e-004		4.5000e-004	4.5000e-004	0.0000	1.0408	1.0408	2.0000e-004	0.0000	1.0457
Total	**8.7000e-004**	**7.8700e-003**	**7.6200e-003**	**1.0000e-005**	**7.5000e-004**	**4.7000e-004**	**1.2200e-003**	**4.1000e-004**	**4.5000e-004**	**8.6000e-004**	**0.0000**	**1.0408**	**1.0408**	**2.0000e-004**	**0.0000**	**1.0457**

3.5 Grading - 2020

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	4.0000e-005	3.0000e-005	2.7000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0725	0.0725	0.0000	0.0000	0.0725
Total	**4.0000e-005**	**3.0000e-005**	**2.7000e-004**	**0.0000**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0725**	**0.0725**	**0.0000**	**0.0000**	**0.0725**

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					7.5000e-004	0.0000	7.5000e-004	4.1000e-004	0.0000	4.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.7000e-004	7.8700e-003	7.6200e-003	1.0000e-005		4.7000e-004	4.7000e-004		4.5000e-004	4.5000e-004	0.0000	1.0408	1.0408	2.0000e-004	0.0000	1.0457
Total	**8.7000e-004**	**7.8700e-003**	**7.6200e-003**	**1.0000e-005**	**7.5000e-004**	**4.7000e-004**	**1.2200e-003**	**4.1000e-004**	**4.5000e-004**	**8.6000e-004**	**0.0000**	**1.0408**	**1.0408**	**2.0000e-004**	**0.0000**	**1.0457**

3.5 Grading - 2020

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	4.0000e-005	3.0000e-005	2.7000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0725	0.0725	0.0000	0.0000	0.0725
Total	**4.0000e-005**	**3.0000e-005**	**2.7000e-004**	**0.0000**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0725**	**0.0725**	**0.0000**	**0.0000**	**0.0725**

3.6 Paving - 2021

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	1.8000e-003	0.0168	0.0177	3.0000e-005		8.8000e-004	8.8000e-004		8.2000e-004	8.2000e-004	0.0000	2.3481	2.3481	6.8000e-004	0.0000	2.3652
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.8000e-003**	**0.0168**	**0.0177**	**3.0000e-005**		**8.8000e-004**	**8.8000e-004**		**8.2000e-004**	**8.2000e-004**	**0.0000**	**2.3481**	**2.3481**	**6.8000e-004**	**0.0000**	**2.3652**

3.6 Paving - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6000e-004	1.1000e-004	1.1200e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3152	0.3152	1.0000e-005	0.0000	0.3155
Total	**1.6000e-004**	**1.1000e-004**	**1.1200e-003**	**0.0000**	**3.6000e-004**	**0.0000**	**3.6000e-004**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**0.3152**	**0.3152**	**1.0000e-005**	**0.0000**	**0.3155**

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	1.8000e-003	0.0168	0.0177	3.0000e-005		8.8000e-004	8.8000e-004		8.2000e-004	8.2000e-004	0.0000	2.3481	2.3481	6.8000e-004	0.0000	2.3652
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.8000e-003**	**0.0168**	**0.0177**	**3.0000e-005**		**8.8000e-004**	**8.8000e-004**		**8.2000e-004**	**8.2000e-004**	**0.0000**	**2.3481**	**2.3481**	**6.8000e-004**	**0.0000**	**2.3652**

3.6 Paving - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6000e-004	1.1000e-004	1.1200e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3152	0.3152	1.0000e-005	0.0000	0.3155
Total	**1.6000e-004**	**1.1000e-004**	**1.1200e-003**	**0.0000**	**3.6000e-004**	**0.0000**	**3.6000e-004**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**0.3152**	**0.3152**	**1.0000e-005**	**0.0000**	**0.3155**

3.7 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.4000e-004	4.2200e-003	2.0500e-003	0.0000		1.7000e-004	1.7000e-004		1.5000e-004	1.5000e-004	0.0000	0.4280	0.4280	1.4000e-004	0.0000	0.4314
Total	**3.4000e-004**	**4.2200e-003**	**2.0500e-003**	**0.0000**	**2.7000e-004**	**1.7000e-004**	**4.4000e-004**	**3.0000e-005**	**1.5000e-004**	**1.8000e-004**	**0.0000**	**0.4280**	**0.4280**	**1.4000e-004**	**0.0000**	**0.4314**

3.7 Site Preparation - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	7.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0181	0.0181	0.0000	0.0000	0.0181
Total	**1.0000e-005**	**1.0000e-005**	**7.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0181**	**0.0181**	**0.0000**	**0.0000**	**0.0181**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.4000e-004	4.2200e-003	2.0500e-003	0.0000		1.7000e-004	1.7000e-004		1.5000e-004	1.5000e-004	0.0000	0.4280	0.4280	1.4000e-004	0.0000	0.4314
Total	**3.4000e-004**	**4.2200e-003**	**2.0500e-003**	**0.0000**	**2.7000e-004**	**1.7000e-004**	**4.4000e-004**	**3.0000e-005**	**1.5000e-004**	**1.8000e-004**	**0.0000**	**0.4280**	**0.4280**	**1.4000e-004**	**0.0000**	**0.4314**

3.7 Site Preparation - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	7.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0181	0.0181	0.0000	0.0000	0.0181
Total	**1.0000e-005**	**1.0000e-005**	**7.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0181**	**0.0181**	**0.0000**	**0.0000**	**0.0181**

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	0.3195	0.5075	2.5442	7.3300e-003	0.7199	5.9800e-003	0.7259	0.1925	5.5900e-003	0.1980	0.0000	685.8563	685.8563	0.0467	0.0000	687.0241
Unmitigated	0.3195	0.5075	2.5442	7.3300e-003	0.7199	5.9800e-003	0.7259	0.1925	5.5900e-003	0.1980	0.0000	685.8563	685.8563	0.0467	0.0000	687.0241

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
High Turnover (Sit Down Restaurant)	750.99	750.99	750.99	1,739,659	1,739,659
Strip Mall	90.00	90.00	90.00	175,788	175,788
Total	841.00	841.00	841.00	1,915,447	1,915,447

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
High Turnover (Sit Down	9.50	7.30	7.30	8.50	72.50	19.00	80	20	0
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	60	40	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
High Turnover (Sit Down Restaurant)	0.602700	0.040134	0.179939	0.104242	0.014985	0.005435	0.016642	0.024350	0.001934	0.001888	0.005938	0.000757	0.001056
Strip Mall	0.602700	0.040134	0.179939	0.104242	0.014985	0.005435	0.016642	0.024350	0.001934	0.001888	0.005938	0.000757	0.001056

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	9.2315	9.2315	3.7000e-004	8.0000e-005	9.2637
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	9.2315	9.2315	3.7000e-004	8.0000e-005	9.2637
NaturalGas Mitigated	3.0000e-005	2.5000e-004	2.1000e-004	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.2676	0.2676	1.0000e-005	0.0000	0.2692
NaturalGas Unmitigated	3.0000e-005	2.5000e-004	2.1000e-004	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.2676	0.2676	1.0000e-005	0.0000	0.2692

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					
High Turnover (Sit Down Restaurant)	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	5015.27	3.0000e-005	2.5000e-004	2.1000e-004	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.2676	0.2676	1.0000e-005	0.0000	0.2692
Total		**3.0000e-005**	**2.5000e-004**	**2.1000e-004**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.2676**	**0.2676**	**1.0000e-005**	**0.0000**	**0.2692**

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					
High Turnover (Sit Down Restaurant)	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	5015.27	3.0000e-005	2.5000e-004	2.1000e-004	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.2676	0.2676	1.0000e-005	0.0000	0.2692
Total		**3.0000e-005**	**2.5000e-004**	**2.1000e-004**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.2676**	**0.2676**	**1.0000e-005**	**0.0000**	**0.2692**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
High Turnover (Sit Down Restaurant)	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	28247.4	9.2315	3.7000e-004	8.0000e-005	9.2637
Total		**9.2315**	**3.7000e-004**	**8.0000e-005**	**9.2637**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
High Turnover (Sit Down Restaurant)	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	28247.4	9.2315	3.7000e-004	8.0000e-005	9.2637
Total		**9.2315**	**3.7000e-004**	**8.0000e-005**	**9.2637**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0384	0.0000	7.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.4000e-004	1.4000e-004	0.0000	0.0000	1.4000e-004
Unmitigated	0.0384	0.0000	7.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.4000e-004	1.4000e-004	0.0000	0.0000	1.4000e-004

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	8.7900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0296					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	7.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.4000e-004	1.4000e-004	0.0000	0.0000	1.4000e-004
Total	**0.0384**	**0.0000**	**7.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.4000e-004**	**1.4000e-004**	**0.0000**	**0.0000**	**1.4000e-004**

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	8.7900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0296					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	7.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.4000e-004	1.4000e-004	0.0000	0.0000	1.4000e-004
Total	**0.0384**	**0.0000**	**7.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.4000e-004**	**1.4000e-004**	**0.0000**	**0.0000**	**1.4000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1.1330	5.4700e-003	1.4000e-004	1.3107
Unmitigated	1.1330	5.4700e-003	1.4000e-004	1.3107

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
High Turnover (Sit Down Restaurant)	0 / 0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0.166663 / 0.102148	1.1330	5.4700e-003	1.4000e-004	1.3107
Total		**1.1330**	**5.4700e-003**	**1.4000e-004**	**1.3107**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
High Turnover (Sit Down Restaurant)	0 / 0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0.166663 / 0.102148	1.1330	5.4700e-003	1.4000e-004	1.3107
Total		**1.1330**	**5.4700e-003**	**1.4000e-004**	**1.3107**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.4791	0.0283	0.0000	1.1869
Unmitigated	0.4791	0.0283	0.0000	1.1869

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
High Turnover (Sit Down Restaurant)	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	2.36	0.4791	0.0283	0.0000	1.1869
Total		**0.4791**	**0.0283**	**0.0000**	**1.1869**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
High Turnover (Sit Down Restaurant)	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	2.36	0.4791	0.0283	0.0000	1.1869
Total		**0.4791**	**0.0283**	**0.0000**	**1.1869**

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